Declassified E.O. 12356 Section 3.3/NND No. 785021

ACC 10000/146/595 091.4692 WAGES - MARINE

OCT. 1943 - JUNE 1944

Declassified E.O. 12356 Section 3.3/NND No. 785021

46145

SECRET
British SECRET

ALLIED CONTROL COMMISSION - INCOMING MESSAGE /hft

SVC/RELAY NO.

CLASS: SECRET

PREC : IMPORTANT

FROM : FOTALI (1)

TO : C IN C MED NAPLES (R) A.C.C.

RECEIVED ADJ SEC
JUN 23 1944
REAR HQ. A.C.C.

M/C NO :

REF NO: I/T TYPEX 3

FILED : JUN 201831B

REC'D : JUN 231200B

via 94 Sub Area

Unofficial strike involving 1000 men started in dockyard today for more food or wages.

(2) Ministry has promised an increase in wages of 12 to 15% on 1st July.

(3) Tosi's yard are on strike for increase of 30 Lire a day all round.

(4) Ramirez new Under Secretary Vice Albago is coming down.

(5) It is hoped that work will be resumed tomorrow 21st June.

(6) Most of these men are receiving civilian A ration for heavy workers.

(7) C in C Med Naples pass to Admiral Morgan.

DISTRIBUTION:

1 - File
1 - Float
1 - DCC
1 - Navy(Adv Hq) Info
1 - Labor "
1 - Admin "
1 - Adj Main "
1 - CA (3) Main "
1 - Food (Main) "

2451

U. S. SECRET
British SECRET

1416

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46/45

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

RMA/mer

22 June 1944

SUBJECT : Wages of Dockworkers, Taranto

TO : Ministry of Industry, Commerce and Labor

1. The Labor Subcommission of the Allied Control Commission has received a telegram dated 20 June 1944 stating:

a. That approximately 1,000 dockworkers went on strike for either more food or higher wages, but were expected to return to work 21 June.

b. That increases of 12 to 15 per cent had been promised effective 1 July 1944 by the Under Secretary of Merchant Marine, Ramirez.

c. That Under Secretary Ramirez was coming to Taranto to discuss this wage problem.

2. The Labor Sub-Commission ACC has taken no action in this matter since it appears that action should be initiated by the Italian Govt.

3. The attention of the Ministry is directed to the following points in connection with this and other proposed wage increases in Italian Government Territory:

a. All proposed increases must be submitted by the Italian Government to the Allied Control Commission for prior approval. Any increases made or promised without such approval are contrary to the agreement with the Italian Government.

b. In submitting proposals for increases, two factors must be kept in mind:

(1) The proposed wage must be less than the wage for similar work being performed for the Allied Military Forces. (Formula previously submitted to the Ministry)

(2) The proposed wage must be comparable with similar wages paid throughout the Industry or in similar industries.

c. In submitting proposals for increases, a detailed showing must be made of actual wages paid (together with all added payments of every kind); of the comparison with similar jobs in other establishments or industries; and of the reasons for granting an exception to the "wage freeze" agreement.

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4. The Labor Sub-Commission requests the courtesy of a prompt reply on the Taranto situation, and is ready to cooperate fully with the Italian Government in seeing that this essential work is continued without further interruption.

5. Reply is also requested on the points made in paragraph 3 above, both as general policy and with particular reference to the Taranto case.

ROBERT M. ALBRIGHT,
Major, AUS
Labor Subcommission

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For Long fr[illegible]l (Ships above 50 tons)

Category	Gross Base Salary.	200% indemnity.	Gross Total.
	Liberal	Bargaining.	
Commandant	1734	3468	5202
Chief Engine Man	1353	2706	4059
1st Officer	1101	2202	3303
2nd Officer	975	1950	2925
3rd Officer			
Deck			
Boatswains and Chief Firemen	705	1410	2115
Carpenters and Engine Workers	690	1380	2070
Electricians	690	1380	2070
Sailors	564	1128	1692
Firemen	600	1200	1800
Boys of I	372	744	1116
Boys of II	318	636	954
Scrubbing sailors up to 6 months navigation	138	276	414
" " beyond " "	183	366	549
Coalmen	549	1098	1647
Waiters	525	1050	1575
Small Boy	228	456	684
Cook and Pantry Man	582	1164	1746
Cook	618	1236	1854
2nd Cook	582	1164	1746
Kitchen Police	228-396	456-792	684-1288

For war risk there is a general increase of 200% on the base pay. For ships standing idle in harbor the indemnity is reduced to 26%. Besides pay all personnel get meals. Separate compensation for extra-ordinary work and holyday work.

Personnel has right to return to fatherland in case of landing in a port other than the one of original engagement.

Shipwreck - Indemnity for loss of garments and instruments. Moreover, 40 days pay and meals while waiting for new embarking.

MEALS.

For Officers.

Breakfast: Milk, coffee and bread
Dinner: Soup - 2 kitchen courses - fruits or cheese.

Supper: The same, plus coffee, bread and wine freely.

For Personnel.

Breakfast: Milk
Dinner: Soup or Macharoni.
1 kitchen course with contour wine.
Supper: Soup - one dish - for non-commissioned officers 2 dishes.
Wine - ¾ litre daily.

IIE-1

PIROSCAFI IN NAVIGAZIONE DI LUNGO CORSO - PAGHE COMPRENSIVE DEGLI AUMENTI FINO AL 1°/11/1943 E DITTERISCHI DI GUERRA (250%)

oooOooo

Nostromo e Capo Fuochista	L. 4837,35
Carpentiere operaio ed elettricista	" 4712,40
Marinaio	" 3855,60
Giovanetto di I^	" 2552,55
Giovanetto di 2^	" 2159,85
Mozzo con sei mesi di navigazione o meno	" 946,05
Mozzo con oltre sei mesi di navigazione	" 1249,50
Fuochista	" 4105,50
Carbonaio	" 3748,50
Cameriere	" 3587,85
Piccolo	" 2552,55
Cambusiere e secondo cuoco	" 3980,55
Cuoco	" 4230,45
Quattero	da L.1552,95 a L.2213,20

MAGGIORAZIONI :

a) - Indennità di presenza : L.10 al giorno per i maggiori degli anni 18
L.6 al giorno per i minori degli anni 18

b) - Integrazione vitto : L.3 al giorno per i sottufficiali
L.2 al giorno per i comuni

c) - Supplemento di contratto: L.35,70 al mese per i pennesi
L.56,10 al mese per i calderinai

d) - Compenso per lavoro straordinario come da contratto ;

e) - Assegni familiari : L. 83 per la moglie
L. 52 per ogni figlio.

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Nostromo e Capo Fuochista	L. 4837,35
Carpentiere operaio ed elettricista	" 4712,40
Marinaio	" 3855,60
Giovanotto di I^	" [illegible]
Giovanotto di 2^	" 2159,85
Mozzo con sei mesi di navigazione o meno	" 946,05
Mozzo con oltre sei mesi di navigazione	" 1249,50
Fuochista	" 4105,50
Carbonaio	" 3748,50
Cameriere	" 3587,85
Piccolo	" [illegible]
Cambusiere e secondo cuoco	" [illegible]
Cuoco	" 4230,45
Quattero	da L.1558,95 a L.2713,20

MAGGIORAZIONI :

a) - Indennità di presenza : L.10 al giorno per i maggiori degli anni 18
L.6 al giorno per i minori degli anni 18

b) - Integrazione vitto : L.3 al giorno per i sottufficiali
L.2 al giorno per i comuni

c) - Supplemento di contratto: L.35,70 al mese per i nocchieri
L.56,10 al mese per i calderinai

d) - Compenso per lavoro straordinario come da contratto ;

e) - Assegni familiari : L. 83 per la moglie
L. 52 per ogni figlio.

2417

Mr. Graham
- Red Cross Board

Col Mazzanti

For Free Italy.

Declassified E.O. 12356 Section 3.3/NND No. 778021

OSCAFI IN NAVIGAZIONE DI LUNGO CORSO - PAGHE COMPRENSIVE DEGLI AUMENTI FINO AL 1°/11/1943 E DEI RISCHI DI GUERRA (250%)

ooooOoooo

	Fino a 4500 D.W.	da 4500 D.W. a 7500 D.W.	da 7500 D.W. a 9500 D.W.	da 9500 D.W. in poi
Comandante	13.667,50	14.216,30	14.889,15	15.799,70
Capo Macchinista	11.505,20	11.854,85	12.468,05	—
1°Uff.e 1°macch.	9.069,20	9.489,20	9.875,60	—
2°Uff.e2°macch.	7.439,60	7.859,60	8,246,00	—
3°Uff.e 3°macch.	6.633,20	7.036,40	7.439,60	—

MAGGIORAZIONI :

a) - L.15 al giorno per indennità di presenza

b) - L.5 al giorno per integrazione vitto (la pastica viene corrisposta in natura)

c) - Assegni familiari: L.114,40 per la moglie e L.30,60 per ogni figlio

d) - Al Comandante spettano L.35 al mese per indennità di rappresentanza e di visa

e) - A tutti gli Ufficiali, meno il Comandante, spetta il premio di operosità dell'8% sulla paga (se carico incollettame) e del 6% se carico alla rinfusa.

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Declassified E.O. 12356 Section 3.3/NND No. 778021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

IE-1

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

21 June 1944

SUBJECT: Wage Increases to Merchant Marine

TO : A/D/Director Labor Sub-Commission

FROM : Capt. E. SCICLUNA, Labor Relations Officer.

1. Information regarding the alledged increase of wages to personnel in the Merchant Marine was supplied to me by the Officer in charge of that department at the Italian Admiralty, Naples.

2. Attached herewith are the following relevant documents :

a. A list of all increases approved by the Italian Government and relative Decree authorising same.

b. Agreement reached between Employers Union and the trade Union of the "Gente del Mare", whereby a further increase of wages was to be conceded to sea-going personnel of the Merchant Marine. This agreement was not approved by the Ministry of Marine. The copy of the agreement forwarded to this Ministry was in due course sent to the Ministry of Industry & Commerce Labor and so far no action has been taken one way or another. It transpires that the new increases are being paid both to personnel operating from Naples as well as from Bari and other ports.

3. On investigation, I am in a position to say that substantially the agreement conceeds to the Merchant Marine personnel an increase in wages in the shape of increases on certain indemnities. The Italian Government in applying the 70% increase on wages proper in conformity with ACC. policy, distinguished between "continuative indemnities" and those which were not : the 70% increase was allowed on the former but not on the latter. The agreement extends the 70% increase on the second type of indemnity (non-continuative) with the exception of the "Indennita' di Presenza" and the "Assegni di Famiglia" on which no increase is allowed even by this new agreement. "Overtime" is also being paid at the increased 70% rate.

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4. I submit that the following line of action might be considered:

i) The Italian Minister of Industry Commerce and Labor should be asked to have the new increases suspended forth with - pending approval by the Italian Government in concert with ACC., stress being laid on the fact that no validity of execution could be considered in the case of any agreement that had not been even submitted to ACC. for consideration

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ii) The Ministry of Marine should be forwarded a copy of the instructions issued by the Ministry of Labor, as above with further instructions to prepare the requisite schedule of wages and proposed increases under the new agreement, submitting at the same time their views on the matter and stating reasons why such an increase might be considered indicated, if they should so report on the matter.

E. SCICLUNA
Captain,
Labor Relations Officer.

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VERBALE DI ACCORDO

L'anno millenovecentoquarantaquattro, il giorno 1° Maggio, in Napoli, tra l'Associazione Armatori Meridionali in persona del suo Presidente Com. Mazzella Pasquale e la Unione Gente del Mare in persona del suo Segretario Generale Cap. Curato Giuseppe, ciascuno avendo ricevuto l'opportuno mandato dai propri organi direttivi:

p r e m e s s o

che a seguito dei gravi avvenimenti avvenuti in Italia la nostra Marina Mercantile si è molto ridotta, restando poche navi in armamento e determinandosi in conseguenza una notevole disoccupazione tra i marittimi;

che concordemente si è riconosciuta la urgente necessità di venire in aiuto a quei disoccupati che maggiormente ne abbisognino;

ritenuto che tale scopo si può efficacemente perseguire a mezzo di una contribuzione da parte degli armatori e dei marittimi imbarcati, considerato che l'Ente Assistenza Gente Mare non può allo stato funzionare; si conviene e stabilisce quanto appresso :

I° = Viene costituito un Comitato Assistenza Gente del Mare che avrà sede in Napoli e giurisdizione in tutta l'Italia liberata. Esso è composto da 4 membri: uno proposto dalla Associazione Armatori, uno dalla Unione Gente Mare, un rappresentante delegato del Ministero Marina - Direzione Generale Marina Mercantile. Il Presidente sarà nominato di accordo. Il Comitato stabilirà un apposito regolamento per il suo funzionamento. Esso sostituisce a tutti gli effetti provvisoriamente, l'Ente Assistenza Gente del Mare, costituito con R.D. 14/7/37 n. 1487, nell'Italia liberata.

2° = A far tempo dal I° Maggio 1944, le aziende armatoriali di piroscafi e motonavi erogheranno a favore dell'Assistenza ai disoccupati un contributo mensile pari all'1% sulla sola paga base corrisposta al personale navigante, esclusa ogni altra competenza accessoria, anche se fissa e continuativa, a qualsiasi titolo corrisposta.

Le stesse aziende erogheranno un contributo mensile pari all'1% sul solo importo della paga base o stipendio corrisposto al proprio personale amministrativo esclusa ogni altra competenza accessoria, anche se fissa e conti-

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nuativa e a qualsiasi titolo corrisposta.

Le percentuali di cui sopra si intendono riferite sempre alla paga base e stipendio di fatto percepito al lordo.

3° =Con eguale decorrenza 1° Maggio 1944,le aziende armatoriali di piroscafi e motonavi tratterranno un eguale contributo mensile dell'1% sulla paga base o stipendio percepito dai marittimi e dagli impiegati amministrativi come al punto 2.

4°= Le somme erogate dovranno versarsi ogni mese,su un c/c postale intestato: Al Comitato Assistenza Gente Mare che verrà amministrato dal Comitato di cui all'art. 1.

5°= Il presente accordo impegna l'armamento ed i marittimi e sostituisce a tutti gli effetti e con decorrenza 1° Maggio, i contratti collettivi 10/12/38 prorogati fino al 31/12/43 e scaduti a quella data.

6°= Il presente accordo si applicherà a tutte le navi,piroscafi e motonavi superiori a 50 T.S.L. dell'Italia Liberata.

Letto, confermato e sottoscritto.

L'ASSOCIAZIONE ARMATORI L'UNIONE GENTE DEL MARE

Seguono gli specchietti di (i) aumento Retribuzione al Personale Dipendente da Aziende Armatoriali Libere, (ii) Aggiornamento delle Retribuzioni dei Capitani al Comando dei Piroscafi e delle motonavi da carico dell'Armamento Libero di stazzi lorda superiore alle 50 T.S.L. previste dal contratto collettivo 3 Febbraio 1939 e successivi aggiornamenti, (iii) Aggiornamento delle Retribuzioni dei Capitani al Comando delle navi da passeggeri dell'Armamento libero di stazza lorda superiore alle 50 Tonn. previste dal contratto collettivo 29 Aprile 1939 e successivi aggiornamenti, (iv) Aggiornamento delle retribuzioni degli equipaggi delle navi da carico superiori a 50 Tonn. di stazza lorda previste da contratto collettivo 31 Marzo 1931 e successive modifiche,(v) aggiornamento delle retribuzioni degli equipaggi delle navi da passeggeri superiori a 50 Tonn. stazza lorda prevista dal Contratto collettivo 28 Giugno 1932 e successive modifiche,che si potrebbero consultare presso il Ministero della Marina.

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Translation Pfc. Pirani

JURISDICTION CONCERNING MERCHANT MARINE PERSONNEL

Increases

70% on the gross pay as per the temporary provision of 31-10-1943
250% for war risk on the base pay of 31-10-1943 with the 70% increase
Proclamation No.12 of 10-11-1943

Additions

Presence Indemnity (D.M.21-4-1943)

L. 15 per day for Superior Personnel
" 10 " " " Lower Personnel (over 18 yrs. of age)
" 6 " " " " " (under 18 " " ")

Subsistence Addition (D.M.28-2-1943)

L. 5 per day for Officers
" 3 " " " Junior Officers
" 2 " " " Lower Personnel

Family Benefits (D.M. 16-7-1940)

Superior Personnel L.114,40 for wife & 80,60 for each child

Lower Personnel L. 83,00 " " " 52,00 " " "

N.B. - In addition an addition of 50%

Overtime Pay - as already contracted.

Note:
We note that the 250% increase on war risk, as per Proclamation No.12; is intended for loaded ships or ships located in port.

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Translation Pfc. Pirani

1st May 1944, Naples

Between the Southern Shipers Association located in Naples represented by its president Com.Pasquale Mazzella;

and the Union "Gente Mare" located in Naples, represented by its Secretary General Cap.Giuseppe Curato;

in accordance with the request made by the Union "Gente Mare" we have agreed and established the following:

I - Shipping companies are authorized to with-hold; from personnel on land or on sea, if they desire to voluntarily belong to the Union "Gente Mare", contributions, the contributions will be in the following measure as requested by the Union "Gente Mare":

MARITIME

L. 20 "Com.te - Dirett. Macchina
1 Commissario"
" 15 "Uff.Coperta e Macchina"
" 12 "Allievo Ufficiale"
" 10 Sottufficiali
" 7 Comuni
" 6 - - -
" 4 Mozzi - Giovanotti
" 3 - - -

ADMINISTRATIVE

Director

Office Chief
Assistant Office Chief
Office Workers & typists
- - -
General Duty Workers
- - -
Laborers.

II - The shipping firm will turn over monthly the income from the contributions in the form of a postal money order to the Union "Gente Mare", sending along with this a listing of the individual contributions.

III - The present arrangment will be effective from 1st May 1944, and is valid up to 31 December 1944 and will be renewed for six month periods provided no formal undoing is brought about by the interested parties at least a month in advance.

Read, confirmed and signed.

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Translation Pfc. Firani

MINUTES OF THE AGREEMENT

The year 1944, 1st.May, in Naples, between the Southern Shippers Association represented by its President Com. Mazzella Pasquale and the Unione "Gente del Mare" represented by its Sec.General Cmp.Curato Giuseppe, each having received necessary mandates from their directive organs.

Premised

that because of the grave happenings in Italy our Merchant Marine has been greatly reduced, leaving few ships fit for use, and consequently bringing about much unemployment amongst the merchantment

we have seen and agreed on the urgent necessity to aid the unemployed who need it most;

it is believed that this end can effectivly be brought about by contributions from the shipping companies and the employed merchantment; seeing that the Benefits Association "Gente Mare" cannot in its present stato function; the following has been established:

I - There will be established an Assistance Committee for "Gente del Mare" which will be located in Naples and have jurisdiction over all of liberated Italy. It will be made up of four members: one representative from the Shippers Association, one from the "Gente Mare" Union, a delegate from the Marine Ministry and one from the General Directore Office of the Merchant Marine. The President will be nominated by accord. The Committee will establish a schedule of regulations for its functionings. It will temporarily take over all of the functions of the Benefits Association "Gente del Mare" as constituted by R.D. of 14-7-37 N.1487 in Liberated Italy.

II - To make up the time from 1 May 1944, the shipping companies will contribute to the unemployment fund 1% monthly equal to the base pay given to sailing personnel, exclusive of any additions, be they fixed or continuative under any heading.

The same firms will make a monthly contribution egual to 1% of the income from the base wage or salary paid to the administrative personnel, exclusive of any additions, be they fixed or continuative under any heading.

The percentages mentioned above always refer to the gross base wage or pay.

III - From 1 May 1944, the shipping firms will also with - hold on egual monthly contribution of 1% from the base wage paid to sailors and administrative employees as stated in N.II above.

IV - The sum paid out will have to be turned over each month, by postal money order to the Assistance Committee "Gente Mare" which will be Administered by the Committee as per Art.I.

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V - The present agreement applies to ship hands and merchant men and takes overe completly from 1 May. the collective contracts of 10/12/38 deferred to 31/12/43 are expired at that date.

VI - The present agreement will be applied to all ships, ocean liners and motor ships over 50 Tons in liberated Italy.

Read, approved & signed

" L'Associazione Armatori "

" L'Unione Gente del Mare "

No 2437

CONTRATTO CAPITANI AL COMANDO (COMANDANTI)

MARINA LIBERA

per navi spedite con contratto di arruolamento { 1932 da passeggieri
1931 da carico

==========

per navi addette a servizi extra Mediterranei :

	Da carico		Da passeggieri	
	Stipendio			
	al 30/10/43	dal 1/11/43	al 31/10/43	dal 1/11/43
su navi fino a 4500 T.P.M.	2.466,=	3.905,80	2.713,=	4.226,90
" " oltre 4500 a 7500 T.P.M.	2.586,=	4.061,80	2.843,=	4.395,90
" " " 7500 a 9500 "	2.733,=	4.252,90	3.006,=	4.607,20
" " " 9500 T.P.M.	2.934,=	4.514,20	3.227,=	4.872,40

==========

per navi addette a traffici Mediterranei :

su navi fino a 750 T.P.M.	1.707,=	2.831,20	1.878,=	3.104,80
" " da oltre 750 a 1500 T.P.M.	1.896,=	3.133,60	2.086,=	3.411,80
" " " " 1500 a 3500 "	2.025,=	3.332,50	2.228,=	3.596,40
" " " " 3500 a 6500 "	2.184,=	3.539,20	2.402,=	3.822,60
" " " " 6500 T.P.M.	2.373,=	3.784,90	2.610,=	4.093,==

N.B. = La determinazione della paga dal 1/11/43, è stata effettuata in base al D.M. 7/12/43 n. 23/6 relativo all'aumento paghe in misura scalare del 70%, 60%; 30% ecc.

Oltre la paga o l'aumento di cui sopra, è dovuta al Comandante una indennità di rappresentanza e divisa pari a mensili £. 126,50 / £. 102,= per navi da passeggeri e £. 95,= / £. 63,= per navi da carico.

Gli è inoltre dovuta l'indennità di presenza nella misura di £.15,= giornaliere per tutte le giornate di presenza a bordo, e una indennità rischio guerra del 250% calcolata sullo stipendio.

Al Comandante non è dovuto il compenso per lavoro straordinario.

Spettano infine gli assegni familiari in rapporto alle persone di famiglia a carico, in base ad apposita tabella.

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UFFICIALI ED ALLIEVI UFFICIALI

Per navi spedite con contratto 1932 = Marina Libera da Passeggieri. -

Viaggi di Lungo Corso

Grado	Fino a 4599 TPM Paga		Da 4501 a 7500 Paga		Da 7501 ad oltre Paga	
	al 31/10/43	dal 1/11/43	al 31/10/43	dal 1/11/43	al 31/10/43	dal 1/11/43
Capo Macchinista	2121	3457,30	2190	3547	2328	3726,40
I° Uff. - I° Macch.	1659	2754,40	1740	2884	1918	3008,80
2° Uff. - 2° Macch.	1350	2260,==	1425	2380	1503	2504,80
3° Uff. - 3° Macch.	1200	2020,==	1275	2140	1350	2260,==

Viaggi di Gran Cabotaggio

Capo Macchinista	1968	3248,80	2049	3363,70	2121	3457,30
I° Uff. - I° Macch.	1503	2504,80	1581	2629,60	1659	2754,40
2° Uff. - 2° Macch.	1275	2140,==	1350	2260,==	1425	2380,==
3° Uff. - 3° Macch.	1122	1895,20	1200	2020,==	1275	2140,==

Viaggi di Mediterraneo

	Fino a 1500 TPM		Da 1501 a 3000		Da 3001 ad oltre	
Capo Macchinista	1659	2754,40	1740	2884,==	1893	2128,80
I° Uff. - I° Macch.	1275	2140,==	1350	2260,==	1425	2380,==
2° Uff. - 2° Macch.	1122	1895,20	1200	2020,==	1275	2140,==
3° Uff. - 3° Macch.	--	--	1122	1895,20	1200	2020,==

Allievi

La paga iniziale dell'allievo è pari ad 1/5 della paga del 3° Ufficiale

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UFFICIALI ED ALLIEVI UFFICIALI

er navi spedite con contratto 1931 - Marina Libera da Carico

Viaggi di Lungo Corso - Gran Cabotaggio

Grado	Fino a 4500 TPM Paga		Da 4501 a 7500 Paga		Da 7501 ad oltre Paga	
	al 31/10/43	dal 1/11/43	al 31/10/43	dal 1/11/43	al 31/10/43	dal 1/11/43
Capo Macchinista	1992	3287,20	2067	3387,10	2202	3562,30
I° Uff. - I° Macch.	1557	2591,20	1632	2711,20	1701	2821,60
2° Uff. - 2° Macch.	1266	2125,60	1341	2245,60	1410	2356,==
3° Uff. - 3° Macch.	1122	1895,20	1194	2010,40	1266	2125,60

Viaggi di Mediterraneo, compresi viaggi fino a Huelva, Casablanca, Kosseir, Mar Nero, Mar d'Azoff e Danubio

	Fino a 1500 TPM		Da 1501 a 3000		Da 3001 ad oltre	
Capo Macch. e Padrone al Comando	1557	2591,20	1632	2711,20	1776	2941,60
I° Uff. - I° Macch.	1194	2010,40	1266	2125,60	1341	2245,60
2° Uff. - 2° Macch.	1050	1780,==	1122	1895,20	1194	2010,40
3° Uff. - 3° Macch.	——	——	1050	1780,==	1122	1895,20

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ALLIEVI

		al 31/10/43	dal 1/11/43
Allievi di tabella	1a paga	240,==	408,==
	2a paga	414,==	703,80
Allievi in soprannumero (art.13 del C.A.)		132,==	224,40
Allievo macchinista (art. 10 del C.A.)		459,==	780,30

Al suddetto personale, esclusi marconisti ed allievi in soprannumero, spetta

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Grado	Paga		Paga		Paga	
	al 31/10/43	dal 1/11/43	al 31/10/43	dal 1/11/43	al 31/10/43	dal 1/11/43
Capo Macchinista	1992	3287,20	2067	3387,10	2202	3562,30
I° Uff. - I° Macch.	1557	2591,20	1632	2711,20	1701	2821,60
2° Uff. - 2° Macch.	1266	2125,60	1341	2245,60	1410	2350,==
3° Uff. - 3° Macch.	1122	1895,20	1194	2010,40	1266	2125,60

Viaggi di Mediterraneo, compresi viaggi fino a Huelva, Casablanca, Kosseir, Mar Nero, Mar d'Azoff e Danubio

	Fino a 1500 TPM		Da 1501 a 3000		Da 3001 ad oltre	
Capo Macch. e Padrone al Comando	1557	2591,20	1632	2711,20	1776	2941,60
I° Uff. - I° Macch.	1194	2010,40	1266	2125,60	1341	2245,60
2° Uff. - 2° Macch.	1050	1780,==	1122	1895,20	1194	2010,40
3° Uff. - 3° Macch.	——	——	1050	1780,==	1122	1895,20

2434

ALLIEVI

		al 31/10/43	dal 1/11/43
Allievi di tabella	1a paga	240,==	408,==
	2a paga	414,==	703,80
Allievi in soprannumero (art.13 del C.A.)		132,==	224,40
Allievo macchinista (art. 10 del C.A.)		459,==	780,30

Al suddetto personale, esclusi marconisti ed allievi in soprannumero, spetta inoltre il premio di operosità, pari all'8% della paga. Il premio di operosità sostituisce il compenso per lavoro straordinario.

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Personale di B.F.

per navi spedite con contratto - tipo 1922

Grado	Paga al 31/10/43	Paga dal 1/11/43	Grado	Paga 31/10/43	Paga 1/11/43
I° Nostromo	918,==	1560,60	Cameriere	657,==	1116,90
2° Nostromo	876,==	1489,20	Cameriera	642,==	1091,40
I° Carpentiere	900,==	1530,==	Garzone I^,garzone		
2° Carpentiere	855,==	1453,50	cambusa,garzone ma		
Ottonaio	900,==	1530,==	cellaio	387,==	657,90
Capitan d'armi	840,==	1428,==	Garzone 2^	360,==	612,==
Marinaio	705,==	1198,50	Piccolo camera e		
Giovanotto I^	420,==	714,==	cucina	231,==	392,70
Giovanotto 2^	387,==	657,90	I° Cambusiere	768,==	1305,60
Mozzo	231,==	392,70	2° Cambusiere	657,==	1116,90
I° Infermiere	705,==	1198,50	Venditore	642,==	1091,40
Infermiere	684,==	1162,80	C.Cuoco (paga conv.	1167,==	1967,20
I^ Infermiera	684,==	1162,80	I° Cuoco " "	1032,==	1751,20
Infermiera	663,==	1127,10	2° Cuoco	807,==	1371,90
Dispensiere equip.	726,==	1234,20	3° Cuoco	726,==	1234,20
Cambusiere	726,==	1234,20	I° Dispensiere	768,==	1305,60
I° Capo Fuoch.	918,==	1560,60	2° Dispensiere	684,==	1162,80
2° Capo Fuoch.	876,==	1489,20	3° Dispensiere	657,==	1116,90
Operaio	900,==	1530,==	Bottigliere	657,==	1116,90
I° Elettricista	900,==	1530,==	Guattero	387,==	657,90
2° Elettricista	855,==	1453,50	C.Pasticciere (pa-		
Fuochista	747,==	1269,90	ga conv.)	768,==	1305,60
Calderinaio	783,==	1331,10	Pasticciere	684,==	1162,80
Carbonaio	684,==	1162,80	C.Panettiere	768,==	1305,60
Maestro di casa	927,==	1575,90	Panettiere	705,==	1198,50
I° Cameriere	684,==	1162,80	Macellaio	705,==	1198,50
Guardarobiere	684,==	1162,80	Lavandaio	657,==	1116,90
			Aiuto lavandaio	420,==	714,==

Supplementi di tabella (mensili)

	al 31/10/43	dal 1/11/43
- Carpentiere e maestro di casa	16,20	27,55
Pennese,timoniere,capostiva,verricel-laio,magazziniere,capoguardia,ingrassa tore	24,==	40,80
Guardarobiere (quando non imbarcato con tale qualifica)	31,50	53,55
	93,==	158,10

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Grado	al 31/10/43	dal 1/11/43	Grado	31/10/43	1/11/43
I° Nostromo	918,==	1560,60	Cameriere	657,==	1116,90
2° Nostromo	876,==	1489,20	Cameriera	642,==	1091,40
I° Carpentiere	900,==	1530,==	Garzone I^,garzone		
2° Carpentiere	855,==	1453,50	cambusa,garzone ma		
Ottonaio	900,==	1530,==	cellaio	387,==	657,90
Capitan d'armi	840,==	1428,==	Garzone 2^	360,==	612,==
Marinaio	705,==	1198,50	Piccolo camera e		
Giovanotto I^	420,==	714,==	cucina	231,==	392,70
Giovanotto 2^	387,==	657,90	I° Cambusiere	768,==	1305,60
Mozzo	231,==	392,70	2° Cambusiere	657,==	1116,90
I° Infermiere	705,==	1198,50	Venditore	642,==	1091,40
Infermiere	684,==	1162,80	C.Cuoco (paga conv.	1147,==	1967,20
I^ Infermiera	684,==	1162,80	I° Cuoco " "	1032,==	1751,20
Infermiera	663,==	1127,10	2° Cuoco	807,==	1371,90
Dispensiere equip.	726,==	1234,20	3° Cuoco	726,==	1234,20
Cambusiere	726,==	1234,20	I° Dispensiere	768,==	1305,60
I° Capo Fuoch.	918,==	1560,60	2° Dispensiere	684,==	1162,80
2° Capo Fuoch.	876,==	1489,20	3° Dispensiere	657,==	1116,90
Operaio	900,==	1530,==	Bottigliere	387,==	657,90
I° Elettricista	900,==	1530,==	Guattero		
2° Elettricista	855,==	1453,50	C.Pasticciere (pa-		
Fuochista	747,==	1269,90	ga conv.)	768,==	1305,60
Calderinaio	783,==	1331,10	Pasticciere	684,==	1162,80
Carbonaio	684,==	1162,80	C.Panettiere	768,==	1305,60
Maestro di casa	927,==	1575,90	Panettiere	705,==	1198,50
I° Cameriere	684,==	1162,80	Macellaio	705,==	1198,50
Guardarobiere	684,==	1162,80	Lavandaio	657,==	1116,90
			Aiuto lavandaio	420,==	714,==

Supplementi di tabella (mensili)

	al 31/10/43	dal 1/11/43
- Carpentiere e maestro di casa	16,20	27,55
Fennese,timoniere,capostiva,verricellaio,magazziniere,capoguardia,ingrassatore	24,==	40,80
Guardarobiere (quando non imbarcato con tale qualifica)	31,50	53,55
Guattero	93,==	158,10

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Personale di B.F.

per navi spedite con contratto 1932 - Marina Libera da Passeggieri

Grado	Paga al 31/10/43	Paga dal 1/11/43	Grado	Paga al 31/10/43	Paga dal 1/11/43
I° Nostromo	900,==	1530,==	Guardarobiere	669,==	1137,30
2° Nostromo	858,==	1458,60	Cameriere	642,==	1091,40
I° Carpentiere	876,==	1489,20	Cameriera	630,==	1071,==
2° Carpentiere	834,==	1417,80	Garzone di I^ garzone cambusa,garzone macellaio e guattero	331,==	647,70
Ottonaio	876,==	1489,20			
Capitan d'armi	819,==	1392,30			
Marinaio	690,==	1173,==			
Giovanotto I°	414,==	703,80	Garzone di 2^	345,==	586,50
Giovanotto 2^	381,==	647,70	Piccolo cam.e cuc.	222,==	377,40
Mozzo	222,==	377,40	I° Cambusiere	750,==	1275,==
I° Infermiere	690,==	1173,==	2° Cambusiere	642,==	1091,40
Infermiere	669,==	1137,30	Venditore	630,==	1071,==
I^ Infermiera	669,==	1137,30	Capo cuoco	a conv.	a conv.
Infermiera	648,==	1101,60	I° Cuoco (paga con venuta	1011,==	1717,60
Dispens.equipag.	711,==	1208,70	2° cuoco	750,==	1275,==
Cambusiere	711,==	1208,70	3^ Cuoco	711,==	1208,70
I° C.Fuochista	900,==	1530,==	I° Dispensiere	750,==	1275,==
2° C.Fuochista	858,==	1458,60	2° Dispensiere	669,==	1137,30
Operaio	876,==	1489,20	3° Dispensiere	642,==	1091,40
I° Elettricista	876,==	1489,20	Bottigliere	642,==	1091,40
2° Elettricista	834,==	1417,80	Capo pasticciere	a conv.	a conv.
Fuochista	732,==	1244,40	Pasticciere	669,==	1137,30
Calderinaio	768,==	1305,60	Capo panettiere	711,==	1208,70
Carbonaio	669,==	1137,30	Panettiere	690,==	1173,==
Maestro di casa	906,==	1540,20	Macellaio	690,==	1173,==
I° Cameriere	669,==	1137,30			

Supplementi di tabella (mensili)

	al 31/10/43	dal 1/11/43
Carpentiere e maestro di casa	16,20	27,55
Fennese,timoniere,capostiva,verricellaio magazziniere,capoguardia,ingrassatore	24,==	40,80

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Personale di B.F.

per navi spedite con contratto 1931 - Marina Libera da Carico

Per viaggi di Lungo Corso e Gran Cabotaggio, o per navi superiori alle 1600 T.S.L. se adibite a traffici Mediterranei			Per viaggi Mediterranei compresa navigazione fino a Huelva, Casablanca, Kenedir, Mar Nero, Mar d'Azoff, Benghasi (per navi fino a 1600 T.S.L.)		
Grado	Paga al 31/10/43	Paga dal 1/11/43	Grado	Paga al 31/10/43	Paga dal 1/11/43
Nostromo	813,==	1382,10	Nostromo	774,==	1315,80
Carpentiere	792,==	1346,40	Marinaio	618,==	1050,60
Marinaio	648,==	1101,60	Giovanotto 1°	408,==	693,60
Giovanotto 1°	429,==	729,30	Giovanotto 2°	357,==	606,90
Giovanotto 2°	363,==	617,10	Mozzo	186,==	316,20
Mozzo fino a 5 mesi di navigazione	159,==	270,30	Capo Fuochista	774,==	1315,80
Mozzo oltre 6 mesi di navigazione	210,==	357,==	Fuochista	663,==	1127,10
Capo fuochista	813,==	1382,10	Carbonaio	603,==	1025,10
Operaio	792,==	1346,40	Cuoco	669,==	1137,30
Elettricista	792,==	1346,40	Cameriere	576,==	979,20
Fuochista	690,==	1173,==	Guattero da	210,==	357,==
Carbonaio	630,==	1071,==	Guattero a	432,==	734,40
Cameriere	603,==	1025,10			
Piccolo	261,==	443,70			
Cambusiere	669,==	1137,30			
Cuoco	711,==	1208,70			
2° Cuoco	669,==	1137,30			
Guattero da	261,==	443,70			
Guattero a	456,==	775,20			

Supplementi di tabella (mensili) 2431

	al 31/10/43	dal 1/11/43
Fonnese	21,==	35,70
Caldarinaio	33,==	56,10

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Personale di B. F.

per navi spedite con contratto 1931 = Carico sovvenzionato

Viaggi di Lungo Corso e Gran Cabotaggio, o viaggi in Mediterraneo per navi superiori a 1600 T.S.L.

Grado	Paga al 31/10/43	Paga dal 1/11/432
Nostromo	918,==	1560,60
Carpentiere	900,==	1530,==
Marinai	705,==	1198,50
Giovanotto I^	468,==	795,60
Giovanotto 2^	399,==	279,30
Mozzo fino a 6 mesi di navigazione	177,==	300,90
Mozzo oltre 6 mesi di navigazione	231,==	392,70
Capo fuochista	918,==	1560,60
Operaio	900,==	1530,==
Elettricista	900,==	1530,==
Fuochista	747,==	1269,90
Carbonaio	687,==	1167,90
Cameriere	657,==	1116,90
Piccolo	288,==	489,60
Cambusiere	729,==	1239,30
Cuoco	771,==	1310,70
2° cuoco	729,==	1239,30
Guattero da	285,==	484,50
Guattero a	492,==	836,40

Viaggi in Mediterraneo, compresa navigazione fino a Huelva, Casablanca, Kosseir, Mar Rosso e Mar d'Azoff e Danubio (per navi fino a 1600 T.S.L.)

Grado	Paga al 31/10/43	Paga dal 1/11/43
Nostromo	798,==	1356,60
Marinaio	636,==	1081,20
Giovanotto I^	417,==	708,90
Giovanotto 2^	369,==	627,30
Mozzo	198,==	336,60
Capo fuochista	798,==	1356,60
Fuochista	675,==	1147,50
Carbonaio	621,==	1055,70
Cuoco	690,==	1173,==
Cameriere	591,==	1004,70
Guattero da	216,==	367,20
Guattero a	444,==	756,80

Supplementi di tabella (mensili)

	al 31/10/43	dal 1/11/43
Pennese	24,==	40,80
Calderinaio	33,==	56,10

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23thJune 1[illegible]4. IIE-1

To Maj. Babcock

Annotations relating to the contract engaging crew on board load-ships superior to 50 tons:

I) - Indemnity for demurrage in harbours situated south the 39th parallel grade: it is granted in the following measure:

a) Captain.....45 daily lire
b) Staff Officers.....35 " "
c) petty Officers.....25 " "
d) seamen of lower rank.....I5 " "

2) - Dismissal indemnity and beforehand notice: it is allowed as follows:

a) the amount of a monthly salary to the captain
b) the amount of sixteen days' salary to staff officers
c) the amount of from three to five days' salary to personnel of lower rank anf food-immunity according to the number of their years of service.

3) - Retribution for overtime work : the staff personnel is not granted any retribution, as it is allowed a fixed indemnity mounting to 8% (per cent) of the basic monthly salary.

The petty officers are given .....4,40 lire per hour
seamen in general .....3,40 " " "
young seamen and boys .....2,30 " " "

4) - Other additional indemnities:

a) nighttime watch
b) epidemic-risk indemnity
c) berth-outfit indemnity
d) additional allowance to stokers (granted only exceptionally when ovens are numerous

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e) allowance for handling of coal

f) allowance for chipping and scaling work.

5) - Additional indemnity for tankers: granted only to tankers carrying flue-materials:

a) to staff personnel.....12% (percent) of the basic salary.

b) to simple seamen .....9% (percent) " " " "

6) - Basic retribution means: the basic salary including additional fixed allowances and the agreed value of food-indemnity.

7) - Agreed value of food-indemnity:

a) Captain.....21.50 daily lire

b) Staff Officers.....20.00 " "

c) Petty Officers.....14.00 " "

d) Lower rank.....10.00 " "

8) - All the figures cited (salary, food-indemnity, overtime work, meal-integration, additional fixed allowances) are already increased by the 70% (percent). The presence-indemnity has had the increase of 70% (percent).

Dr. G. Fonni

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NET AND GROSS CONTRACTUAL WAGES OF LOCAL SHIPS

(MONTHLY)

RANKS	Salary increased on Dec. 1943	Food indemnity	Fraction of Christmas gratuites	Presence allowance	War-risk indemnity (250% of the sala
SHIPS UNDER 50 T. MOTOR BOATS DESTINED TO TRANSPORT OF PASSENGERS AND GOODS IN THE GULF OF NAPLES					
Not licensed captain	1.241.==	204.==	120.40	450.==	3.102.
Motor-man	1.241.==	20.4==	120.40	450.==	3.102.
Boy	425.==	153.==	16.05	300.==	1.062.
cabin-boy (mozzo)	340.==	153.==	13.60	300.==	850.
Seaman	765.==	153.==	17.85	300.==	1.912.
SHIPS OVER 50 T. MOTOR BOATS DESTINED TO TRANSPORT OF PASSENGERS AND GOODS IN THE GULF OF NAPLES					
Not licensed captain	1.411.==	204.==	136.20	450.==	3.527.
Motor-man	1.411.==	204.==	136.20	450.==	3.527.
Seaman	935.==	153.==	21.15	300.==	2.337.
Boy or adjutant	510.==	153.==	12.80	300.==	1.275.
cabin-boy (mozzo)	425.==	153.==	11.25	300.==	1.062.
MOTOR TANK SHIPS					
Not licensed captain	2.020.==	204.==	185.30	450.==	5.050.
Engineer	2.020.==	204.==	185.30	450.==	5.050.
Boatswain	1.530.==	170.==	66.10	300.==	3.825.
Chief fireman	1.530.==	170.==	66.10	300.==	3.825.
Fireman	1.202.==	153.==	26.30	300.==	3.005.
Seaman	1.122.==	153.==	24.80	300.==	2.805.
Stocker	1.122.==	153.==	24.80	300.==	2.805.
Boy	612.==	153.==	14.80	300.==	1.530.
Cabin-boy (mozzo)	510.==	153.==	12.80	300.==	1.275.

NOTES :

1) The crew, on ships destined to traffic Naples -Ischia, will be granted a supplement of 15% on the

2) The crew, passing the night at sea, will be granted a food and lodging supplement of £. 17 to ge

3) The crew, passing the night on board will be granted a food supplement of £. 3.40 daily

4) Rests spent on board : a day and half of the pay for each month

5) Rests : 8 days for each year

6) Dismissal indemnity : general staff : 16 days for each year - non commissioned men : 3 or 5 d

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TABLE 7°

ONTRACTUAL WAGES OF LOCAL SHIPS

(MONTHLY)

y	Fraction of Christmas gratuites	Presence allowance	War-risk indemnity (250% of the salary)	Gross pay	family allowances	Net pay
ES AND GOODS IN THE GULF OF TABLES						
	120.40	450.==	3.102.50	5.117.90	434.20	4.937.95
	120.40	450.==	3.102.50	5.117.90	434.20	4.937.95
	16.05	300.==	1.062.50	1.956.55	299.==	2.157.72
	13.60	300.==	850.==	1.656.60	299.==	1.872.77
	17.85	300.==	1.912.50	3.148.35	299.==	3.289.93
ES AND GOODS IN THE GULF OF TABLES						
	136.20	450.==	3.527.50	5.728.70	434.20	5.475.46
	136.20	450.==	3.527.50	5.728.70	434.20	5.475.46
	21.15	300.==	2.337.50	3.746.65	299.==	3.858.32
	12.80	300.==	1.275.==	2.250.80	299.==	2.437.26
	11.25	300.==	1.062.50	1.951.75	299.==	2.153.16
	185.30	450.==	5.050.==	7.909.30	434.20	7.394.38
	185.30	450.==	5.050.==	7.909.30	434.20	7.394.38
	66.10	300.==	3.825.==	5.891.10	299.==	5.895.54
	66.10	300.==	3.825.==	5.891.10	299.==	5.895.54
	26.30	300.==	3.005.==	4.686.30	299.==	4.750.98
	24.80	300.==	2.805.==	4.404.80	299.==	4.483.56
	24.80	300.==	2.805.==	4.404.80	299.==	4.483.56
	14.80	300.==	1.530.==	2.609.80	299.==	2.778.31
	12.80	300.==	1.275.==	2.250.80	299.==	2.437.26

ll be granted a supplement of 15% on the pay

od and lodging supplement of £. 17 to general staff and of £. 13.60 to non commissioned men

ood supplement of £. 3.40 daily

ch month

year - non commissioned men : 3 or 5 days for each year of service.

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7) The net pay is obtained by deducting the 5% from the gross pay (not including the family allowances) for non commissioned personnel and the 12% for the officers and general staff.

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NET AND GROSS CONTRACTUAL WAGES OF PORT - TUG - BOAT

(MONTHLY)

RANKS	Salary increased on Dec. 1943	Food indemnity	Fraction of Christmas gratuites	Presence allowance	War-risk indemnity (250% of the salary)
UP TO 50 H.P.					
Tug-boat master	1.139.==	255.==	116.==	450.==	2.847.50
Tug-boat engineer	1.139.==	255.==	116.==	450.==	2.847.50
Fireman	901.==	204.==	21.40	300.==	2.252.50
Seaman	901.==	20.4==	21.40	300.==	2.252.50
Boy					
cabin-boy (mozzo)	425.==	170.==	11.60	300.==	1.062.50
FROM 51 TO 100 H.P.					
Tug-boat master	1.360.==	289.==	137.==	450.==	3.400.==
Tug-boat engineer	1.360.==	289.==	137.==	450.==	3.400.==
Fireman	935.==	221.==	22.40	300.==	2.337.50
Seaman	935.==	221.==	22.40	300.==	2.337.50
Boy	612.==	187.==	15.50	300.==	1.530.==
cabin-boy (mozzo)	442.==	170.==	11.90	300.==	1.105.==
FROM 101 ~~XX~~ H.P. AND OVER					
Tug-boat Master	1.496.==	289.==	148.==	450.==	3.740.==
Tug-boat engineer	1.496.==	289.==	148.==	450.==	3.740.==
Fireman	1.020.==	221.==	24.10	300.==	2.550.==
Seaman	1.020.==	221.==	24.10	300.==	2.550.==
Boy	663.==	187.==	16.==	300.==	1.657.50
cabin-boy (mozzo)	476.==	170.==	12.50	300.==	1.190.==
CONCERN ' S CONTRACT OF " SOCIETA' RIMORCHIATORI NAPOLETANI" (Neapolitan Tug-boats Society).					
Tug-boat master	1.780.==	459.==	186.40	450.==	4.450.==
Tug-boat engineer	1.615.==	459.==	172.80	450.==	4.037.50
Fireman	1.071.==	316.==	26.90	300.==	2.677.50
Seaman	1.071.==	316.==	26.90	300.==	2.677.50
Stocker	680.==	316.==	19.30	300.==	1.700.==
cabin-boy (mozzo)	425.==	316.==	14.40	300.==	1.062.50

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TABLE 6°

SS CONTRACTUAL WAGES OF PORT - TUG - BOATS AND FLOATINGS

(MONTHLY)

ty	Fraction of Christmas gratuites	Presence allowance	War-risk indemnity (250% of the salary)	Gross pay	family allowances	Net pay
116.==	450.==	2.847.50	4.807.50	434.20		4.664.80
116.==	450.==	2.847.50	4.807.50	434.20		4.664.80
21.40	300.==	2.252.50	3.678.90	299.==		3.793.95
21.40	300.==	2.252.50	3.678.90	299.==		3.793.95
11.60	300.==	1.062.50	1.969.==	299.==		2.169.55
137.==	450.==	3.400.==	5.636.==	434.20		5.393.88
137.==	450.==	3.400.==	5.636.==	434.20		5.393.88
22.40	300.==	2.337.50	3.815.90	299.==		3.924.10
22.40	300.==	2.337.50	3.815.90	299.==		3.924.10
15.50	300.==	1.530.==	2.644.50	299.==		2.811.27
11.90	300.==	1.105.==	2.028.90	299.==		2.226.45
148.==	450.==	3.740.==	6.123.==	434.20		5.822.44
148.==	450.==	3.740.==	6.123.==	434.20		5.822.44
24.10	300.==	2.550.==	4.115.40	299.==		4.208.34
24.10	300.==	2.550.==	4.115.10	299.==		4.208.34
16.==	300.==	1.657.50	2.823.50	299.==		2.981.32
12.50	300.==	1.190.==	2.148.50	299.==		2.340.07

"ANI" (Meridian Tug-boats Society).

==	186.40	450.==	4.450.==	7.325.40	434.20	6.880.55
==	172.80	450.==	4.037.50	6.734.30	434.20	6.360.38
==	26.90	300.==	2.677.50	4.391.40	299.==	4.470.83
==	26.90	300.==	2.677.50	4.391.40	299.==	4.470.83
==	19.30	300.==	1.700.==	3.015.30	299.==	3.163.53
==	14.40	300.==	1.062.50	2.117.90	299.==	2.311.==

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NOTES concerning the first three categories considered:

1) work at sea : A daily indemnity of £. 68 to tug-boats engineers and masters and of £. 51 t

2) work on holidays : A daily indemnity of £. 64.60 to tug-boats engineers and masters and of

3) Rests : 8 days for each year

4) Dismissal-indemnity : tug-boats engineers and masters : 16 days - Other personnel : 3

NOTES concerning the fourth category considered :

1) premium of towing : During the working time : to tug-boats engineers and masters £. 9.5
For towing of men of war and merchant vessels under 1000 tons, the ind

2) Over time work : Premium of towing increased of 50%

3) Night work : besidexs the premium of towing increased of 50%, £. 40.80 to tug-boats enginee

4) Night work : for night shifts over the 12th shift, it shall be granted and indemnity of £.
to other personnel.
Night work : for night shifts over the 16th shift, it shall be granted an indemnity of £. 8
to other personnel.

5) Food indemnity at sea : to tug-boats engineers and masters : £. 27.20 daily - to other p

6) Work on holidays : tug-boats engineers and masters : £. 64.60 - fireman and seaman : £.

NOTE concerning all categories :

The net pay is obtained by deducting the 5% from the pros
(not including the family allowances) for non commissione
sonnel and the 12% for the officers and general staff.

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d:
boats engineers and masters and of £. 51 to other personnel
to tug-boats engineers and masters and of £. 44.20 to other personnel

asters : 16 days - Other personnel : 3 or 5 days for each year

o tug-boats engineers and masters £. 9.52 for each towing ; to other personnel: £. 4.76
merchant vessels under 1000 tons, the indemnity is reduced of 50%

50%
ased of 50%, £. 40.80 to tug-boats engineers and masters and £. 27.20 to other personnel
, it shall be granted an indemnity of £. 61.20 to tug-boats engineers and masters and of £.40.80
, it shall be granted an indemnity of £. 81.60 to tug-boats engineers and masters and of £. 54.20

d masters : £. 27.20 daily - to other personnel £. 20.40.
rs : £. 64.60 - fireman and seaman : £. 48.45 - stocker £. 40.80 - boy : £. 28.90

all categories :

btained by deducting the 5% from the pross pay
the family allowances) for non commissioned per-
2% for the officers and general staff.

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NET, LOSS CONTRACTUAL AND REAL WAGES FOR
MOTOR SAILING SHIPS UNTIL 50 TONN. AND UP TO 500 TONN.

(MONTHLY)

RANKS	Salary increased on Dec. 1943	Fraction of Christmas gratuites	Fraction of holidays and rests	War-risk indemnity (250% of the slary)	Gross p
MOTOR SAILING SHIPS UNTIL 50 TONN.					
Not licensed captain	1.190.==	124.60	79.30	2.975.==	4.818.
Motor-man	1.190.==	124.60	79.30	2.975.==	4.818.
II Motor-man	918.==	46.50	61.20	2.395.==	3.720.
Boatswain	918.==	46.50	61.20	2.395.==	3.720.
Seaman	765.==	19.80	51.00	1.912.50	3.048.
Adjutant motor-man	552.==	15.70	36.80	1.380.==	2.284.
Boy	552.==	15.70	36.80	1.380.==	2.284.
Boy (mozzo) Younger	306.==	10.90	20.40	765.==	1.402.
MOTOR SAILING SHIPS FROM 51 TO 100 TONN.					
Not licensed captain	1.300.==	133.80	86.65	3.250.==	5.220.
Motor-man	1.300.==	133.80	86.65	3.250.==	5.220.
II Motor-man	1.020.==	50.55	68.==	2.550.==	3.988.
Boatswain	1.020.==	50.55	68.==	2.550.==	3.988.
Seaman	850.==	21.40	56.65	2.125.==	3.353.
Adjutant motor-man	612.==	16.80	40.80	1.530.==	2.499.
Boy	612.==	16.80	40.80	1.530.==	2.499.
Boy (mozzo) younger	340.==	11.50	22.60	850.==	1.528.
MOTOR SAILING SHIPS FROM 101 TO 300 TONN.					
Not licensed captain	1.445.==	145.90	96.30	3.612.50	5.749
Motor-man	1.445.==	145.90	96.30	3.612.50	5.749
II Motor -man	1.122.==	54.50	74.80	2.805.==	4.356
Boatswain	1.122.==	54.50	74.80	2.805.==	4.356
Seaman	935.==	23.15	62.20	2.337.50	3.657
Adjutant motor-man	680.==	18.15	45.20	1.700.==	2.743
Boy	680.==	18.15	45.20	1.700.==	2.743
Boy (mozzo) younger	374.==	12.20	24.80	935.==	1.646
MOTOR SAILING SHIPS FROM 301 TO 500 TONN.					
Not licensed captain	1.581.==	157.20	105.40	3.952.50	6.246
Motor-man	1.581.==	157.20	105.40	3.952.50	6.246
II Motor-man	1.224.==	58.45	81.60	3.060.==	4.724
Boatswain	1.224.==	58.45	81.60	3.060.==	4.724
Seaman	1?020.==	50.65	68.==	2.550.==	3.98
Adjutant motor-man	748.==	19.50	49.80	1.870.==	2.98
Boy	748.==	19.50	49.80	1.870.==	2.98
Boy (mozzo) younger	416.==	13.==	27.60	1.040.==	1.79

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TUAL AND REAL WAGES FOR

PS UNTIL 50 TONN. AND UP TO 500 TONN.

(MONTHLY)

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on of mas tes	Fraction of holidays and rests	War-risk indemnity (250% of the slary)	Gross pay	family allowances	Contract Net pay	real pay
0	79.30	2.975.==	4.818.90	434.20	4.674.93	6.023.62
0	79.30	2.975.==	4.818.90	434.20	4.674.93	6.023.62
0	61.20	2.395.==	3.720.70	299.==	3.833.66	4.650.87
0	61.20	2.395.==	3.720.70	299.==	3.833.66	4.650.87
0	51.00	1.912.50	3.048.30	299.==	3.194.88	3.810.37
0	36.80	1.380.==	2.284.50	--	2.170.27	2.855.62
0	36.80	1.380.==	2.284.50	--	2.170.27	2.855.62
0	20.40	765.==	1.402.30	--	1.332.18	1.752.87
0	86.65	3.250.==	5.220.45	434.20	5.028.20	6.525.56
0	86.65	3.250.==	5.220.45	434.20	5.028.20	6.525.56
5	68.==	2.550.==	3.988.55	299.==	4.088.12	4.985.69
5	68.==	2.550.==	3.988.55	299.==	4.088.12	4.985.69
0	56.65	2.125.==	3.353.05	299.==	3.484.40	4.191.31
0	40.80	1.530.==	2.499.60	--	2.374.62	3.124.50
0	40.80	1.530.==	2.499.60	--	2.374.62	3.124.50
0	22.60	850.==	1.528.10	--	1.451.70	1.930.12
0	96.30	3.612.50	5.749.70	434.20	5.493.94	7.187.12
0	96.30	3.612.50	5.749.70	434.20	5.493.94	7.187.12
0	74.80	2.805.==	4.356.30	299.==	4.437.48	5.445.37
0	74.80	2.805.==	4.356.30	299.==	4.437.48	5.445.37
5	62.20	2.337.50	3.657.85	299.==	3.773.96	4.572.31
5	45.20	1.700.==	2.743.35	--	2.606.18	3.429.19
5	45.20	1.700.==	2.743.35	--	2.606.18	3.429.19
0	24.80	935.==	1.646.==	--	1.563.70	2.057.50
0	105.40	3.952.50	6.246.10	434.20	5.930.77	7.807.62
0	105.40	3.952.50	6.246.10	434.20	5.930.77	7.807.62
5	81.60	3.060.==	4.724.05	299.==	4.786.85	5.905.06
5	81.60	3.060.==	4.724.05	299.==	4.786.85	5.905.06
5	68.==	2.550.==	3.988.55	299.==	4.088.12	4.985.69
0	49.80	1.870.==	2.987.30	--	2.837.93	3.734.12
0	49.80	1.870.==	2.987.30	--	2.837.93	3.734.12
==	27.60	1.040.==	1.796.60	--	1.706.77	2.245.75

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NOTES:

A) The net pay is obtained by deducting the 5% from the gross pay (not including the family allowances) for non commissioned personnel and the 12% for the officers and General Staff.

B) Overtime day-work increase of 30% on the horary pay (the daily pay calculated as the 25/30 of the monthly pay. The horary pay as the 1/10 of the daily one).

C) Loading and unloading of goods : increase of 80% on the horary pay

D) Dismissal indemnity : 16 days for the heneral staff

THE REAL WAGES COLLECTED ARE ABOUT THE GROSS AMOUNT (NOT INCLUDING THE FAMILY ALLOWANCES) INCREASED WITH ABOUT THE 25% AND THEY ARE PAID WITHOUT ANY DEDUCTIONS.

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NET AND GROSS CONTRACTUAL WAGES FOR CREW OF SHIPS BEY

(MONTHLY)

RANKS	Salary increased on Dec. 1943	Premium of activity (8% of the salary) and fix supplements	Food-indemnity	Fraction Christma gratuite
Not licensed captain	2.942.==	235.35	300.==	314.75
Chief engineer	2.942.==	235.35	300.==	314.75
I Officer	2.246.==	179.70	300.==	252.15
II "	2.010.==	160.80	300.==	230.90
III "	1.895.==	151.60	300.==	220.55
Boatswain	1.316.==	--	180.==	67.50
Seaman (able and ordinary)	1.051.==	--	120.==	26.45
Fireman	1.127.==	--	120.==	27.75
Stocker	1.025.==	--	120.==	25.75
Cook	1.137.==	--	180.==	55.90
Coxman (like the seaman)	1.051.==	--	120.==	26.45
Boathand	1.051.==	--	120.==	26.45

NOTES:

A) The net pay is obtained by deducting the 5% from the gross pay (not including the family allowances) for non commissioned personnel and the 12% for the officers and General Staff.

B) The gross pay includes the presence allowance in the measure of £. 450 for officers and £. 300 for others personnel, and the family allowances calculated, as average, in £. 434.20 for officers and £. 299 for other personnel (three children and wife).

C) If t
the

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TABLE 4°

CONTRACTUAL WAGES FOR CREW OF SHIPS BEYOND THE 3000 TONN.

(MONTHLY)

...um of activity ...f the salary) ...ix supplements	Food-indemnity	Fraction of Christmas gratuites	Fraction of holidays and rests	War-risk indemnity (250% of the salary)	Gross pay	Net pay
85.35	300.==	314.75	158.85	7.355.==	12.190.15	10.779.44
85.35	300.==	314.75	158.85	7.355.==	12.190.15	10.779.44
79.70	300.==	252.15	121.25	5.615.==	9.598.30	8.498.61
60.80	300.==	230.90	108.55	5.025.==	8.719.45	7.725.22
51.60	300.==	220.55	102.35	4.737.50	8.291.20	7.348.36
--	180.==	67.50	65.80	3.290.==	5.518.==	5.257.33
--	120.==	26.45	52.55	2.627.50	4.476.50	4.267.62
--	120.==	27.75	56.35	2.817.50	4.747.60	4.525.17
--	120.==	25.75	51.25	2.562.50	4.383.50	4.179.27
--	180.==	55.90	56.85	2.842.50	4.871.25	4.642.64
--	120.==	26.45	52.55	2.627.50	4.476.50	4.267.62
--	120.==	26.45	52.55	2.627.50	4.476.50	4.267;62

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commissioned per-
l Staff.

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sonnel, and the
. 434.20 for of-
children and wife).

C) If the ship is heaved by a licensed captain, we must refer to the item of ships of corresponding; tonnage.

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NET AND GROSS CONTRACTUAL WAGES FOR CREW OF SHIPS FROM 1501 TO
(MONTHLY)

RANKS	Salary increased on Dec. 1943	Premium of activity (8% of the salary) and fix supplements	Food-indemnity	Fraction Christma gratuit
Not licensed captain	2.711.==	216.90	300.==	294.==
Chief engineer	2.711.==	216.90	300.==	294.==
I Officer	2.126.==	170.10	300.==	241.35
II "	1.895.==	151.60	300.==	220.55
III "	1.780.==	142.40.	300.==	200.20
Boatswain	1.316.==	--	180.==	67.50
Seaman (able and ordinary)	I.051.==	--	120.==	26.45
Fireman	1.127.==	--	120.==	27.75
Stocker	1.025.==	--	120.==	25.75
Cook	1.137.==	--	180.==	55.90
Coxman (like the seaman)	1.051.==	--	120.==	26.45
Boathand	1.051.==	--	120.==	26.45

NOTES:

A) The net pay is obtained by deducting the 5% from the gross pay (not including the family allowances) for non commissioned personnel and the 12% for the officers and General Staff.

B) The gross pay includes the presence allowance in the measure of £. 450 for officers and £. 300 for others personnel, and the family allowances calculated, as average; in £. 434.20 for officers and £. 299 for other personnel (three children and wife).

C) If the
the ite

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TABLE 3°

TUAL WAGES FOR CREW OF SHIPS FROM 1501 TO 3000 TONN

(MONTHLY)

nium of activity of the salary) fix supplements	Food-indemnity	Fraction of Christmas gratuites	Fraction of holidays and rests	War-risk indemnity (250% of the salary)	Gross pay	Net pay
216.90	300.==	294.==	146.40	6.777.50	11.330.==	10.022.50
216.90	300.==	294.==	146.40	6.777.50	11.330.==	10.022.50
170.10	300.==	241.35	114.80	5.315.00	9.151.45	8.105.38
151.60	300.==	220.55	102.35	4.737.50	8.291.20	7.348.36
142.40	300.==	200.20	96.10	4.450.==	7.852.90	6.962.66
--	180.==	67.50	65.80	3.290.==	5.518.30	5.257.33
--	120.==	26.45	52.55	2.627.50	4.476.50	4.267.62
--	120.==	27.75	56.35	2.817.50	4.747. 60	4.525.17
--	120.==	25.75	51.25	2.562.50	4.383.50	4.179.27
--	180.==	55.90	56.85	2.842.50	4.871.25	4.642.64
--	120.==	26.45	52.55	2.627.50	4.476.50	4.267.62
--	120.==	26.45	52.55	2.627.50	4.476.50	4.267.62

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commissioned per-
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c) If the ship is heaved by a licensed captain, we must refer to the item of ships of corresponding tonnage.

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NET AND GROSS CONTRACTUAL WAGES FOR CREW OF SHIPS FROM 50 TO 1500
(MONTLY)

RANKS	Salary increased on Dec. 1943	Premium of activity (8% of the salary) and fix supplements	Food-indemnity	Fraction Christmas gratuite
Captain	2.591.==	207.30	300.==	283.20
Not licensed captain	2.591.==	207.30	300.==	283.20
Chief engineer	2.010.==	160.80	300.==	230.90
I Officer	1.780.==	142.40	300.==	200.20
II "				
III "	1.316.==	--	180.==	67.50
Boatswain	1.051.==	--	120.==	26.45
Seaman (able and ordinary)	1.127.==	--	120.==	27.75
Fireman	1.025.==	--	120.==	25.75
Stocker	1.137.==	--	180.==	55.90
Cook	1.051.==	--	120.==	26.45
Coxman (like the seaman)	1.051.==	--	120.==	26.45
Boathand				

NOTES:

A) The net pay is obtained by deducting the 5% from the gross pay (not including the family allowances) for non commissioned personnel and the 12% for the officers and General Staff.

B) The gross pay includes the presence allowance in the measure of £. 450 for officers and £. 300 for others personnel, and the family allowances calculated, as average; in £. 434.20 for officers and £. 299 for other personnel (three children and wife).

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T A L E 2°

CS FOR CREW OF SHIPS FROM 50 TO 1500 TONN

NTLY)

activity salary) pplements	Food-indemnity	Fraction of Christmas gratuites	Fraction of holidays and rests	War-risk indemnity (250% of the salary)	Gross pay	Net pay
0	300.==	283.20	139.90	6.477.50	10.883.10	9.629.23
0	300.==	283.20	139.90	6.477.50	10.883.10	9.629.23
0	300.==	230.90	188.55	5.025.00	8.719.45	7.725.22
0	300.==	200.20	96.10	4.450.==	7.852.==	6.962.66
	180.==	67.50	65.80	3.290.00	5.518.00	5.257.33
	120.==	26.45	52.55	2.627.50	4.476.50	4.267.62
	120.==	27.75	56.35	2.817.50	4.747.60	4.525.17
	120.==	25.75	51.25	2.562.50	4.383.50	4.179.27
	180.==	55.90	56.85	2.842.50	4.871.25	4.642.64
	120.==	26.45	52.55	2.627.50	4.476.50	4.267.62
	120.==	26.45	52.55	2.627.50	4.476.50	4.267.62

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c) If the ship is heaved by a licensed captain, we must refer to the item of ships of corresponding tonnage.

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NET AND GROSS CONTRACTUAL WAGES FOR LICENSED CAPTAINS

RANKS	Salary increased on Dec. 1943	Premium of activity (8% of the salary) and fix supplements	Food-indemnity	Fraction Christmas gratuites
ships up to 750 tonn.	2.831.==	110.50	300.==	289.65
" from 751/1500	3.134.==	110.50	300.==	314.90
" " 1501/3500	3.332.==	110.50	300.==	331.40
" " 3501/6500	3.539.==	110.50	300.==	348.65
beyound the 6500 tonn.	3.785.==	110.50	300.==	369.10

NOTES:

A) The net pay is obtained by deducting the 5% from the gross pay (not including the family allowances) for non commissioned personnel and the 12% for the Officers and General Staff.

B) The gross pay includes the presence allowancen in the measure of £. 450 for officers and £. 300 for others personnel, and the family allowances calculated, ad average, in £. 434.20 for officers and £. 299 for other personnel (three children and wife).

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TABLE Nº 1

R LICENSED CAPTAINS

f activity salary) upplements	Food-indemnity	Fraction of Christmas gratuites	Fraction of holidays and rests	War-risk indemnity (250% of the salary	Gross pay	Net pay
.50	300.==	289.65	235.90	7.077.50	11.728.75	10.373.40
.50	300.==	314.90	261.16	7.835.==	12.839.76	11.351.09
.50	300.==	331.40	277.65	8.330.==	13.565.75	11.989.96
.50	300.==	348.65	294.40	8.847.50	14.324.25	12.657.44
.50	300.==	369.10	315.40	9.462.50	15.226.70	13.451.60

the gross pay
mmissioned per-
Staff.

in the measure of
nnel, and the family allowances
rs and £. 299 for other person-

11462

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DE-1

46145
Wages - Pretrial

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

26 February 1944

SUBJECT: Request for Wage Information: Civilian Coastwize Shipping and Port Shipping.

TO: Labor Office, Region I Headquarters.

1. Please furnish Labor Sub-Commission, A.C.C. with wage information as follows:

(a) For all occupations associated with coastwise shipping in schooners, tug boats, freighters, and other comparable sea-going vessels, exclusive of fishing vessels.

(b) If wages vary with size or types of vessel supply a seperate wage scale for each type of vessel.

(c) Include the following items of information in the report:

(1) Basic wage.
(2) Amount of indemnities received from each type of indemnity. (See sample Table I) NOTE: If the wage structure from the industry does not conform to this table present a table that properly reflects the wage structure.
(3) Payments made from various types of social insurances. (See sample Table II)

2. Has the "70%" permissive wage increase been granted in this industry? If so, is it reflected in the basic wage or as a special indemnity?

3. Are contributions to social insurances withheld entirely by the employer? If not, what percentage is paid by the employer and what percentage by the employee? Are the employee's in fact, making payments to the various social insurances? Are the employees in fact liable for insurance?

4. Are there collective contracts or other similar documents covering this industry? If so supply a copy if available.

5. Do the collective contracts or any other document or official agreement prescribe hours and working conditions for the industry? If the answer is not provided in the answer to question 4, numerize the provisions from any source available.

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

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HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR-SUB COMMISSION
APO 394

Soggetto: Richiesta per l'informazione a riguardo dei salari del Trasporto Mercantile Costale e Trasporto nel Porto.

All' Ufficio Lavoro Regione III.

I. Per favore fornite al 'Labor Sub-Commission A. C. C.' le informazioni in riguardo ai salari, come segue:

(a) Per tutte le occupazioni associate con il Trasporto Mercantile costale siano golette, rimorchiatori, o navi mercantili escluso le barche da pesca.

(b) Se i salari variano secondo la grandezza e tipo dinave, vi preghiamo di fornire un elenco separato per ogni tipo di nave.

(c) Includete le seguente informazione in questo rapporto:

(1) Salario base
(2) Numero d'indennita attenuto ad ogni tipo di indennita
(3) Pagamenti dei vari tipi di assicurazione sociale.

2. E stato dato l'aumento del 70% in questa industria? Se di si, dov'e' mostrato, nel salario base o in una indennita' speciale?

3. I contributi all'Assicurazione Sociale vengono ritenuti interamente da che impiega? Se no, che cosa e' il per cento pagato da chi impiega e dall'impiegato? Infatti, gli impiegati fanno pagamenti alle varie assicurazioni sociali? Gli impiegati sono soggetti alle assicurazioni?

4. Esistono contratti collettivi o documenti simili per questa industria? Se si, provvedete una copia se possibile.

5. Esistono contratti collettivi o altri documenti che prescrivono le ore e le condizioni di lavoro per l'industria? Se la risposta non e' provvista nella domanda N. 4, date i provvedimenti da qualsiasi altro origine.

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Date of Report:_____

TABLE I (SAMPLE TABLE)

Wage Schedule: Coastwise shipping

Type (Tugboats, etc.
City : _____
Industry (_____

Occupation	Base Wage	Various Indemnities				Total Wage

2418

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Date of Report_____

TABLE II

Type of Industry_____

SOCIAL INSURANCE SCHEDULE

Occupation	Employers' Contribution				Employees' Contribution 1/				Total Contributions to Social Insurances.

2417

1/ Are these withheld by the employer, or isthe employee responsible for the payment?

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HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394 U.S. ARMY

Major Babcock

22 April 1944

SUBJECT : Request for Wage Information : Civilian Coastwise Shipping and Port Shipping

To : Labor Sub-Commission A.C.C.

1. Refer to your 26 February 1944 letter.

2. Data attached

Lee G. Williams

Lee G. Williams, Capt.
Chief Labor Section

11.50
11.50
11.50

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UFFICIO REGIONALE DEL LAVORO

DIVISIONE ES/PG/bp

N. di Protocollo 1380-ES-1-5

NAPOLI, 17 APR 1944

VIA DUOMO, 219

Telef. 5a63a

OGGETTO:

Subject: Request for wage information Civilian Coastwize Shipping and Port Shipping.

To: Capt. Williams
Chief Labour Division
Region III - A.M.G.
NAPLES

1) Referring to your request, we send you informations about economical treatment of crews of Civilian Coastwize Shipping and Port Shipping.

2) a) In enclosed tables nº1,2 and 3, we have reported respectively the contractual wages of the personnel of loading and passenger ships with mechanical propulsion, of tug boats, "pirobarche" and floatings, and of tug boats of "Società Anonima Rimorchiatori Napoletani" (Limited Society Neapolitan Tugboats). For the personnel of shooners(motovelieri) no collective contracts exist and the real wages vary for each shooner.

b) Said informations have been reported separately for tug boats up to 50 steam-horses, from 51 to 100 steam-horses and beyond 101 steam-horses, and for loading-ships up to 50 tons and beyond 50 tons.

c) According to your request we have stated in every table the basic wage and separately, all the other indemnities to which employees are entitled and the contributions that they must pay for the various social insurances.

3) For the personnel of vessels considered by us, the 70% increase has been not yet granted but advanced dealings are in course on the purpose.

4) The contributions for social insurance, as the enclosed tables show, are paid in equal measure by employees and employers.

The contributions for family assistance are paid only by employees, and the contributions of "cassa invalidità" (invalidity cash) concerning the assistance of the worker, are paid by the employees and by the employers(in fix shares).

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The incidents'insurances ,family allowances' contributions,and cassa richiamati (called up to arm casch)are paid only by emplo= yers. All other important conditions concerning work time and other accessory payments have been stated at the foot of tables.

5) We enclose copies of labour contracts settling completely the labour relation of considered workers.

We point out that the increase of 250% for risks of war has been reduced to the 90% for all the seamen who are not onboard or work only within limits of the Fort.

Distinct regards.

General Secretary

(Leopoldo Rubinacci)

Leopoldo Rubinacci

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UFFICIO REGIONALE DEL LAVORO

DIVISIONE ES/PG/pm

N. di Protocollo 1380-ES-1-S

NAPOLI, 17 APR 1944

VIA DUOMO, 219
Telef. 50653

OGGETTO: Richiesta di dati salariali per la Marina Civile di piccolo cabottaggio e portuale.-

Al Capt. Williams
Chief Labor Division Region III^
A.M.G.
N A P O L I

Riferimento a vostra richiesta, vi rimettiamo le notizie in merito al trattamento economico degli equipaggi della Marina Civile, di piccolo cabottaggio e portuale.

I)

a) nei prospetti allegati nº 1 - nº2 e nº3 abbiamo riportato rispettivamente le paghe contrattuali del personale imbarcato su navi da carico e da passeggeri a propulsione meccanica, su rimorchiatori, pirobarche e galleggianti e di quello imbarcato su rimorchiatori della Soc.An. Rimorchiatori Napoletani.
Per il personale delle golette (motovelieri) non esiste alcun contratto collettivo, e vigono solamente dei salari di fatto che variano da motoveliero a motovelieri.-

b) tali notizie sono state rilevate distintamente per rimorchiatori fino a 50 cavalli, da 51 a 100 cavalli ed oltre 101 cavalli, e per le navi da carico fino a tonn.50 ed oltre tonn.50.

c) secondo la vostra richiesta abbiamo specificato in ogni prospetto la paga base e distintamente tutte le altre indennità cui hanno diritto e vario titolo i marittimi ed inoltre i contributi che essi devono versare per le varie forme di assicurazione sociale e di previdenza.-

II) Per il personale addetto ai tipi di imbarcazione da noi considerate, l'aumento del 70% non è stato fino ad oggi ancora applicato. Sono, tuttavia, in corso avanzate trattative per la sua applicazione.-

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III) I contributi di assicurazione sociale, come risulta dai prospe
ti allegati, sono pagati in misura paritetica dai lavoratori e dai datori di lavoro. I contributi assistenza familiare vanno pagati esclusivamente dai lavoratori, mentre quelli della cassa invalidità, relativi all'assistenza del lavoratore stesso, sono in parte a carico delle ditte ed in parte a carico dei lavoratori (quote fisse).-
Le assicurazioni infortuni, contributi assegni familiari, cassa richiamati sono a carico esclusivamente delle ditte.
Tutte le condizioni più importanti relative alla durata del lavoro e ad altre spettanze accessorie, sono state indicate in calce ai vari prospetti.-

IV) Alleghiamo le copie dei contratti di lavoro che regolano il rapporto di impiego, in tutti i suoi aspetti, dei lavoratori considerati.-

Rileviamo che la maggiorazione del 250% per i rischi di guerra è stata ridotta al 90% per tutti i marittimi i quali non sono imbarcati o esplicano il loro servizio entro l'ambito del Porto.

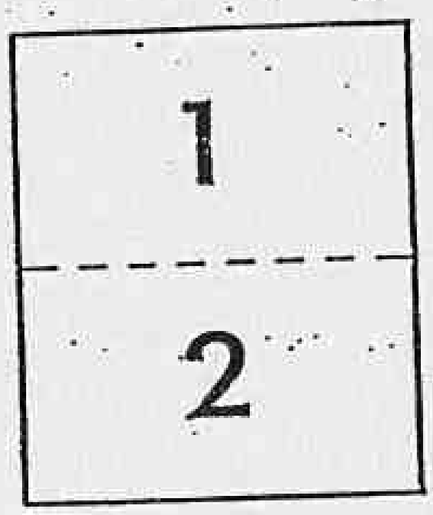
Distinti saluti.

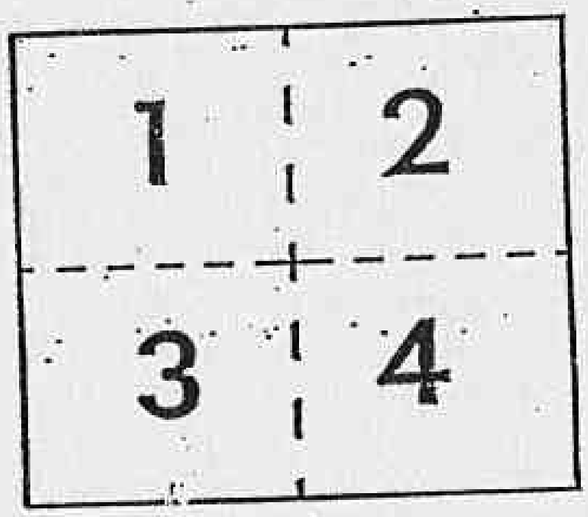
IL SEGRETARIO GENERALE
(Leopoldo Rubinacci)

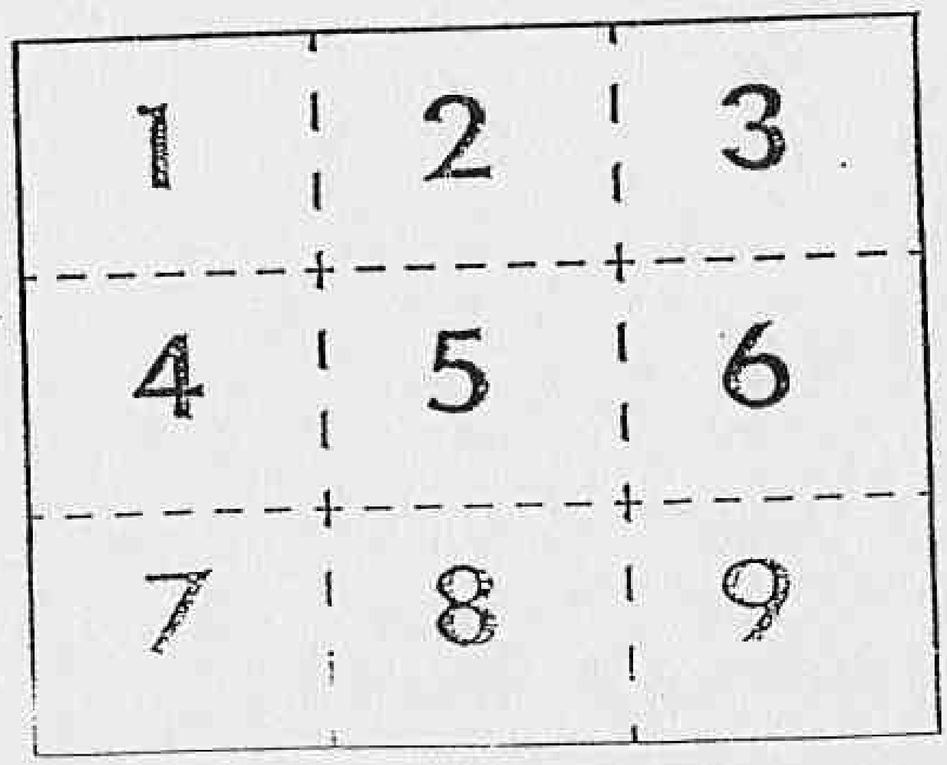
Declassified E.O. 12356 Section 3.3/NND No. 785021

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

SEE DIAGRAMS BELOW.







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Grado	Paga mensile come da contratto	Rischi di guerra 90% sulla paga base (2)	Panatica in porto (3)	Indennità di presenza (4)	Assegni familiari (5)	Indennità di rimorchio (6)	Lavoro notturno (7)
	1	2	3	4	5	6	7
Conducente di coperta	1.050	945	270	225	434.20	1.220	396
" " macchina	950	855	270	225	434.20	1.220	396
Fuochisti o marinai	630	567	186	150	299.==	866	876
Carbonai	400	360	186	150	299.==	866	876
Giovanotti(1)	250	225	186	150	299.==	866	876

(1) Attualmente non in servizio.-
(2) Tale indennità è del 90% per il servizio in porto, mentre è fissata nella misura del 250% per il to il 90% perchè attualmente svolgono la loro attività esclusivamente in porto.
(3) Attualmente viene corrisposta in natura - se dovesse venire pagata in danaro, sarebbe necessari prezzi.
(4) Tale indennità è calcolata per 15 giorni perchè tanti di effettiva presenza avendo la società d

N.B. Col. 10 e 11) fino a £. 1.000 mensili gli operai pagano il contributo del 2%; oltre £. 1.000 pagano la R.M. con l'aliquota del 4.08%
Gli impiegati pagano sempre la R.M. dell'8,16%

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Tabella N: 3

TR

Assegni familiari (5)	Indennità di rimorchio (6)	Lavoro notturno (7)	Totale lordo 8	Imponibile R.M. contrib. straord. 2% 9	TRATTENUTE A CARI R.M. 8.16% 10	Contributo 2% 11	CO DEL LAV Contributo assistenza famil. (quota fissa) 12
5	6	7	8	9	10	11	12
434.20	1.220	396	4.540.20	3.971	324.03	==	10.==
434.20	1.220	396	4.350.20	3.781	308.53	==	10.==
299.==	866	876	3.574.==	3.182	==	63.64	3.50
299.==	866	876	3.137.==	2.745	==	54.90	3.50
299.==	866	876	2.852.==	2.460	==	49.20	3.50

sata nella misura del 250% per il servizio prestato fuori porto; è stato calcola-
amente in porto.
ata in danaro, sarebbe necessario il suo adeguamento alla situazione attuale dei

iva presenza avendo la società due equipaggi per ogni rimorchiatore.
contributo del
uota del 4.08%
6%

(5) Gli assegni
(6) Gli importi
criteri di
a) se il ri
sonale.
b) se il ri
(7) Gli importi
condo i cri
a) £. 24 ai
b) oltre i
ti di ma

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1 2

TRATTAMENTO PERSONALE MARITTIMO DIPENDENTE DALLA S/A SOCIETA' RIMORCHIATORI NAPOLETANI

ARI	6 O DEL LAVORATORE					Pa
	Contributo assistenza famil. (quota fissa)	Cassa Invalid. (quota fissa)	Contributo malattia complementare (quota fissa)	Previdenza Sociale	Totale trattenute a carico del lavoratore 10+11+12+13+14	
	12	13	14	15	16	
	10.==	31.50	10.50	10.60	386.63	4
	10.==	31.50	10.50	10.60	371.13	3
	3.50	21.==	6.30	8.67	103.11	3
	3.50	21.==	6.30	8.67	94.37	3
	3.50	16.80	6.30	6.95	82.75	2

(5) Gli assegni familiari sono stati calcolati per una famiglia tipo composta da moglie e tre figli
(6) Gli importi segnati si riferiscono alle indennità di rimorchio percepite dal personale durante i
criteri di seguito elencati:
a) se il rimorchio viene eseguito durante l'orario di lavoro spettano £. 5.60 ai conducenti di m
sonale.
b) se il rimorchio viene eseguito di notte spettano £. 8.40 ai conducenti di macchina e coperta
(7) Gli importi segnati si riferiscono alle indennità per lavoro notturno percepite dal personale d
condo i criteri di seguito elencati:
a) £. 24 ai conducenti di macchina e coperta e £. 16 al rimanente personale.
b) oltre i 12 turni £. 36 ai conducenti di macchina e coperta e £. 24 al rimanente personale. Pe
ti di macchina e coperta e £. 32 al rimanente personale.

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SOCIETA' RIMORCHIATORI NAPOLETANI (Contr.Collett. 10/4/1942 - pag. 2827-)

tale trattenute a carico del voratore 10+11+12+13+14	Paga netta 8 - 16	C O N T R I B U T I A C A R I C O D E L Cassa Invalidità (quota fissa)	Assicurazioni Infort. Lav. 13/60% (su paga base e pan.	D A T O R E D I Contributo assegni su paga base - 50 escluso rischi di
16	17	18	19	
386.63	4.153.57	36.==	179.52	
371.13	3.979.07	36.==	165.92	
103.11	3.470.89	31.50	110.97	
94.37	3.042.63	31.50	79.69	
82.75	2.769.25	25.20	59.29	

po composta da moglie e tre figli di età inferiore ai 10 anni.
percepite dal personale durante il mese di febbraio c.a. e calcolati secondo i

pettano £. 5.60 ai conducenti di macchina e coperta e £. 2.80 al rimanente per-

conducenti di macchina e coperta e £. 4.80 al rimanente personale
notturno percepite dal personale durante il mese di febbraio c.a. e calcolati se-

nte personale.
e £. 24 al rimanente personale. Per il 16° turno e successivi £. 48 ai conducen-

(8) al lavorato
a) per la
ai giova
b) a Natale
c) le ferie
d) il pagam
e) indennit
personal

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DEL	DATORE DI LAVORO		
nfort. lav. base e pan.	Contributo assegni familiari (: Imp.ti 20% fino a £. 1.500 su paga base - 50% panatica e indennità fissa e cont.(escluso rischi di guerra) Operai Id. senza limiti	Cassa richiamati : Imp.ti 5% da calcolarsi come per assegni familiari operai. Operai : 1%	Pre S
	20	21	
		su col. 1-3-6-7	
	300	140.05	
	300	135.05	
	493	24.65	
	447	22.35	
	417	20.85	

(8) al lavoratore spettano inoltre le seguenti indennità :
a) per lavoro festivo £. 38 ai conducenti di coperta, £. 36 ai conducenti di macchina, 1.
ai giovanotti.
b) a Natale la 13^ mensilità (paga base più meta panatica)
c) le ferie in ragione di giorni 16 ai conducenti di macchina e coperta e di giorni 8 al rim
d) il pagamento oltre la normale retribuzione, di giorni 15 festivi
e) indennità di licenziamento in ragione di 15 giorni per ogni anno di servizio a conducenti
personale.-

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sa richiamati : Imp.ti 5% da colarsi come per assegni fa iari operai. Operai : 1%	Previdenza Sociale	Totale Contributi a carico dat. lav. 19+20+21+22+23	Paga e indenn. carico dat.lav. 8 - 5	Totale complessivo carico dat.lav. 23 + 24
21	22	23	24	25
col. 1-3-6-7				
140.05	10.60	666.17	4.106	4.772.17
135.05	10.60	647.57	3.916	4.563.57
24.65	8.67	668.79	3.275	3.943.79
22.35	8.67	589.21	2.838	3.427.21
20.85	6.95	529.29	2.553	3.082.29

36 ai conducenti di macchina, l. 28.50 ai fuochisti e marinai, £.24 ai carbonai e £. 17

nina e coperta e di giorni 8 al rimanente personale per ogni anno di anzianità
15 festivi
ogni anno di servizio a conducenti di coperta e di macchina e 6 giorni al rimanente

Declassified E.O. 12356 Section 3.3/NND No. 785021

Grado	Paga mensile come da contratto	Rischi di guerra (90%sulla paga base) (1)	Panatica in porto	Indennità di presenza	Assegni familiari (2)	Lavoro straord. media ore 50 (3)	Totale
	1	2	3	4	5	6	7
CAT. A.-(Rimorchiatori fino a 50 cavalli e draghe, pontoni e qualunque galleggiante di qualsiasi tonnellaggio)							
Conducente di coperta	670	603	150	450	434.20	180	2.4
" " macchina	670	603	150	450	434.20	180	2.4
Fuochista e marinaio	530	477	120	300	299.==	130	1.6
Mozzo	250	225	100	300	299.==	130	1.3
CAT. B.-(Rimorchiatori da 51 a 100 cavalli)							
Conducente di coperta	800	720	170	450	434.20	180	2.7
" " macchina	800	720	170	450	434.20	180	2.5
Fuochista e marinaio	550	495	130	300	299.==	130	1.9
Giovanotto	360	324	110	300	299.==	130	1.5
Mozzo	260	234	100	300	299.==	130	1.4
CAT. C.-(Rimorchiatori 101 cavalli e oltre)							
Conducente di coperta	880	792	170	450	434.20	180	2.6
" " macchina	880	792	170	450	434.20	180	2.6
Fuochista e marinaio	600	540	130	300	299.==	130	1.9
Giovanotto	390	351	110	300	299.==	130	1.5
Mozzo	280	252	100	300	299.==	130	1.4

(1) Tale indennità è del 90% se il servizio è in porto, mentre è fissato nella misura del 250% per colato il 90% perchè attualmente svolgono la loro attività in porto.

(2) Gli assegni familiari sono calcolati per una famiglia tipo composta di moglie e tre figli di et N.B. Col. 9 e 10) fino a £. 1.000 mensili gli operai pagano il contributo del 2%; oltre £. 1.000 pagano la R.M. con l'aliquota del 4,0%

Gli impiegati pagano sempre la R.M. dell'0,16%

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Tabella N° 2

...di ...a	Assegni familiari (2)	Lavoro straord. media ore 50 (3)	Totale lordo	Imponibile R.M. contrib. straord. 2%	TRATTENUTE A CARICO DEL LAVORATORE: R.M. 8,16%	Contributo 2%	Contributo assistenza familiare (quota fissa)	Contributo malattia complementare (quota fissa)
	5	6	7	8	9	10	11	12
434.20	180	2.487.20	1.978.==	161.40	==		10.==	10.50
434.20	180	2.487.20	1.978.==	161.40	==		10.==	10.50
299.==	130	1.856.==	1.497.==	==	29.94		3.50	6.30
299.==	130	1.304.==	845.==	==	16.90		3.50	6.30
434.20	180	2.754.20	2.235.==	182.38	==		10.==	10.50
434.20	180	2.754.20	2.235.==	182.38	==		10.==	10.50
299.==	130	1.904.==	1.540.==	==	30.80		3.50	6.30
299.==	130	1.523.==	1.169.==	==	23.38		3.50	6.30
299.==	130	1.323.==	974.==	==	19.48		3.50	6.30
434.20	180	2.906.20	2.387.==	194.78	==		10.==	10.50
434.20	180	2.906.20	2.387.==	194.78	==		10.==	10.50
299.==	130	1.999.==	1.635.==	==	32.70		3.50	6.30
299.==	130	1.580.==	1.226.==	==	24.52		3.50	6.30
299.==	130	1.361.==	1.012.==	==	20.24		3.50	6.30

...ato nella misura del 25% per il servizio prestato fucri porto, è stato cal-
...rto.
...sta di moglie e tre figli di età inferiore ai 10 anni.
...ontributo del
...ota del 4,0...

(3) Sono stati cal...
(4) L'orario norma...
Straordinario ...
" no...
Lavoro fuori ...

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TRATTAMENTO DEL PERSONALE DEI R.R.ORCHIATORI, PIROBARCHE E

C O	DEL L A V O R A T O R E				Paga netta
assisten- e issa)	Contributo malattia complementare (quota fissa)	Cassa Invalidi (quota fissa)	Previdenza Sociale	Totale trattenute a carico del lavoratore 9+10+11+12+12+14	7 - 15
	12	13	14	15	16
	10.50	35	11.35	228.25	2.258.95
	10.50	35	11.35	228.25	2.258.95
	6.30	21	10.==	73.54	1.779.66
	6.30	12	7.10	45.80	1.258.20
	10.50	35	11.35	249.23	2.504.97
	10.50	35	11.35	249.23	2.504.97
	6.30	21	10.==	71.60	1.832.40
	6.30	16.80	8.90	56.88	1.464.12
	6.30	12	7.15	48.43	1.274.57
	10.50	35	11.35	261.63	2.644.57
	10.50	35	11.35	261.63	2.644.57
	6.30	21	10.==	73.50	1.925.50
	6.30	16.80	8.90	60.==	1.520.==
	6.30	12	7.10	49.14	1.311.86

(3) Sono stati calcolati come indennità a carattere continuo n.50 ore di lavoro straordinario in
(4) L'orario normale di lavoro è di 10 ore giornaliere; per il lavoro straordinario sono state st
Straordinario diurno £. 3.60 all'ora ai conducenti di coperta e macchina e £. 2.60 agli alt
" notturno " 6.== " " " " " " 4.== "
Lavoro fuori porto " 40.== al giorno " " " " " 30.== al giorn

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MACCHINISTI, MACCHINISTI E GALLEGGIANTI

	Paga netta	C O N T R I B U T I A C A R I C O D E L D A T O R E			D I L A V O R O
lavora-	7 - 15	Cassa Invalidità (quota fissa)	Assicurazioni Infort. lav. 13.60% su paga base e panat.	Contributo su paga base escluso rischi	assegni familiari : Imp.t e 1/8 panatica. Operai Id. di guerra.
	16	17	18	19	
	2.258.95	40.==	111.52		149
	2.258.95	40.==	111.52		149
	1.779.66	31.50	88.40		118
	1.258.20	18.==	47.60		60
	2.504.97	40.==	131.92		177
	2.504.97	40.==	131.92		177
	1.832.40	31.50	92.48		123
	1.464.12	25.20	63.92		83
	1.274.57	18.==	48.96		62
	2.644.57	40.==	142.80		193
	2.644.57	40.==	142.80		193
	1.925.50	31.50	99.28		133
	1.520.==	25.20	68.==		89
	1.311.86	18.==	51.68		66

lavoro straordinario in meria effettuate dall'equipaggio.-
raordinario sono state stabilite le seguenti maggiorazioni:
china e £. 2.60 agli altri componenti
" " 4.== " " "
" " 30.== al giorno " (in sostituzione della maggior paratica mal dormire e lavoro straordinario)

Lavoro festivo
Altre spettanze.

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ORE	DI LAVORO			
to base rischi	assegni familiari : Imp.ti 20% fino a £. 1500 e ½ panatica. Operai Id. senza limiti di guerra.	Cassa richiamati; Imp.ti 5% da calcolarsi come per assegni famiglia operai. Operai : 1%	Previdenza Sociale	Totale a carico 17+18+1
		20	21	2
149		37.25	11.35	34
149		37.25	11.35	34
118		5.90	9.95	25
60		3.==	7.15	13
177		44.25	11.35	40
177		44.25	11.35	40
123		6.15	9.95	26
83		4.15	8.90	18
62		3.10	7.15	13
193		48.25	11.35	4
193		48.25	11.35	4
133		6.65	9.95	2
89		4.45	8.90	1
66		3.30	7.15	1

Lavoro festivo £. 38 al giorno ai conducenti di macchina e coperta e £. 20 all'ora agli altri
Altre spettanze. 13ª mensilità (paga base più panatica intera)
Le ferie in ragione di 8 giorni all'anno.
Le indennità di licenziamento in ragione di giorni 16 ai conducenti di cop

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i; Imp.ti 5% da per assegni fa- Operai : 1%	Previdenza Sociale	Totale Contributi a carico dat.lav. 17+18+19+20+21	Paga e indenn. carico dat.lav. 7 - 5	Totale complessivo carico datore lavoro 22 + 23 (4)
0	21	22	23	24
37.25	11.35	349.12	2.053	2.402.12
37.25	11.35	349.12	2.053	2.402.12
5.90	9.95	253.75	1.557	1.810.75
3.==	7.15	135.75	1.005	1.140.75
44.25	11.35	404.52	2.320	2.724.52
44.25	11.35	404.52	2.320	2.724.52
6.15	9.95	263.08	1.605	1.868.08
4.15	8.90	185.17	1.224	1.409.17
3.10	7.15	139.21	1.024	1.163.21
48.25	11.35	435.40	2.472	2.907.40
48.25	11.35	435.40	2.472	2.907.40
6.65	9.95	280.38	1.700	1.980.38
4.45	8.90	195.55	1.281	1.476.55
3.30	7.15	146.13	1.062	1.208.13

e e coperta e £. 26 all'ora agli altri componenti.
intera)
nno.
one di giorni 16 ai conducenti di coperta e macchina e giorni 3 al rimanente personale

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Grado	Paga mensile come da contratto	Rischi di guerra (250% sulla paga base) (1)	Fanatica in porto	Indennità di presenza	Assegni familiari.- (2)	Lavoro straord. media ore 50
	1	2	3	4	5	6
A) Navi inf. a 50 tonn.S.L.						
Padrone al Comando	730	1.825	120	450	434.20	175.==
Motorista	730	1.825	120	450	434.20	175.==
Marinaio	450	1.125	90	300	299.==	112.50
Giovanotto e allievo di coperta o macchina	250	625	90	300	299.==	112.50
Mozzo	200	500	90	300	299.==	75.==
Navi sup. a 50 tonn.S.L.						
Padrone al Comando	830	2.075	120	450	434.20	175.==
Motorista	830	2.075	120	450	434.20	175.==
Marinaio	550	1.375	90	300	299.==	112.50
Giovanotto e allievo di coperta o macchina	300	750	90	300	299.==	112.50
Mozzo	250	625	90	300	299.==	75.==
B) Moto e piro-cisterne addette a servizio del Golfo di Napoli e isole Antine?-						
Capitano o Padrone al Comando.	1200	3.000	120	450	434.20	250.==
Macchinista o Motorista	1200	3.000	120	450	434.20	250.==
Nostromo e Capo Fuochista	900	2.250	100	300	299.==	200.==
Fuochista	710	1.775	90	300	299.==	200.==
Marinaio e Carbonaio	660	1.650	90	300	299.==	187.50
Giovanotto o allievo di coperta o macchina	360	900	90	300	299.==	187.50
Mozzo	360	900	90	300	299.==	90.==

(1) Tale indennità è del 90% per il servizio in porto; è stato calcolato il 250% perchè svolgono
(2) Gli assegni familiari sono stati calcolati per una famiglia tipo composta da moglie e tre fi
N.B. Col.9 e 10) fino a £. 1.000 mensili gli operai pagano il contributo del 2%; oltre £. 1.000 pagano la R.M. con l'aliquota del 4,80%
Gli impiegati pagano sempre la R.M. dell'8,16%

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Tavole N° 1

26 da

Indennità di presenza	Assegni familiari.- (2)	Lavoro straord. media ore 50	Totale lordo	Imponibile R.M. contrib. straord. 2%	TRATTENUTE A CARICO R.M. 8,16%	Contributo 2%	Contributo assistenza famil. (quota fissa)	DEL LAVO Contributo al complementare (quota fiss
4	5	6	7	8	9	10	11	12
450	434.20	175.==	3.734.20	3.240.==	264.38	==	10.==	10.50
450	434.20	175.==	3.734.20	3.240.==	264.38	==	10.==	10.50
300	299.==	112.50	2.376.50	2.032.50	==	40.65	3.50	6.30
300	299.==	112.50	1.676.50	1.332.50	==	26.65	3.50	6.30
300	299.==	75.==	1.464.==	1.120.==	==	22.40	3.50	6.30
450	434.20	175.==	4.084.20	3.590.==	292.94	==	10.==	10.50
450	434.20	175.==	4.084.20	3.590.==	292.94	==	10.==	10.50
300	299.==	112.50	2.726.50	2.382.50	==	47.65	3.50	6.30
300	299.==	112.50	1.851.50	1.507.50	==	30.15	3.50	6.30
300	299.==	75.==	1.639.==	1.295.==	==	25.90	3.50	6.30
450	434.20	250.==	5.454.20	4.960.==	404.73	==	10.==	10.50
450	434.20	250.==	5.454.20	4.960.==	404.73	==	10.==	10.50
300	299.==	200.==	4.049.==	3.700.==	==	74.==	3.50	6.30
300	299.==	200.==	3.374.==	3.030.==	==	60.60	3.50	6.30
300	299.==	187.50	3.186.50	2.842.50	==	56.85	3.50	6.30
300	299.==	187.50	2.136.50	1.792.50	==	35.85	3.50	6.30
300	299.==	90.==	2.039.==	1.695.==	==	33.90	3.50	6.30

o calcolato il 250% perchè svolgono normalmente la loro attività fuori porto.-
ta tipo composta da moglie e tre figli di età inferiore ai 10 anni.-
o il contributo
n l'aliquota del

l'8,16%

(3) Sono stat
(4) L'orario

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26 days month.

TRATTAMENTO EQUIPAGGI - NAVI DA CARICO E DA PASSEGGIERI A PRO

A R I C O	D E L L A V O R A T O R E				Paga netta
assi- il. ssà)	Contributo malattia complementare (quota fissa)	Cassa Invalidi (quota fissa)	Previdenza sociale	Totale trattenute a carico del lavoratore 9+10+11+12+13+14	7 - 15
	12	13	14	15	16
	10.50	35.==	11.35	331.23	3.402.97
	10.50	35.==	11.35	331.23	3.402.97
	6.30	21.==	10.==	81.45	2.295.05
	6.30	16.80	8.90	62.15	1.614.35
	6.30	12.==	7.10	51.30	1.412.70
	10.50	35.==	11.35	359.79	3.724.41
	10.50	35.==	11.35	359.79	3.724.41
	6.30	21.==	10.==	88.45	2.638.05
	6.30	16.80	8.90	65.65	1.785.85
	6.30	12.==	7.10	54.80	1.584.20
==	10.50	35.==	11.35	471.58	4.982.62
==	10.50	35.==	11.35	471.58	4.982.62
0	6.30	21.==	10.==	114.80	3.934.20
0	6.30	21.==	10.==	101.40	3.272.60
0	6.30	21.==	10.==	97.65	3.088.85
0	6.30	16.80	8.90	71.35	2.015.15
0	6.30	12.==	7.10	62.80	1.976.20

(3) Sono state calcolate 8.50 ore di lavoro straordinario perchè tante normalmente sono effettu
(4) L'orario normale di lavoro è di 10 ore in navigazione e di 8 ore nei porti.

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RICO E DA PASSEGGIERI A PROPULSIONE MECCANICA

	Paga netta	CONTRIBUTI A CARICO DEL DATORE DI			LAVORO
carico del 12+13+14	7 - 15	Cassa Invalidità (quota fissa)	Assicurazioni Infort. Lav. 13.60% su paga base e panatica	Contributo assegni su paga base ½ pana	familiari : Ing. tica. Operai Io
	16	17	18		1
3.402.97		40.==		115.60	
3.402.97		40.==		115.60	
2.295.05		31.50		73.44	
1.614.35		25.20		46.24	
1.412.70		18.==		39.44	
3.724.41		40.==		129.20	
3.724.41		40.==		129.20	
2.638.05		31.50		87.04	
1.785.85		25.20		53.04	
1.584.20		18.==		46.24	
4.982.62		40.==		179.52	
4.982.62		40.==		179.52	
3.934.20		31.50		136.==	
3.272.60		31.50		108.80	
3.088.85		31.50		102.==	
2.065.15		25.20		61.20	
1.976.20		18.==		61.20	

Per il lav

te normalmente sono effettuate dagli equipaggi
nei porti.

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ATORE DI LAVORO				
ibuto assegni ga base ½ pena	familiari : Imp.ti 20% fino a £.1500 tica. Operai Id. senza limiti.	Cassa richiamati: Imp.ti 5% da calcolarsi come per assegni fa miglia operai. Operai : 1%	Previdenza Sociale	Total a car 17+18
19		20	21	
158		39.50	11.35	
158		39.50	11.35	
99		4.95	9.95	
59		2.95	8.90	
49		2.45	7.15	
178		44.50	11.35	
178		44.50	11.35	
119		5.95	9.95	
69		3.45	8.90	
59		2.95	7.15	
252		63.==	11.35	
252		63.==	11.35	
190		9.50	9.95	
151		7.55	9.95	
141		7.05	9.95	
81		4.05	8.90	
81		4.05	7.15	

Per il lavoro straordinario sono stabilite le seguenti maggiorazioni per le navi di cu
Padrone-motorista
Nostromo e capo fuochista
Marinaio ed altri componenti
Mozzi

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...ti 5% da assegni fa...i : 1%	Previdenza Sociale	Totale Contributi a carico dat.lav. 17+18+19+20+21	Paga e indenn. carico dat.lav. 7 - 5	Totale complessivo a carico datore di lavoro 22 + 23 (4)
21		22	23	24
11.35	364.45		3.300.==	3.664.45
11.35	364.45		3.300.==	3.664.45
9.95	218.84		2.077.50	2.296.34
8.90	142.29		1.377.50	1.519.79
7.15	116.04		1.165.==	1.281.04
11.35	403.05		3.650.==	4.053.05
11.35	403.05		3.650.==	4.053.05
9.95	253.44		2.427.50	2.680.94
8.90	159.59		1.552.50	1.712.09
7.15	133.34		1.340.==	1.473.34
11.35	545.87		5.020.==	5.565.87
11.35	545.87		5.020.==	5.565.87
9.95	376.95		3.750.==	4.126.95
9.95	308.80		3.075.==	3.383.80
9.95	291.50		2.887.50	3.179.==
8.90	180.35		1.837.50	2.017.85
7.15	171.40		1.740.==	1.911.40

	A	B
maggiorazioni per le navi di cui alla lettera	3.50	5.==
rista	==	4.==
apo fuochista	2.25	3.75
altri componenti	1.50	1.80

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N. 3244 - a Pagamento

N.ro 695

11 Maggio 1942

Sindacato Interprovinciale Fascista degli Armatori dell'Italia Meridionale Continentale e Sardegna.

Trattamento personale Rimorchiatori, Pirobarche e Galleggianti.

Contratto integrativo di lavoro per il personale marittimo dipendente dalle Società Rimorchiatori Napoletani.

L'anno 1942 (XX), il giorno dieci del mese di aprile, in Napoli, nella sede del Sindacato Interprovinciale Fascista degli Armatori dell'Italia Meridionale Continentale e della Sardegna, alla Piazza Giovanni Bovio 22,

T r a

il Sindacato Interprovinciale Fascista degli Armatori dell'Italia Meridionale Continentale e della Sardegna, in persona del suo Presidente Consigliere Nazionale Achille Lauro e del Direttore Avv. Renato Imbruglia, il quale agisce per delega e rappresentanza della propria Federazione Nazionale Fascista degli Armatori e degli Ausiliari dell'Armamento,

e

l'Unione Provinciale Fascista dei Lavoratori dell'Industria di Napoli, in persona del suo segretario Consigliere Nazionale Dott. Italo Stagno, assistito dal Capo dell'Ufficio Sindacale Dott. Filippo Fanton, nonchè dal Capo Gruppo della Gente del Mare Cap. Bernardi Andrei, la quale Unione egisce in rappresentanza della Federazione Nazionale Fascista della Gente del Mare,

Visto il contratto collettivo nazionale riguardante il trattamento del personale riguardante i rimorchiatori, pirobarche e galleggianti 2407 intervenuto tra la Federazione Nazionale Fascista degli Armatori e degli Ausiliari dell'Armamento e la Federazione Nazionale Fascista della Gente del Mare, stipulato in Roma il 7 giugno 1940 XVIII allegato n.2249 al fascicolo n.ro 241 del Bollettino Ufficiale del Ministero delle Corporazioni - supplemen-

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to per la pubblicazione dei contratti collettivi di lavoro - in data 30 luglio 1940 XVIII,

Visto l(art.1 di detto contratto con il quale veniva demandato alle rappresentanze periferiche delle Organizzazioni stipulanti l'accertamento delle condizioni salariali (ivi compresi i compensi per lavoro straordinario) e dell'orario di lavoro già in atto nelle varie località e per singole aziende.

Premesse che in varie riunioni si è proceduto all'accertamento delle condizioni salariali e dell'orario di lavoro di fatto esistenti presso la Società Rimorchiatori Napoletani, ma che però le Organizzazioni stipulanti hanno di accordo ravvisata la opportunità esclusivamente per il personale alle dipendenze di essa Società Rimorchiatori Napoletani di procedere ad una migliore organizzazione del trattamento economico e dell'orario di lavoro, attraverso la stipula di un regolare contratto collettivo, con decorrenza dal 1. Novembre 1941 XX.

Ricevuti i relativi poteri dalle Organizzazioni Federali rappresentate si è addivenuti alla stipulazione del presente contratto collettivo da valere esclusivamente per il personale imbarcato sui rimorchiatori della Società Rimorchiatori Napoletani, esercenti nel porto di Napoli,

Art. 1.

Paghe e Panatica

Al personale dei rimorchiatori sono dovute le seguenti paghe, secondo il grado da esso ricoperto a bordo:

Conducenti di coperta	£. 1.050	
Conducenti di macchina	" 950	
Fuochisti e marinai	" 630	2406
Carbonai	" 400	
Giovanotti	" 250	

oltre la panatica in porto stabilita in £. 270 mensili per i conducenti di coperta e macchina e in £. 186 mensili per gli altri dipendenti.

Le suddette misure si intendono al lordo di qualsiasi imposta o trattenuta di legge o sindacale e comunque di qualsiasi ritenuta a carico del dipendente.

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Art. 2

Orario di lavoro

L'orario di lavoro giornaliero è di dieci ore, in esso compreso il lavoro di accensione, riassetto ed eventuale ormeggio del rimorchiatore e l'intervallo di mezz'ora per la colazione.

Art. 3

Premio di Rimorchio

Viene corrisposto un premio per ogni rimorchio eseguito dal personale.

Tale premio per i rimorchi eseguiti durante l'orario di lavoro di cui all'art. 2, è stabilito nella misura seguente:

Conducenti di coperta e macchina	£. 5.60
Rimanente personale	" 2.80

Per le navi inferiori a 1000 Tonn. s.l. per le navi da guerra, incrociatori ausiliari e comunque per tutte le navi per le quali viene considerata la tariffa di rimorchio ridotta del 50% il premio di rimorchio verrà corrisposto nella proporzione del 50% (cinquanta per cento) delle misure suindicate.

Art. 4

Lavoro straordinario

Il lavoro straordinario verrà corrisposto con un aumento sul premio rimorchi, conteggiato come all'articolo precedente nella misura del 50% (cinquanta per cento).

Art. 5

Lavoro Notturno

Al personale che viene trattenuto a bordo dalle ore 19 alle ore 7 per il pernottamento e gli eventuali rimorchi, oltre al premio per i rimorchi effettivamente eseguiti, maggiorati del 50%, sarà corrisposta una indennità fissata nella misura seguente:

Conducenti di coperta e macchina	£. 24
Rimanente personale	" 16

Qualora però, al personale venissero richiesti più di 12 turni notturni al mese, per i turni eccedenti i primi dodici e non oltre il quindicesi-

2405

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mo, la indennità sarà di £. 36 per i conducenti di coperta e macchina e £. 24 per il restante personale; per i turni sedicesimo e successivi le indennità di cui sopra ammonteranno rispettivamente a £. 48 e £. 32

Art. 6

Panatica fuori Porto

Qualora il rimorchiatore esca dal porto di Napoli e permanga fuori sede oltre le 12 ore, la misura della panatica fissata nell'art. 1, viene sostituita dalla seguente:

Conducenti di coperta e macchina	£. 16
Rimanente personale	" 12

Art. 7

Lavoro festivo

Ad integrazione dell'art. 4 del contratto collettivo nazionale 7 giugno 1940 XVIII innanzi ricordato, il personale che presta servizio nei giorni festivi avrà diritto alle seguenti indennità:

Conducenti di coperta	£. 38
Conducenti di macchina	" 36
Fuochisti e marinai	" 28.50
Carbonai	" 24
Giovanotti	" 17

Per i giorni festivi si intendono quelli elencati all'art.4 del contratto nazionale escluse le domeniche, comprendendovi però quelle giornate nelle quali il lavoratore avrebbe dovuto ricevere il riposto compensativo ai sensi dell'art. 3 del contratto stesso, senza riceverlo.

Art. 8

Decorrenza e Durata

Il presente contratto avrà decorrenza dal 1. novembre 1941 XX e avrà la durata del contratto nazionale di cui è integrativo, con relative proroghe di questo.

2404

p. la Federazione Nazionale Fascista della Gente del Mare

f.to Italo Stagno

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p. la Federazione Nazionale Fascista degli Armatori e degli Ausiliari
dell'Armamento

f.to Achille Lauro

R.Prefettura di Napoli

N.695 Corporazioni
Parere dell'Ispettorato Corporativo di Napoli espresso con nota n.ro5471
del 29/4/1943 XXI.

Visto si pubblichi
Napoli 7/5/1943 XXI

p. Il Prefetto
Firmato

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N. 3674 - a pagamento

N. 706

Sindacato Interprovinciale Fascista degli Armatori dell'Italia Meridionale Continentale e Sardegna.

Contratto per il trattamento del personale dei rimorchiatori, pirobarche e galleggianti.

Accordo integrativo provinciale.

L'anno 1942 (XX), addì 10 del mese di luglio, in Napoli, nella sede del Sindacato Interprovinciale Fascista degli Armatori dell'Italia Meridionale Continentale e della Sardegna, alla Piazza Giovanni Bovio,22,

tra

il Sindacato Interprovinciale Fascista degli Armatori dell'Italia Meridionale Continentale e della Sardegna, in persona del suo Presidente Cons. Naz. Achille Lauro e del Direttore Avv. Renato Imbruglia, il quale Sindacato agisce per delega e rappresentanza della propria Federazione Nazionale Fascista degli Armatori e degli Ausiliari dell'Armamento

e

la Unione Provinciale Fascista dei Lavoratori dell'Industria di Napoli in persona del suo Segretario Cons. Naz. Filippo Mirabelli assistito dal Capo Gruppo della Gente del Mare, Cap. Bernardo Andrei, la quale Unione agisce per delega e rappresentanza della Federazione Nazionale fascista della Gente del Mare.

visto il contratto collettivo nazionale relativo al trattamento del personale dei rimorchiatori, pirobarche e galleggianti, intervenuto tra la Federazione Fascista degli Armatori e degli Ausiliari dell'Armamento e la Federazione Nazionale Fascista della Gente del Mare in Roma il 7 giugno 1940 XVIII, allegato n.2249 al fascicolo n. 241 del bollettino Ufficiale del Ministero delle Corporazioni - Supplemento per

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la pubblicazione dei contratti collettivi di lavoro - in data 30 Luglio 1940 XVIII,

visto l'art. 1. di questo contratto, con il quale veniva demandato alle rappresentanze periferiche delle organizzazioni stipulanti l'accertamento delle condizioni salariali (ivi compresi i compensi per lavoro straordinario) e dell'orario di lavoro già in atto nelle varie località e per singole aziende.

Premesso che in varie riunioni si è proceduto all'accertamento delle condizioni salariali e dell'orario di lavoro di fatto esistenti presso le varie ditte armatrici di rimorchiatori, pirobarche e galleggianti, ma che però le organizzazioni stipulanti hanno di accordo ravvisata la opportunità di procedere ad una migliore organizzazione del trattamento economico e dell'orario di lavoro attraverso la stipula di un regolare contratto collettivo,

ricevuti relativi poteri dalle organizzazioni Federali rappresentanti si è addivenuti alla stipula del presente contratto collettivo da valere per il personale dei Rimorchiatori ed altri galleggianti esercenti nel porto di Napoli.

Art. 1.

Paghe e panatica

I Rimorchiatori considerati nel presente contratto vengono suddivisi in tre categorie, secondo della potenza in cavalli indicati cioè : fino a 50 cav.(categ.A); da 51 a 100 cav.(categ.B); da 101 ad oltre cav.(categ C).

Le draghe, i pontoni e qualunque galleggiante di qualsiasi tonnellaggi vanno assimilati sub la categoria A.

I mini i di paga dovuti al personale imbarcato su i rimorchiatori di ciascuna categoria sono i seguenti a secondo il grado di coperta :

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Grado	Categ. A fino a 50	Categ.B da 51 a 100	Categ. C da 101 e oltre
Conducente di coperta	670	800	880
Conducente di macchina	670	800	880
Fuochista e marinaio	530	550	600
Giovanotto	---	360	390
Mozzo	250	260	280

La panatica in porto rimane stabilita come segue:
per le diverse categorie:

Categ.A -	Conducente di coperta e macchina	£.	150
	Fuochista e marinaio		120
	Mozzo		100
Categ.B -	Conducente di coperta e macchina		170
	Fuochista e marinaio		130
	Mozzo		100
	Giovanotto		110
Categ.C -	Conducente di coperta e macchina	170	
	Fuochista e marinaio	130	
	Giovanotto	110	
	Mozzo	100	

Le retribuzioni suddette si intendono al lordo di qualsiasi imposta o tra tenuta di legge o sindacale e comunque di qualsiasi ritenuta a carico dei dipendenti.

Art. 2.

Orario di lavoro.

L'orario giornaliero di lavoro è di dieci ore, in esso compreso il lavoro di accensione, riassetto ed eventuale ormeggio del rimorchiatore nonchè l'intervallo di mezz'ora per la colazione.

Art. 3.

Straordinario e lavoro no turno

a) straordinario diurno:

Il lavoro straordinario diurno e cioè fino alle 24 00, viene retribuito con un compenso orario di :

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£. 3.60 ai conducenti di coperta e macchina.

£. 2.60 restante equipaggio.

b) notturno:

il lavoro notturno è cioè quello effettuato tra le ore 19 e le ore 6 del mattino, viene retribuito col seguente compenso orario:

£. 6.== per i conducenti di coperta e macchina

£. 4.50 per il restante equipaggio.

Nessun altro compenso è dovuto per il pernottamento del personale.

Art. 4.

Lavori fuori porto.

Nell'eventualità che un rimorchiatore esca dal porto di Napoli e permanga fuori sede oltre le 12 ore, al personale sarà corrisposta una indennità giornaliera - che assorbe la maggior panatica - il mal dormire e lo straordinario - nella misura seguente:

Conducente di coperta e macchina	£. 40.==
Restante equipaggio	30.==

Art. 5.

Lavoro festivo

Ad integrazione del contratto nazionale 7 giugno 1940 XVIII, innanzi ricordato, il personale che presta servizio nei giorni festivi, avrà diritto alle seguenti indennità:

Conducente di coperta e macchina	£. 38.==
restante equipaggio	" 26.==

Per i giorni festivi si intendono quelli elencati all'art.1 del contratto nazionale, escluse le domeniche, comprendendovi però quelle giornate nelle quali il lavoratore avrebbe dovuto ricevere il riposo compensativo ai sensi dell'art. 3 senza riceverlo.

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Art. 6.

Guardiani

I marittimi sui galleggianti in genere (draghe,chiatte, ecc.), con la qualifica di guardiano avranno l'obbligo di 12 ore di lavoro al giorno e saranno loro corrisposte £. 600 mensili al lordo di qualsiasi trattenuta di legge o sindacale e di qualsiasi altra trattenuta a carico del marittimo.

Art.7.

Decorrenza e durata.

Il presente contratto collettivo avrà decorrenza dal 10 luglio 1942 XX e la durata del contratto nazionale di cui è integrativo, con la relativa proroga di esso.

p.la Federazione Nazionale Fascista degli Armatori e degli Ausiliari dell'Armamento. F.to Achille Lauro

p.la Federazione Nazionale Fascista della Gente del Mare. F.to Filippo Mirabelli.

R.Prefettura di Napoli

n.706 Corporazioni

Parere dell'Ispettorato Corporativo. Circolo di Napoli - espresso con nota N.5460 del 29 aprile 1943 XXI.

Visto si pubblichi.

Napoli 7 maggio 1943 XXI.

p. il Prefetto

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R I M O R C H I A T O R I superiori a Tonn. 50 S.L.

Qualifica	Paga base (1)	Aumento 70,60% ecc. (2)	Totale (3 = 1+ 2)	Indennità rischi guerra (250 %)	Premio operosità (8% su 3)	Indennità presenza	Totale
Capitano	1.557	1.034,20	2.591,20	6.478	207,30	450	9.726,50
I° Ufficiale	1.194	816,40	2.010,40	5.026	160,85	450	7.647,25
4 Marinai (1)	2.478	1.730,40	4.202,40	10.506	—	1.200	15.908,40
I° Motorista	1.194	816,40	2.010,40	5.026	160,85	450	7.647,25
2° Motorista	774	541,80	1.315,80	3.289,50	—	450	5.055,30
			12.130,20	30.325,50	529,==	3.000	45.984,70
(1)	618	432,60	1.050,60	2.626,50	—	300	3.977,10

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RIMORCHIATORI superiori a Tonn. 50 S.L.

fica	Paga base (1)	Aumento 70,60% ecc. (2)	Totale (3 = 1+ 2)	Indennità rischi guerra (250 %)	Premio operosità (8% su 3)	Indennità presenza	Totale
ano	1.557	1.034,20	2.591,20	6.478	207,30	450	9.726,50
fficiale	1.194	816,40	2.010,40	5.026	160,85	450	7.647,25
dinai (1)	2.478	1.730,40	4.202,40	10.506	—	1.200	15.908,40
torista	1.194	816,40	2.010,40	5.026	160,85	450	7.647,25
otorista	774	541,80	1.315,80	3.289,50	—	450	5.055,30
			12.130,20	30.325,50	529,—	3.000	45.984,70
	618	432,60	1.050,60	2.626,50	—	300	3.977,10

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ASSICURAZIONI FONDAMENTALI MALATTIE ED INFORTUNI

PRESSO LA CASSA MARITTIMA MERIDIONALE=NAPOLI=

=.=.=.=.=.=.=.=.=.=.=.=.=.=

VIAGGI IN MEDITERRANEO

		Navi da passeggieri	Navi da carico	Petroliere
S.M.	Malattie	58 ‰	75 ‰	75 ‰
	Infortuni	120 ‰	130 ‰	160 ‰
	Totale	178 ‰	205 ‰	235 ‰
B.F.	Malattie	55 ‰	72 ‰	72 ‰
	Infortuni	124 ‰	137 ‰	174 ‰
	Totale	179 ‰	209 ‰	246 ‰

VIAGGI IN ATLANTICO

S.M.	Malattie	61 ‰	82 ‰	82 ‰
	Infortuni	121 ‰	135 ‰	170 ‰
	Totale	182 ‰	217 ‰	252 ‰
B.F.	Malattie	58 ‰	79 ‰	79 ‰
	Infortuni	125 ‰	142 ‰	184 ‰
	Totale	183 ‰	221 ‰	263 ‰

I tassi sono soggetti a variazioni.

Le percentuali vengono calcolate su: paga maturata, panatica convenzionale: £.12 al giorno per ufficiali, £.6 per sottufficiali e £. 6,00 per comuni (navi da carico) - £. 15,50 al giorno per ufficiali, £.11,00 per sottufficiali e £. 7 per comuni (navi passeggieri), premio di operosità, supplementi fissi di contratto e compenso per lavoro straordinario .

Nel tasso malattie è compreso il tasso per morte per malattia

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VIAGGI IN MEDITERRANEO

		Navi da passeggieri	Navi da carico	Petroliere
S.M.	Malattie	58 ‰	75 ‰	75 ‰
	Infortuni	120 ‰	130 ‰	160 ‰
	Totale	178 ‰	205 ‰	235 ‰
B.F.	Malattie	55 ‰	72 ‰	72 ‰
	Infortuni	124 ‰	137 ‰	174 ‰
	Totale	179 ‰	209 ‰	246 ‰

VIAGGI IN ATLANTICO

S.M.	Malattie	61 ‰	82 ‰	82 ‰
	Infortuni	121 ‰	135 ‰	170 ‰
	Totale	182 ‰	217 ‰	252 ‰
B.F.	Malattie	58 ‰	79 ‰	79 ‰
	Infortuni	125 ‰	142 ‰	184 ‰
	Totale	183 ‰	221 ‰	263 ‰

I tassi sono soggetti a variazioni.

Le percentuali vengono calcolate su: paga maturata, panatica convenzionale: £.12 al giorno per ufficiali, £.6 per sottufficiali e £. 6,00 per comuni (navi da carico) - £. 13,50 al giorno per ufficiali, £.11,00 per sottufficiali e £. 7 per comuni (navi passeggieri), premio di operosità, supplementi fissi di contratto e compenso per lavoro straordinario .

Nel tasso malattie è compreso il tasso per morte per malattia (5‰ S.M. e 2‰ B.F., qualunque navigazione e nave).

Nel tasso infortuni è compreso il tasso per assicurazione rischio guerra (100‰ S.M. e B.F., qualunque navigazione e nave).

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TABLE I

25 June 1944

PROPOSED WAGE RATES

FOR SCHOONERS 50 - 1500 TONS

OCCUPATION	Wage Committee Proposed Rate	Legal Rates for Schooners 50 - 1500 Tons 1/	Proposed Rates as Result of Study 3/
Master	250	321	350
Chief Engineer	250	260	300
1st Officer	200	230	250
1st Engineer	200	230 2/	250
Bosun	140	175	190
Cook	120	155	175
Seaman	110	140	150

1/ Net wage figured on 30 day month basis.

2/ Estimated, since no comparable category translatable into English was evident in material gathered.

3/ This figure includes the War Risk Indemnity, Food indemnity of varying amounts, fraction of Christmas gratuities and holiday and rest periods as well as Premium of Activity. It also allows approx 10% for a "Manpower Attraction" item to favor the Armed Forces.

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STATEMENT ON OVERTIME FOR SHIPS CREW

PART I - Overtime work - Ships over 50 tons

1. Overtime work, for the crews of the ships over 50 tons, is ruled by collective contract.

2. Usually, the working time, in the ports, is 8 hours. During the time at sea, or in the port, while on a regular shipping run, the working time of the personnel of party, engine rooms and kitchen may be longer but it is not to exceed 10 hours.

3. The working time of officers and of apprentice officers on the staff is remunerated by the granting of a special indemnity "a forfeit" as a "premium of industriousness and activity" in the amount of 6% of base pay (base salary plus conventional food indemnity). In other cases it may be as high as 8%.

4. The other members of the crew are paid for overtime work at the following rates per hour:

Non-commissioned officers	L. 4.40
Non-commissioned men	L. 3.50
Boys, cabin-boys	L.2.30

PART II - Ships under 50 tons

1. The normal working time for the crew of the ships under 50 tons is 10 hours. Overtime work is paid in the following way:

a. Tug boats and floatings

(1) day labor: L.6.12 per hour to tug boat engineers and masters
L.4.42 per hour to other personnel

(2) night labor: L.10.20 per hour to tug boat engineers and masters
L. 7.65 per hour to other personnel

b. Local ships (sundry motor-boats, passengers and trade)

(1) day labor L.5.95 per hour to captains and engineers
L.2.55 per hour to other personnel

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(2) night labor L.7.65 per hour to captains and engineers
L.3.80 per hour to other personnel

c. Motor-tank ships

(1) day labor L.8.50 per hour to captains and engineers
L.6.35 per hour to other personnel

(2) night labor L.10.20 per hour to captains and engineers
L. 8.20 per hour to other personnel

d. Motor sailing ships

(1) day labor 30% of the hourly pay

(2) night labor 50% of the hourly pay

2. The above system and scale of pay for overtime work, established by contractual rules, are fully enforced.

3. If overtime is to be paid, it is recommended that it be paid in accordance with the following formula: divide the base pay (wages plus conventional food indemnity) by 8 and increase that hourly rate by 50%.

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MEMORANDUM ABOUT SHIPPING LABOR.-

23rd June 1944

To Maj. BABCOCK.-

Part I) - Overtime-work - I) Ships over 50 tons.-

1. Overtime work, for the crew of the ships over 50 tons, is ruled by collective contract.

2. Usually, the working time, in the ports, is 8 hours. During the navigation, or in the port where is in force the turn of navigation, the working time of the personnel of gentry, engine rooms and kitchen may be longer but it shall not exceed 10 hours.

3. The working time of officers and of apprentice officers on the staff is remunerated by the granting of a special indemnity "a forfait" as a "premium of industriousness and activity" in the measure of 6% of base pay (base salary plus conventional food indemnity). In regard to the ships usually destined to trading of various goods, the percentage is 8%.

4. The other members of the crew are paid for the overtime work at the following amounts per hour:

Non commissioned officers	L. 4.40
Non commissioned men	L. 3.50
Boys, cabin-boys	L. 2.30

Part II) Ships under 50 tons.-

1. The normal working time for the crew of the ships under 50 tons is 10 hours. The overtime work is paid, by the following way:

a) tug boats and floatings

(i) day labor: L.6.12 per hour to tug boat engineers and masters
L.4.42 " " to other personnel

(ii) night labor L.10.20 " " to tug boat engineers and masters
L. 7.65 " " to other personnel

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(b) Local ships(sundry motor-boats,passengers and trade)

~~b~~)day labor L.5.95 per hour to captains and engineers
L.2.55 " " to other personnel

~~a~~)night labor L.7.65 " " to captains and engineers
L.3.80 " " to other personnel

(c) Motor-tank ships.-

~~a~~)day labor L.8.50 per hour to captains and engineers
L.6.35 " " to other personnel

~~a~~)night labor L.10.20 " " to captains and engineers
L. 8.20 " " to other personnel

(d) Motor sailing ships.-

~~a~~)day labor 30% of the ~~hourly~~ hourly pay

~~a~~)night labor 50% of the ~~hourly~~ hourly pay

6. ~~Actually~~, the above~~said~~ system and ~~measure of paying~~ rules for the overtime work, established by contractual rules, are fully enforced. But the system does not seem right because the crew doing overtime work is granted pay lower than that one granted for the normal working time whilst it is well known that the hours of overtime are more fatiguing.

7. ~~Therefore~~, it would be right to establish the system of the "rate per hour" by dividing the base pay(wages plus conventional food indemnity) by 8 and increasing it with the ~~percentage of~~ 50%.
THE SAME SHOULD BE DONE FOR THE OFFICERS.

2) - Indemnity for maritime risks.-

This indemnity, established since the 22nd of July 1942 in the measure of 40 - 90% of base pay, according to the areas where the ships operated, has been repeatedly increased.

By the Proclamation n.12, dated October 1943, of General Ambrosio, the indemnity, beginning from November 1943, has been increased to the 250% of base pay(base wages plus food indemnity)on behalf of all categories of sea people of all types of ships and for all areas.

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3E-1

P R O C L A M A T I O N N°12

(Indemnity for war risks to the merchant-navy crews)

^:^:^:^:^:^:^:^:^:^:^:^:^:^:^

WE KNIGHT GRAND CROSS

Army - Corps General VITTORIO AMBROSIO

Chief of the General Staff

seen the Art.I of the Army Commander in Chief's Proclamation dated September 30th,1943,N°187-A.C. by which the General Staff Chief is committed the power of issuing proclamations;

seen the Art.16 and 17 of Martial Law approved by Royal Decree July 3rd,1938,N°1415;

seen the Royal Decree June 10th,1940,N°566;

seen the Decree of the Ministry of the Communications January 30th,1943,by which the indemnity for war risks to the crew on board merchantmen belonging to meritime Societies of prominent national interest,assigned to voyages in Zones of the Mediterranean Sea below 38th parallel grade and along the Greek coast below the 40th parallel, was increased for some personnel categories from 196% (per cent) up to 246% (per cent) and for other categories from 200% up to 250%;

Considering the urgent necessity of equalizing the economical treatment to the merchant navy crew;

O R D E R

Art.1 st.

The indemnity for risks of war in favor of the crew serving in merchant ships,requisitioned by the State and appointed for navigation even if not belonging to meritime Societies of prominent national interest regardless of any sea zone in which the navigation takes place,is established to the amount of 25% of the basic wages.

Art.2nd. 2390

This proclamation is operating from November 1st,1943 up to the date which will be pointed out in further regulation.This proclamation shall be published in the Legal Announcements of the Province (Annunzi Legali della Provincia)and by its affixing in the list at Harbor-Offices.

From the Headquarters,October 1943

AMBROSIO

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It is granted also when the ships are in port, in fitting out or when, in reducing fitting out, they are available in the ports. The percentage is calculated on the pay increased with 70%. The Proclamation at present is fully enforced- The indemnity for maritime risks is at present a great help to the sea people and it would be very hurtful to him its abolishing or its reducing in this moment.

Attached is a copy of the Proclamation establishing such indemnity.

3) - Transport with Contracts of "fix pay" and "proportional pay" (alla parte)-

The transport of goods, coastwise or from a place of the continent to the islands of Tirrenean and Adriatic Sea, is done by sailing ships and motor sailing ships.

The economic treatment of the crew of such ships, which usually do not reach the 500 tons, is not ruled by any national or regional contract. In effect, the personnel is paid:

a) by the system of fix pay
b) by system of proportional pay

a) System of fix pay.-

There is a sheme of contract, approved by concerned parties, but it was not enforced because of the lack of necessary formalities of procedure. The system is often adopted specially when the hiring conditions are good and when the shipowner is able to do many transports or travels in a short time (because of fine weather and so on)

In the attached table n.5, [illegible], are pointed out the rates established by contracts of "fix pay".

b) System of proportional pay.-

It is different in the sundry regions. The shipowner cashes the half of freight (received for each travel), the other half is subdivided among the crew in the following measure.

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Captain.....	2 parts
Officer.....	1½ "
Boatswain.....	1/4 of the part
Seaman and Chief Fireman.....	1 part
Boys.....	0.75 of the part

Further, to the captain is granted the "cappa indemnity" which was calculated as the 5% of the freight.

Aftewards, en half of the "cappa indemnity" was subdivided between the captain and the shipowner. The "cappa" is a premium granted to the captain so that he takes a better care of the transport.

From the total freight the shipowner must deduct the agency-expenses, the brokerage, the "pesarea", the combustible materials expenses, the crew insurance and so on. From the half of the freight that he washes, he must deduct the general risks of the ships, the repairing expenses, the "casse invalidi", the income task and so on.

As the expenses grow according to the duration of the travel, the shipowner has great interest so that the travel be done with the utmost speed. This is the reason why this type of contract is more used when the freight is not high. But in practice now it is not very used.

4)- Effective wages situation.-

By inquiries made by me; it appears as follow:

a) Ships over 50 tons.-

The real wages paid are those ones established by the contracts.

Indeed, it is difficult that the sea people be granted higher pay because the hiring conditions are controlled by the "Cogma" (ships management commission).

b) Smaller ships.-

Since the January 1944, the Commander in Chief of Mediterranean Allied Fleet, ordered the Pool of all italian motor sailing ships (Cogma) and charged with the task the D.S.T.O. (Divisional Sea Transport Officer - A.F.H.Q. - S.C.C.).

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The D.S.T.O. employes the motor sailing ships necessary to war operations and all remaining ships are used for the italian trade.

The crew of motor sailing ships directly employed by Allies (with a type of hiring contract at time;this is with monthly quotas) are paid weges fixed by list,as the shipowner cash fix freights. On the contrary the crew of motor sailing ships doing free trade,are paid much higher wages as the shipowner cashes very high freights from freighters.

Approximately,according to collected informations,the wages are:

Motor sailing ships doing free trade

(from Sicily, Calabria and Apulia)

Captain .....L.	12.000 - 14.000
Engineer .....L.	10.000 - 11.000
Seamen .....L.	8.000 - 9.000

To the captain,the freighter must pay,each travel,the "cappa" indemnity (the 5% of the freight)which is usually conglobated in about 40.000-50.000-70.000 lires,and to each members of the crew a "premium" of about 5.000-6.000 lires. If the freighters do not do so the crew do everything in order to hinder the travel and the ships for many days,stay in the ports. Because of want of time,it has been impossible to make more accurate inquiries.

More detailed informations could be collected at the port of Portici.

Dr. G. Fucci

I D.V

AE-1°

CONTRATTO DI NOLEGGIO
A SCAFO NUDO PER MOTOVELIERI
E MOTOPESCHERECCI

M/V - M/P _____

iscritto al N.° _____ del pool dei motovelieri italiani.

BARE BOAT CHARTER PARTY
FOR SCHOONERS
AND MOTOR/FISHING VESSELS

SCHOONER M/FISH. VESSEL _____

Registered in italian schooner pool with N.° _____.

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CONTRATTO DI NOLEGGIO

Quest' oggi viene convenuto, di comune accordo, fra _____ Armatore del _____ denominato _____ di _____ tonn. registro lordo della portata di _____ tonn. di carico, avente la capacità approssimativa di circa _____ piedi cubi di volume (capacità, esclusi i depositi combustibili e provviste di bordo), capace di raggiungere la velocità di circa _____ nodi orari, ed _____

_____

come noleggiatore quanto segue:

1) - Decorrenza - Data di consegna - Porto di consegna - Stato di efficienza

L' Armatore accetta di concedere ed il Noleggiatore accetta di noleggiare la menzionata unità per quel periodo di tempo che può venire richiesto dal noleggiatore. Il noleggio avrà inizio dal giorno in cui la nave è noleggiata, compreso quindi il periodo per il movimento dal porto di origine a quello stabilito dal noleggiatore, alla banchina o località immediatamente disponibile ove l'unità possa galleggiare sicuramente.

L' unità dovrà essere in perfette condizioni di navigabilità e di manutenzione.

2) - Quota di noleggio

Il noleggiatore accetta di pagare per la detta unità la somma di _____

_____

mensili e pro rata, per ogni frazione di mese fino alla data di restituzione all'armatore, come qui stipulato. Nel conteggio delle quote per frazioni di mese, i giorni saranno considerati come frazione di un mese di 30 giorni. Il noleggio verrà pagato alla fine di ciascun mese ed alla firma del contratto il noleggiatore verserà all' armatore un acconto pari ad un terzo del fitto mensile. Il noleggio decorrerà dal

_____

CHARTER PARTY

It is this day mutually agreed between _____ owner of the _____ called the _____ of _____ tons gross register carrying _____ tons deadweight of cargo and having about _____ cub. ft. capacity excluding bunkers and stores and capable of a speed of about _____ knots and _____

_____

as charterer.

1) - Period - Time for delivery - Port of delivery - Fit for service.

The Owner agrees to let and the Charterer agrees to hire the said vessel for such period as the Charterer may require, Hire to begin on the day in which the vessel is hired, included therefore the period for the movement from the port of origin to the port designed by the Charterer in such a dock or at such wharf or place, immediately available, where she may lie safely afloat. The vessel must be tight, staunch, strong, and in every way fit for service.

2) - Rate of hire

The Charterer agrees to pay for the said vessel the sum of _____

_____

per calendar month and pro rata for any fractional part of a month until her re-delivery to Owner as herein stipulated. In computing hire for part of a month the days shall be taken as fractions of a month of 30 days. Hire shall be paid monthly in arreas and at the signature of the charter party the Charterer will pay an account to the Owner of one third of the monthly hire. Hire shall commence:

_____

3) - Remainder of fuel

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depositi combustibili e provviste di bordo, capace di raggiungere la velocità di circa _____ nodi orari, ed _____

come noleggiatore quanto segue:

1) - Decorrenza - Data di consegna - Porto di consegna - Stato di efficienza

L' Armatore accetta di concedere ed il Noleggiatore accetta di noleggiare la menzionata unità per quel periodo di tempo che può venire richiesto dal noleggiatore. Il noleggio avrà inizio dal giorno in cui la nave è noleggiata, compreso quindi il periodo per il movimento dal porto di origine a quello stabilito dal noleggiatore, alla banchina o località immediatamente disponibile ove l'unità possa galleggiare sicuramente.

L' unità dovrà essere in perfette condizioni di navigabilità e di manutenzione.

2) - Quota di noleggio

Il noleggiatore accetta di pagare per la detta unità la somma di _____

_____

mensili e pro rata, per ogni frazione di mese fino alla data di restituzione all'armatore, come qui stipulato. Nel conteggio delle quote per frazioni di mese, i giorni saranno considerati come frazione di un mese di 30 giorni. Il noleggio verrà pagato alla fine di ciascun mese ed alla firma del contratto il noleggiatore verserà all' armatore un acconto pari ad un terzo del fitto mensile. Il noleggio decorrerà dal

3) - Rimanenza combustibile

Il noleggiatore accetterà e pagherà all'armatore il combustibile esistente a bordo all' atto della consegna della nave in base al prezzo corrente e l'armatore, allo spirare del presente contratto, pagherà al noleggiatore il combustibile rimasto a bordo.

4) - Rimozione di attrezzature

Il noleggiatore potrà in qualsiasi momento togliere, modificare od aggiungere qualsiasi attrezzatura che a suo giudizio riterrà necessario, con l' espresso obbligo però di rimettere la nave nelle condizioni in cui è stata consegnata, restando il nolo acquisito per tutto il periodo necessario a tale ripristino.

of a speed of about _____ knots and _____

as charterer.

1) - Period - Time for delivery - Port of delivery - Fit for service.

The Owner agrees to let and the Charterer agrees to hire the said vessel for such period as the Charterer may require, Hire to begin on the day in which the vessel is hired, included therefore the period for the movement from the port of origin to the port designed by the Charterer in such a dock or at such wharf or place, immediately available, where she may lie safely afloat. The vessel must be tight, staunch, strong, and in every way fit for service.

2) - Rate of hire

The Charterer agrees to pay for the said vessel the sum of _____

_____

per calendar month and pro rata for any fractional part of a month until her re-delivery to Owner as herein stipulated. In computing hire for part of a month the days shall be taken as fractions of a month of 30 days. Hire shall be paid monthly in arreas and at the signature of the charter party the Charterer will pay an account to the Owner of one third of the monthly hire. Hire shall commence:

3) - Remainder of fuel

The Charterer will take and pay to the Owner the fuel found on board at the delivery of the vessel at the current price and the Owner, at the end of this charter party, will pay, likewise, to the Charterer the fuel remaining on board.

4) - Removal of fittings

The Charterer may at any time, at his expense remove or alter all or any of the fittings or arrangements on board the vessel and may erect any new fittings which may be required by the Charterer but obliging himself to put the vessel again in the same condition as she has been delivered and hire will continue for the time necessary to put the vessel in her former condition.

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5) - Utilizzazione dell' unità

La menzionata unità, dopo che è stata presa dal noleggiatore, rimarrà a completa ed assoluta disposizione del noleggiatore con personale scelto dal noleggiatore.

6) - Responsabilità del Noleggiatore

Durante il noleggio rimarranno a carico del noleggiatore.

a) tutti i salari, i viveri e ogni altra spesa inerente al capitano, ufficiali ed equipaggio, nonchè tutte le provviste di coperta e di macchina necessarie per l' efficiente esercizio dell' unità.

b) i lavori di riparazione e la manutenzione della nave esclusi i lavori di riclassifica che rimarranno a carico dell' armatore.

c) l' assicurazione della nave contro i rischi normali di navigazione e contro i rischi di guerra.

d) il combustibile, l' acqua, i diritti portuali, di pilotaggio, di passaggio canali, le tasse di ancoraggio, la luce ecc. e nel caso che la nave venga utilizzata per rimorchio, il rimpiazzo dei cavi di rimorchio o gomene, usate o danneggiate durante il periodo di noleggio.

7) - Inoperosità

In caso di detenzioni o perdite di tempo dovute a rotture o danni alle macchine o per qualsiasi altro motivo che inutilizzano l' unità per più di 24 ore consecutive, il noleggio cesserà dall' inizio di tale inoperosità o perdita di tempo fino al momento in cui la nave sarà nuovamente nello stato efficiente per riprendere il servizio. Il costo delle riparazioni rimarrà a carico dell' armatore.

Eventuali avarie comuni saranno disciplinate dalle regole di York e di Anversa, 1924.

8) - Porto di riconsegna

L' unità (a meno che perduta) sarà riconsegnata all' armatore al porto di consegna od al porto stabilito di comune accordo fra le parti, alla fine di questo noleggio nelle stesse condizioni di perfetta efficienza in cui venne consegnata, salvo naturalmente il normale deperimento e deprezzamento.

Il noleggiatore potrà risolvere il presente contratto dando all'armatore un preavviso di sette giorni.

Nel caso di perdita dell' unità il nolo verrà pagato fino al giorno (compreso) della perdita della

5) Utilization of the vessel

The said vessel shall, after she has been taken over by the Charterer, be at the assolute disposal of the Charterer, with crew chosen by him.

6) - Charterer's liability

Whilst the craft is on pay, the Charterer shall be liable :

a) for all wages, provisions and all other expenses in connection with the master, officers and crew, for all deck and engine room stores required for the efficient working of the craft.

b) for repairs and maintenance of the craft excepted any works entailed for classification, which will be borne by the owner.

c) for all marine risks and war risks on the craft.

d) for all fuel, water, port charges, pilotages, canal dues, port charges, light ecc. and in the case of craft used for towing for the replacement of towing wires and hawsers worn out, or damaged in the charterer's service.

7) - Inefficency

Should any detention or loss of time arise from breakdown of any machinery or damage preventing the working of the craft for more than 24 consecutive hours, the hire shall cease from the commencement of such detention or loss of time until she is again in an efficient state to resume her service.

Cost of such repairs to be for Owner's account

General Average cases will be dealt with according to York and Antwerp Rules, 1924.

8) - Port of redelivery

The vessel (unless lost) shall be re-delivered to the Owner at the port of delivery or at such other port as may be mutually agreed on the expiration of this charter party in the same good order as she has been delivered to the Charterer, fair wear and tear and depreciation excepted. The Charterer to cancel this contract must give seven days notice to the owner.

If the vessel be lost, hire shall be paid up to and inclusive of the day of loss, or if missing, up to and inclusive of the day last spoken. Should the

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noleggiatore.

a) tutti i salari, i viveri e ogni altra spesa inerente al capitano, ufficiali ed equipaggio, nonchè tutte le provviste di coperta e di macchina necessarie per l' efficiente esercizio dell' unità.

b) i lavori di riparazione e la manutenzione della nave esclusi i lavori di riclassifica che rimarranno a carico dell' armatore.

c) l' assicurazione della nave contro i rischi normali di navigazione e contro i rischi di guerra.

d) il combustibile, l' acqua, i diritti portuali, di pilotaggio, di passaggio canali, le tasse di ancoraggio, la luce ecc. e nel caso che la nave venga utilizzata per rimorchio, il rimpiazzo dei cavi di rimorchio o gomene, usate o danneggiate durante il periodo di noleggio.

7) - Inoperosità

In caso di detenzioni o perdite di tempo dovute a rotture o danni alle macchine o per qualsiasi altro motivo che inutilizzano l' unità per più di 24 ore consecutive, il noleggio cesserà dall' inizio di tale inoperosità o perdita di tempo fino al momento in cui la nave sarà nuovamente nello stato efficiente per riprendere il servizio. Il costo delle riparazioni rimarrà a carico dell' armatore.

Eventuali avarie comuni saranno disciplinate dalle regole di York e di Anversa, 1924.

8) - Porto di riconsegna

L' unità (a meno che perduta) sarà riconsegnata all' armatore al porto di consegna od al porto stabilito di comune accordo fra le parti, alla fine di questo noleggio nelle stesse condizioni di perfetta efficienza in cui venne consegnata, salvo naturalmente il normale deperimento e deprezzamento.

Il noleggiatore potrà risolvere il presente contratto dando all'armatore un preavviso di sette giorni.

Nel caso di perdita dell' unità il nolo verrà pagato fino al giorno (compreso) della perdita della unità e nel caso di scomparizione fino al giorno (compreso) in cui si ebbero le ultime notizie. Nel caso che la nave dovesse divenire una perdita totale costruttiva, tale perdita sarà ritenuta occorsa, ed il nolo di cui al presente contratto, cesserà dal giorno dell' avvenimento che ha provocato tale perdita.

9) - Rischi di guerra e rischi ordinari di navigazione

Il noleggiatore sarà responsabile di tutti i rischi normali e dei rischi di guerra.

Nel caso di perdita totale, il noleggiatore pagherà una indennità pari al comprovato valore assicurato della nave prima del 3 settembre 1943; e nel caso di danni il costo dei lavori di riparazione ivi compresa ogni eventuale spesa di recupero derivante da avarie.

a) for all wages, provisions and all other expenses in connection with the master, officers and crew, for all deck and engine room stores required for the efficient working of the craft.

b) for repairs and maintenance of the craft excepted any works entailed for classification, which will be borne by the owner.

c) for all marine risks and war risks on the craft.

d) for all fuel, water, port charges, pilotages, canal dues, port charges, light ecc. and in the case of craft used for towing for the replacement of towing wires and hawsers worn out, or damaged in the charterer' s service.

7) - Inefficency

Should any detention or loss of time arise from breakdown of any machinery or damage preventing the working of the craft for more than 24 consecutive hours, the hire shall cease from the commencement of such detention or loss of time until she is again in an efficient state to resume her service.

Cost of such repairs to be for Owner' s account

General Average cases will be dealt with according to York and Antwerp Rules, 1924.

8) - Port of redelivery

The vessel (unless lost) shall be re-delivered to the Owner at the port of delivery or at such other port as may be mutually agreed on the expiration of this charter party in the same good order as she has been delivered to the Charterer, fair wear and tear and depreciation excepted. The Charterer to cancel this contract must give seven days notice to the owner.

If the vessel be lost, hire shall be paid up to and inclusive of the day of loss, or if missing, up to and inclusive of the day last spoken. Should the vessel become a constructive total loss, such loss shall be deemed to have occurred and hire shall, under this charter party, cease as from the day of the casualty resulting in such loss.

9) - War risks and ordinary navigation risks

The Charterer shall be liable for all marine and war risks on the craft.

The indemnity given by the Charterer shall be, in the case of total loss, a sum equal to the proven insured value of the vessel prior to 3rd September 1943 or if she be injured the cost of making good such injury including any salvage charges arising out of the casualty.

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10) - Subnoleggio

Il noleggiatore avrà facoltà di subnoleggiare la nave dandone avviso all' armatore. Il noleggiatore rimarrà responsabile verso l' armatore della piena osservanza di questo contratto.

11) - Revisione quota noleggio

Nonostante quanto previsto dall' art. 2 del presente contratto, il noleggiatore avrà il diritto di rivedere trimestralmente le quote di noleggio e cioè al 1° gennaio, al 1° aprile, al 1° luglio ed al 1° ottobre.

12) – In caso di qualsiasi dissenso derivante dalla corretta interpretazione delle precedenti clausole, il testo inglese farà fede.

13) – Qualsiasi dissenso derivante dal presente contratto sarà sottoposto ad un arbitraggio a Napoli. un arbitro sarà nominato dal noleggiatore e l'altro dall'Armatore, ed in caso che gli arbitri non raggiungessero l'accordo. il caso sarà sottoposto al MEDBO Italia, la di cui decisione sarà definitiva ed impegnativa per ambo le parti.

Data_____

Il Noleggiatore **L' Armatore**

10) - Subletting

The Charterer shall have the right of subletting the ship upon giving due notice to the Owners, the Charterer remaining responsible to the Owners for the due fulfilment of this charter.

11) - Revision of rates of hire

Notwithstanding the provisions of clause 2 above the Charterer retains the right to review the rate of hire quarterly, say on 1st january, 1st april, 1st july and 1st october.

12) - In event of any dispute arising on the correct interpretation of any of the foregoing clauses the text in English to apply.

13) - Any dispute arising under the Charter to be referred to Arbitration in Naples, one Arbitrator to be nominated by the Charterers and the other by the Owners. and in case the Arbitrators shall not agree then the case to be referred to MEDBO ITALY, whose decision will be final and binding upon both parties.

Date this _____ day of _____ 194____

The Charterer **The Owner**

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12) – In caso di qualsiasi dissenso derivante dalla corretta interpretazione delle precedenti clausole, il testo inglese farà fede.

13) – Qualsiasi dissenso derivante dal presente contratto sarà sottoposto ad un arbitraggio a Napoli, un arbitro sarà nominato dal noleggiatore e l'altro dall'Armatore, ed in caso che gli arbitri non raggiungessero l'accordo, il caso sarà sottoposto al MEDBO Italia, la di cui decisione sarà definitiva ed impegnativa per ambo le parti.

Data _____

Il Noleggiatore **L'Armatore**

12) - In event of any dispute arising on the correct interpretation of any of the foregoing clauses the text in English to apply.

13) - Any dispute arising under the Charter to be referred to Arbitration in Naples, one Arbitrator to be nominated by the Charterers and the other by the Owners, and in case the Arbitrators shall not agree then the case to be referred to MEDBO ITALY, whose decision will be final and binding upon both parties.

Date this _____ day of _____ 194____

The Charterer **The Owner**

L. Lonardi - Napoli - 2000 - 4-914

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HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

Cross Reference Sheet

File: 46145

Subject: Wage Increases to Merchant Marine

Date: 21 June 46

To: A/D/Director Labor

From: Capt. Feichtmann 2385

Documents Filed: Wage + Hours Division

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VERBALE DI ACCORDO

L'anno millenovecentoquarantaquattro, il giorno 1° Maggio, in Napoli, tra l'Associazione Armatori Meridionali in persona del suo Presidente Com. Mazzella Pasquale e la Unione Gente del Mare in persona del suo Segretario Generale Cap. Curato Giuseppe, ciascuno avendo ricevuto l'opportuno mandato dai propri organi direttivi :

p r e m e s s o

che a seguito dei gravi avvenimenti avvenuti in Italia la nostra Marina Mercantile si è molto ridotta, restando poche navi in armamento e determinandosi in conseguenza una notevole disoccupazione tra i marittimi;

che concordemente si è riconosciuta la urgente necessità di venire in aiuto a quei disoccupati che maggiormente ne abbisognino;

ritenuto che tale scopo si può efficacemente perseguire a mezzo di una contribuzione da parte degli armatori e dei marittimi imbarcati, considerato che l'Ente Assistenza Gente Mar e non può allo stato funzionare; si conviene e stabilisce quanto appresso:

1° = Viene costituito un Comitato Assistenza Gente del Mare che avrà sede in Napoli e giurisdizione in tutta l'Italia liberata. Esso è composto da 4 membri: uno proposta dall'a Associazione Armatori, uno dalla Unione Gente Mare, un rappresentante delegato del Ministero Marina - Direzione Generale Marina Mercantile. Il Presidente sarà nominato di accordo. Il Comitato stabilirà un apposito regolamento per il suo funzionamento. Esso sostituisce a tutti gli effetti provvisoriamente, l'Ente Assistenza Gente del Mare, costituito con R.D. 14/7/37 n. 1467, nell'Italia liberata.

2° = A far tempo dal 1° Maggio 1944, le aziende armatoriali di piroscafi e motonavi erogheranno a favore dell'Assistenza ai disoccupati un contributo mensile pari all'1% sulla sola paga base corrisposta al personale navigante, esclusa ogni altra competenza accessoria, anche se fissa e continuativa, a qualsiasi titolo corrisposta.

Le stesse aziende erogheranno un contributo mensile pari all'1% sul solo importo della paga base o stipendio corrisposto al proprio personale amministrativo esclusa ogni altra competenza accessoria, anche se fissa e conti-

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nuativa e a qualsiasi titolo corrisposta.

Le percentuali di cui sopra si intendono riferite sempre alla paga base e stipendio di fatto percepito al lordo.

3° = Con eguale decorrenza I° Maggio 1944, le aziende armatoriali di piroscafi e motonavi tratterranno un eguale contributo mensile dell'1% sulla paga base o stipendio percepito dei marittimi e degli impiegati amministrativi come al punto 2.

4° = Le somme erogate dovranno versarsi ogni mese, su un c/c postale intestato: Al Comitato Assistenza Gente Mare che verrà amministrato dal Comitato di cui all'Art. 1.

5° = Il presente accordo impegna l'armamento ed i marittimi e sostituisce a tutti gli effetti e con decorrenza 1° Maggio, i contratti collettivi 12/12/38 prorogati fino al 31/12/43 e scaduti a quella data.

6° = Il presente accordo si applicherà a tutte le navi, piroscafi e motonavi superiori a 50 T/S.L. dell'Italia Liberata.

Letto, confermato e sottoscritto.

L'ASSOCIAZIONE ARMATORI — L'UNIONE GENTE DEL MARE

Seguono gli specchietti di (i) aumento Retribuzione al Personale Dipendente da Aziende Armatoriali Libere, (ii) Aggiornamento delle Retribuzioni dei Capitani al Comando dei Piroscafi e delle motonavi da carico dell'Armamento Libero di stazza lorda superiore alle 50 T.S.L. previste dal contratto collettivo 3 Febbraio 1939 e successivi aggiornamenti, (iii) Aggiornamento delle Retribuzioni de i Capitani al Comando delle navi da passeggeri dell'Armamento libero di stazza lorda superiore alle 50 Tonn. previste dal contratto collettivo 29 Aprile 1939 e successivi aggiornamenti, (iv) Aggiornamento delle retribuzioni degli equipaggi delle navi da carico superiori a 50 Tonn. di stazza lorda prevista da contratto collettivo 31 Marzo 1931 e successive modifiche, (v) aggiornamento delle retribuzioni degli equipaggi delle navi da passeggeri superiori a 50 Tonn. stazza lorda prevista dal Contratto collettivo 28 Giugno 1932 e successive modifiche, che si potrebbero consultare presso il Ministero della Marina.

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Translation rfc. rirani

MINUTES OF THE AGREEMENT

The year 1944, 1st.May, in Naples, between the Southern Shippers Association represented by its rresident Com. Mazzella rasquale and the Unione "Gente del Mare" represented by its Sec.General Cap.Curato Giuseppe, each having received necessary mandates from their directive organ

rremised

that because of the grave happenings in Italy our Merchant Marine has been greatly reduced, leaving few ships fit for use, and consequently bringing about much unemployment amongst the merchantmen;

we have seen and agreed on the urgent necessity to aid the unemployed who need it most;

it is believed that this end can effectivly be brought about by contributions from the shipping companies and the employed merchantmen; seeing that the Benefits Association "Gente Mare" cannot in its present state function; the following has been established:

I - There will be established an Assistance Committee for "Gente del Mare" which will be located in Naples and have jurisdiction over all of liberated Italy. It will be made up of four members: one representative from the Shippers Association, one from the "Gente Mare" Union, a delegate from the Marine Ministry and one from the General Directors Office of the Merchant Marine. The rresident will be nominated by accord. The Committee will establish aschedule of regulations for its functionings. It will temporarily take over all of the functions of the Benefits Association "Gente del Mare" as constituted by R.D. of 14-7-37 N.1487 in Liberated Italy.

II - To make up the time from 1 May 1944, the shipping companies will contribute to the unemployment fund 1% monthly equal to the base pay given to sailing personnel, exclusive of any additions, be they fixed or continuative under any heading.

The same firms will make a monthly contribution egual to 1% of the income from the base wage or salary paid to the administrative personnel, exclusive of any additions, be they fixed or continuative under any heading.

The percentages mentioned above always refer to the gross base wage or pay.

III - From 1 May 1944, the shipping firms will also with - hold on egual monthly contribution of 1% from the base wage paid to sailors and administrative employees as stated in N.II above.

IV - The sum paid out will have to be turned over each month, by postal money order to the Assistance Committee "Gente Mare" which will be Administered by the Committee as per Art.I.

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V - The present agreement applies to ship hands and merchant men and takes overe completly from 1 May, the collective contracts of 10/12/38 deferred to 31/12/43 are expired at that date.

VI - The present agreement will be applied to all ships, ocean livers and motor ships over 50 Tons, in liberated Italy.

Read, approved & signed

" L'Associazione Armatori "

" L'Unione Gente del Mare "

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Translation rfc. Pireni

JURISDICTION CONCERNING MERCHANT MARINE PERSONNEL

Increases

70% on the gross pay as per the temporary provision of 31-10-1943
250% for war risk on the base pay of 31-10-1943 with the 70% increase
Proclamation No.12 of 10-11-1943

Additions

Presence Indemnity (D.M.21-4-1943)

L. 15 per day for Superior Personnel
" 10 " " " Lower Personnel (over 18 yrs. of age)
" 6 " " " " " (under 18 " " ")

Subsistence Addition (D.M.28-?-1943)

L. 5 per day for Officers
" 3 " " " Junior Officers
" 2 " " " Lower Personnel

Family Benefits (D.M. 16-7-1940)

Superior personnel L.114,40 for wife & 80,60 for each child

Lower personnel L. 83,00 " " " 52,00 " " "

N.B. - In addition an addition of 50%

Overtime pay - as already contracted.

Nota:
We note that the 250% increase on war risk, as per Proclamation No.12; is intended for loaded ships or ships located in port.

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Translation rfc. Pirani

1st May 1944, Naples

Between the Southern Shipers Association located in Naples represented by its president Com.rasquale Mazzella;

and the Union "Gente Mare" located in Naples, represented by its Secretary General Cap.Giuseppe Curato;

in accordance with the request made by the Union "Gente Mare" we have agreed and established the following:

I - Shipping companies are authorized to with-hold; from personnel on land or on sea, if they desire to voluntarily belong to the Union "Gente Mare", contributions, the contributions will be in the following measure as requested by the Union "Gente Mare":

MARITIME		ADMINISTRATIVE
L. 20	"Com.te - Dirett. Macchina 1 Commissario"	Director
" 15	"Uff.Coperta e Macchina"	Office Chief
" 12	"Allievo Ufficiale"	Assistant Office Chief
" 10	Sottufficiali	Office Workers & typists
" 7	Comuni	- - -
" 6	- - -	General Duty Workers
" 4	Mozzi - Giovanotti	- - -
" 3	- - -	Laborers.

II - The shipping firm will turn over monthly the income from the contributions in the form of a postal money order to the Union "Gente Mare", sending along with this a listing of the individual contributions.

III - The present arrangment will be effective from 1st May 1944, and is valid up to 31 December 1944 and will be renewed for six month periods provided no formal undoing is brought about by the interested parties at least a month in advance.

Read, confirmed and signed.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Labour

46/145

COPY

SEEN

Col. Bain	6/7/44
Col Smith	
Majo. Babcock	
Capt DORF	
Capt. Scruna	

AREA COMBINED HEADQUARTERS.
TARANTO.

16th June, 1944.

My dear General,

With reference to your letter of 23rd May, 1944, concerning food for Taranto Dockyard Workers, I am glad to report that the position is now entirely satisfactory.

The midshift meal now consists of:-

(a) Soup.
(b) Vegetables dried (possibly fresh when available)
(c) Bread.

(a) and (b) are paid for by the Ministry of Marine, (c) is bought at the man's own baker with a special permit card showing his qualification.

2. With reference to paragraph four of your letter, bread and vegetables were turned down because the workmen could not afford the 7 lire for these items.

3. Thank you very much indeed for all your help in this matter.

Yours sincerely,

/s/ C. E. Morgan

Lieutenant General Sir Noel Mason MacFarlane, K.C.B., D.S.O., M.C.,
Chief Commissioner,
Headquarters,
Allied Control Commission.

2378

Major Babcock
Did we know about this?

3-10/133

Col Bain:
This is O.K. now since we knew that mid-shift meal was authorized D.C.B.
6/7

1528

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

COPY

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Chief Commissioner
APO 394

GMS/sem

23 May 1944

On the basis of AFHQ authority 30 Jan 44, AFHQ Adv Adm Echelon 47/4Q, 6 Feb 44 authorized the issue of a mid-shift meal for Italian civilians performing manual labour for the benefit of the Allied Forces. The shift was to be of 8 hours or more duration and Base Section, District or Area Commanders were made responsible for the provision of facilities necessary to prepare and serve such meals.

The meal consisted of 1/3 lb bread, 6 oz fresh vegetables (or equivalent scale of dried vegetables), and 4/5 oz dehydrated soup. For this meal the worker was charged 7 lire which was deducted from his daily wage.

52 Area Q 442, 11 Feb 44 advised the Capt. Superintendant of the Taranto Dockyard that this issue would be available from 15 Feb 44.

When investigating the causes of the discontent of the Taranto Dockyard workers my Labour Officers discovered that only dehydrated soup had been issued and that the authority to draw bread and vegetables had not been exercised.

I hope that the authority to draw the full mid-shift meal is now being used and that the dockyard workers are satisfied that they are receiving the maximum amount of food permitted by the existing supply situation.

NOEL MASON MACFARLANE
Lieutenant General
Chief Commissioner

Rear Admiral C. E. Morgan, D.S.O., R.N.
F.C.T.A.L.I.

cc: Commodore Palmer

M1 2377

3 T.1
133

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Ecom Sec 4/6/45
(+ Labour SC)

R. CAPITANERIA DI PORTO DI NAPOLI

Napoli, 22 Giugno 1944

Sezione
Prot. N. 5706 Allegati
Indirizzo telegrafico: COMPAMARE - Napoli
Risposta al foglio N. del

Al COMANDO COMMISSIONE ALLEATA
DI CONTROLLO-LABOR SUB COMMISSION
Via Roma
N A P O L I

Argomento: Paghe marittimi.-

Labour

Riferimento lettera in data 19 corr. di codesta Sub-Commission.

Un Ufficiale Superiore di questo Comando ha presentato a mano stamane al Dott. PORZIO di codesto Ente le richieste tabelle paghe spettanti ai marittimi, illustrando a voce il contenuto di esse.-

IL TENENTE COLONNELLO DI PORTO
Comandante
(E. SARTI)

Partis

2376

1530

Declassified E.O. 12356 Section 3.3/NND No. 785021

= COPY =

File 46/45

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

RMA/msr

22 June 1944

SUBJECT : Wages of Dockworkers, Taranto

TO : Ministry of Industry, Commerce and Labor

1. The Labor Subcommission of the Allied Control Commission has received a telegram dated 20 June 1944 stating:

a. That approximately 1,000 dockworkers went on strike for either more food or higher wages, but were expected to return to work 21 June.

b. That increases of 12 to 15 per cent had been promised effective 1 July 1944 by the Under Secretary of Merchant Marine, Ramirez.

c. That Under Secretary Ramirez was coming to Taranto to discuss this wage problem.

2. The Labor Sub-Commission ACC has taken no action in this matter since it appears that action should be initiated by the Italian Govt.

3. The attention of the Ministry is directed to the following points in connection with this and other proposed wage increases in Italian Government Territory:

a. All proposed increases must be submitted by the Italian Government to the Allied Control Commission for prior approval. Any increases made or promised without such approval are contrary to the agreement with the United Nations.

b. In submitting proposals for increases, two factors must be kept in mind:

(1) The proposed wage must be less than the wage for similar work being performed for the Allied Military Forces. (Formula previously submitted to the Ministry)

(2) The proposed wage must be comparable with similar wages paid throughout the Industry or in similar industries.

c. In submitting proposals for increases, a detailed showing must be made of actual wages paid (together with all added payments of every kind); of the comparison with similar jobs in other establishments or industries; and of the reasons for granting an exception to the "wage freeze" agreement.

AMT 2375

1531

Declassified E.O. 12356 Section 3.3/NND No. 785021

4. The Labor Sub-Commission requests the courtesy of a prompt reply on the Taranto situation, and is ready to cooperate fully with the Italian Government in seeing that this essential work is continued without further interruption.

5. Reply is also requested on the points made in paragraph 3 above, both as general policy and with particular reference to the Taranto case.

ROBERT M. ALBRIGHT,
Major, AUS
Labor Subcommission

2374

1534

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS
ALLIED CONTROL COMMISSION
FINANCE SUB-COMMISSION

4/6146
Col Smith - TAA
Maj Babcock

INS/312/F/16 9 June 1944

SUBJECT: Cassa Marittima Meridionale

TO : Labour Sub-Commission

Herewith for information a copy of notes on a meeting with the Shipping Sub-Commission in connection with the appointment of a Commissioner to the Cassa Marittima Meridionale (conversation Lieut. Solenberger - Capt. Reede refers).

J. Barnes

Major R.A.S.C.
Insurance Department.

2373

1533

Declassified E.O. 12356 Section 3.3/NND No. 785021

June

Cassa Marittima Meridionale

Called on Shipping Sub-Commission regarding appointment of Commissario for Cassa Marittima Meridionale and saw the Director, Mr. Campbell, together with Messrs Williams and Bell.

The Shipping Sub-Commission are very concerned about the proposal of the Italian Government to appoint Comandante Giosuè LONGOBARDI as Commissario, on the grounds that such an important appointment should be filled by the very best man available who combines a knowledge of the Cassa with a good administrative background and standing. Furthermore, that as it is an Institution maintained by the Owners, they also should have some say in the appointment. Mr. Campbell mentioned that the funds to carry on the Cassa had been provided by the Owners and that the President of the Shipowners Association had only recently advanced a million lire for the purpose. They were quite content with the appointment of Roberto ANDALO'. He is only a small owner and not of great importance in the Shipping World, but he is well informed on the functions and needs of the Cassa, and they feel that some reason should be stated for replacing him.

Mr. Williams, who has a considerable experience of Italian Shipping Industry, thought it would be very dangerous in any event to allow the office of Commissario to become a political appointment, especially when the proposal relates to an employee of a Shipping Line and has the support of the Seamen's Union. He explained that the Italian Mercantile Marine has a bad past political record and was at one time very "red", and it would be deplorable if any action or proposal which made a return to those conditions possible, went unchallenged.

I said that Capt. Reede had raised the matter with Dr. Mauro, Director General of Labour, at Vietri yesterday and had enquired why the Minister of Industry, Commerce & Labour had deemed it necessary to substitute the name of Longobardi for that of Andalò, and was informed that Minister Di Napoli had no confidence in Andalò.

In the present condition of the Government nothing further can be done at the moment pending the return of Di Napoli to office in the new Government or the appointment of a successor when the matter can be pursued further.

M 2372

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Meanwhile our policy generally is to oppose political appointments in favour of those based on technical qualifications and Security approval.

In view of the interest of the Shipping Sub-Commission in this particular appointment, I undertook to keep them advised in the matter, and that if the Italian Government continued to persist in the present attitude to Andalò and submitted another nomination, we would consult the Shipping Sub-Commission before doing anything further.

File 312 - J.O.

2371

Declassified E.O. 12356 Section 3.3/NND No. 785021

HQUARTERS
11 JUN 1944
A. C. C.

Labour
Econ Sec 4.015

MATERA - June 7, 1944

SUBJECT: Rates of pay for personnel of sea-going vessels, Bari.

TO : The Labor subcommission (Attention Capt. Dorf)

1. I went to Bari immediately upon my return from Naples to investigate the above matter and due to motor trouble I have just today been able to return to Matera.

2. I had a conference with Maj. Morosborough, the DADL, about these rates and learned that he has already submitted to Dist. No. 2 Labor subcommittee a request for permission to increase the military rates paid to personnel on sea-going vessels. The Labor Officer for Region II is a member of this committee. Only one meeting of the committee has been held and that was about two months ago. It is entirely possible that this matter may be acted on without a meeting of the full committee as it appears to be urgent. The DADL informs me that the military has been losing some personnel on account of the high Italian rates.

3. The increase which the DADL has suggested is still not as high as the Italian rates, however, the DADL feels that his suggested rates will suffice to hold his personnel. My suggestion is that the Italian government be asked to suspend their new rates temporarily pending action by the Dist. No. 2 Labor subcommittee on the DADL's request for an increase. If the DADL's request is approved then possibly the Italian Merchant Marine will be willing to adopt the same pay scale.

4. It seems wiser to me for the Italians to come down to the DADL's figure than for the DADL to pay Italian wages as this throws his other wages out of line. I understand the matter has already been referred to the Liaison Officer in Salerno and I regret that it was not possible for me to get this report in sooner but transportation difficulties have caused this slight delay.

Robert Frazer

ROBERT FRAZER, Captain
Labor Officer, Region II

? What is action thus?

Major Babcock,
Are we entering negotiations with new Government rates ???

1676

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12 Year
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Declassified E.O. 12356 Section 3.3/NND No. 785021

COMPLAINT b/c. of Lt. Col. ORWOOD. PROVINCIAL COMMISSIONER BARI.

A Government Decree has been issued by Capitani c/c Mercantile Marine (Italian Naval Officer) at BARI. authorising the following rates of pay for personnel of sea-going vessels. These are in excess of rates authorised by this Committee and are causing trouble & discontent and crews are leaving our SCHOONERS.

ISSUED FROM PUBLIC BARI. 1800 HRS. JUNE 2ND.

RATES AUTHORISED BY CAPT c/c MERC. MARINE. BARI.

VESSELS 50 - 1500 TONS.

	LIRE PER DAY
MASTER	300
CHIEF ENG.	300
1ST OFFICER	238
1ST ENGINEER	238
BO'SUN	162
COOK	148
SEAMAN	2868

These Rates do not include Family Allce.

RATES AUTHORISED BY W & LAB. COMMITTEE.

	VESSELS OVER 300 TONS	VESSELS UNDER 300 TONS
MASTER	180	150
1ST OFFICER	150	110
1ST ENGINEER	150	110
BO'SUN.	110	110
COOK	90	80
SEAMAN	80	80

These Rates do include Family Allce.

1537

Declassified E.O. 12356 Section 3.3/NND No. 785021

Copia

25/6/1944

ECCELLENZA RAMIREZ
Sottosegretario Ministero Marina TARANTO
/L Da Commissione Alleata Controllo mi viene segnalato essere stato promesso con decorrenza primo luglio aumento salariale circa quindici per cento maestranze codesto cantiere navale Tosi punto Faccio presente che nessun aumento salariale può essere concesso senza preventiva intesa fra questo Ministero et Commissione Alleata Controllo punto Prego informarmi dettagliatamente
Ministro GRONCHI

2366

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Declassified E.O. 12356 Section 3.3/NND No. 785021

JA JL 4C/185

Phone message from DADL/c/ Bari 1800 hrs June 2nd

4. Complaint to A.C.C. for Lt. Col. Ohlwood, Provincial Commissioner, Bari. A Government Decree has been issued by Captain i/c Mercantile Marine (Italian Naval Officer) at Bari, authorizing the following rates of pay for personnel of sea-going vessels. These are in excess of rates authorized by this Committee and are causing trouble and discontent and crews are leasing out schooners.

23

RATES AUTHORIZED BY CAPT I/C MERC. MARINE, BARI

VESSELS 50 - 1500 TONS

	Lire per day
Master	300
Chief Engineer	300
1st Officer	238
1st Engineer	238
Bo'sun	162
Cook	148
Seaman	138

These Rates do not include Family Allowance

RATES AUTHORIZED BY W & LAB. COMMITTEE

	VESSELS OVER 300 TONS	VESSELS UNDER 300 TONS
Master	180	150
1st Officer	150	110
1st Engineer	150	110
Bosun	110	110
Cook	90	80
Seaman	80	80

These Rates do include Family Allowance

COPY TO CAPTAIN FRAZER

4/6/44

123

(c) The Royal Navy to organise for prearranged amounts to be paid weekly to the dependants of these men at Naples, the balance being paid to the men themselves at their port of employment.

(d) Such men to be covered for health insurance and death by the "Istituto per l'Assicurazione contro gli Infortuni sul Lavoro" as for normal civilian employees.

(e) Other details to be arranged by the Royal Navy. presumably underlies found.

7. It is not considered that this measure will have an appreciable effect on the labour market. The proposed auxiliaries would be recruited from the permanent civilian employees and possibly to a small extent from the contractors' workmen employed on behalf of the Royal Navy. The total of such employees is unlikely to exceed 500 in the first instance.

8. I attach great importance to this project; it is in the common interest that the rehabilitation of newly opened ports should be achieved in the minimum practicable time and this is likely to be seriously prejudiced if it is to be achieved only by available trained Naval manpower.

Previously I have refrained from putting forward this scheme as it departs from the principle of complete uniformity in the treatment of labour by the Services but, with the march of events, it now appears the only possible solution to a common problem.

(SGD) J. A. V. [illegible]

REAR ADMIRAL

2364

Declassified E.O. 12356 Section 3.3/NND No. 785021

SEEN	
Col. Bain	
Lt. Col. Smith	
Majo. Babcock	
Capt	
Capt. Selciuna	

Labour Econ Sec

U 9157

46148

Office of Flag Officer,
Western Italy,
NAPLES.

24th May, 1944.

Main Babcock.
Nos details are
shortly. OK.
to Principle
BJ6

No. FOWIT 123
THE CHIEF ADMINISTRATIVE OFFICER, ALLIED ARMIES IN ITALY.
(Copies to:-
The Commander-in-Chief, Mediterranean Station, Naples and Algiers.
The Commanding General, Peninsular Base Section
The Allied Control Commission
The Allied Military Government
The Commander 57 Area
The Vice Admiral, Malta and Central Mediterranean
The Flag Officer, Taranto, Adriatic and Liaison Italy)

PROPOSED FORMATION OF SMALL ITALIAN AUXILIARY CORPS ATTACHED TO THE ROYAL NAVY

The acute shortage of naval personnel available for the Port of Naples has already been stressed in connection with various points regarding the employment of Italian labour. At Naples permanent Italian employees now outnumber shore-based Naval personnel by 2 to 1 and if contractors' workmen are included the proportion is more in the region of 5 to 1.

2. It would now appear likely that the Army will shortly require a number of new ports to be opened as the tide of war sweeps North. How this is to be done with the extremely limited Naval personnel available will tax our ingenuity to the utmost. It would seem probable that it will be practicable only to open a proportion of the ports that become available, as the manning of the seagoing units of the Fleet must have an over-riding interest.

3. Careful thought has been given to divers ways and means of making the best of available material and it is evident that Italian labour must be exploited to the maximum extent. In this connection it is pointed out that it takes several months for Italian civilians to be trained to a sufficient extent to render them of definite assistance in opening a Port.

4. It is apparent, therefore, that it would be a great advantage in the near future if Italian civilians already trained to meet the Royal Navy's requirements at Naples could be moved forward as necessary. For good results to be obtained these men must be volunteers; pressed men would only be a hindrance and require supervision which is not available.

5. To obtain adequate volunteers conditions of service must be such that civilians can leave their homes in Naples satisfied that they themselves will not encounter privations as regards lodging and food such as have been the lot of the civilians in Naples during the past months.

2363

Declassified E.O. 12356 Section 3.3/NND No. 785021

No. FORT ...
THE CHIEF ADMINISTRATIVE OFFICER, ALLIED ARMIES IN ITALY.
(Copies to:-
The Commander-in-Chief, Mediterranean Station, Naples and Algiers.
The Commanding General, Peninsular Base Section
The Allied Control Commission
The Allied Military Government
The Commander 57 Area
The Vice Admiral, Malta and Central Mediterranean
The Flag Officer, Taranto, Adriatic and Liaison Italy)

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5. To obtain adequate volunteers conditions of service must be such that civilians can leave their homes in Naples satisfied that they themselves will not encounter privations as regards lodging and food such as have been the lot of the civilians in Naples during the past months.

2363

6. It is requested, therefore, that very early approval may be given to the forming of a small corps of Italian ancillaries to be recruited and attached to the Royal Navy and that conditions of service should include:-

(a) Clothing (a modified uniform), accommodation and victualling to be arranged by Royal Navy.

(b) Rates of pay to remain as at present laid down in Naples Area despite (a) above; the extra benefits received will be by nature of a separation allowance in order that they may arrange for the support of their families in their absence.

(c).....

Copy to NAVY 5C

29 Army 15 C

Declassified E.O. 12356 Section 3.3/NND No. 785021

1542

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U.S. ARMY

15 May 1944

LA-17

SUBJECT: Port situation

TO : Director, Labor Sub-Commission, ACC, H.Q.

1. Reference is made to conversation (Col.Bain, Lt.Col.Smith and Capt. Williams) in the Director's office on 13 May 1944.

2. Security Officer, Reg.3 ACC states that his interest in Lainati matter continues and that facts with reference thereto will, as they come to his knowledge, be passed into proper channels. His reports of 27 April, 15 April and 6 April 1944 which are attached represent his only formal reports. Security Officer feels that this Section's action in removing Lainati from Region 3 ACC employment and Port Authority's simultaneous hiring of Lainati officially places the matter outside of Region 3 jurisdiction.

3. Security Officer states, in that connection, that Port C.I.C. office has the matter under consideration. Capt.Schwarzwalder and Mr. Cate of C.I.C. (Port) are interested. They may be reached by telephone at 12113

4. Please return the attachments when they have served their purpose.

Lee G.Williams, Capt.
Chief, Labor Section

LGW/lg

LAB 091.46145 1st Ind. JOB/tbw

LABOR SUB-COMMISSION, ALLIED CONTROL COMMISSION, APO 394, U.S. Army, 2 June, 1944.
TO: Regional Labor Officer, Region III, A.M.G., APO 394, U.S. Army.

Attached papers returned as per request in Par. 4 of basic letter.

J. T. R BAIN 2362
Colonel,
Director, Labor Sub-Commission

1543

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 394

Ref/298/15/CA. 11 May 1944.

SUBJECT: Independent Port Authority of Naples - Liquidation.

TO : Naval Sub-Commission, SALERNO.

1. There are forwarded to you letter from the Ministero della Marina and copy of 'Outline of the Royal Decree abolishing the separate Port Authority of Naples.'

2. In effect the Independent Port Authority of Naples will be liquidated and all Port concessions and Finances go to the State, including the special anchorage tax. All workers will be discharged on a two months notice and will be given an indemnity of 'half of the sum of their last pay for every year of service rendered whether as an employee of the Ente or of the dissolved firms furnishing the port with machines and other equipment'.

3. The proposed decree has been submitted to the various Sub-Commissions interested and the main points of their observations are noted below :

(a) Legal Sub-Commission.

There are no objections on purely legal grounds but there may well be serious practical objections. Control will pass from the Company to the State and may mean some change in personnel directing the port.

(b) Shipping Sub-Commission.

Have no objections but :

(i) Wish to be advised of the composition of the new body and assume port users will be fully represented.
(ii) Assume that the funds will be made available through the State for restoration of harbour works and facilities.
(iii) Consider that serious thought be given to the re-employment by the new authority of discharged employees, especially those who are both desirable from an Allied point of view and who are also experienced in working the Port.

(c) Labour Sub-Commission.

State there will be two groups of employees affected namely, the employees of the Port and the employees of the dissolved firms. They consider :

Rec'd 12 May 44
WD

I 5 4 4

Declassified E.O. 12356 Section 3.3/NND No. 785021

(i) That it would be disadvantageous that the workers who are immediately re-hired as state employees be paid dismissal indemnities and thus lose their future rights to credit for their years of employment with the Para-Statal Port Authority.

(ii) A clause in the Decree or a separate Order could provide that accrued Insurance Funds and Insurance rights of re-hired workers be retained for them in their status as state employees provided they apply for State employment within a specified period and do not accept a dismissal indemnity.

(iii) Those not retired would be entitled to payment of dismissal indemnities and any other benefits due to them.

(iv) The translation of para 2 Art 5 is bad. Does it mean half of the sum of their last pay or half a months pay.

4. The matter as it stands has been very fully considered by the various Sub-Commissions concerned, and on the advice of Legal Sub-Commission Region III have been advised not to follow the Italian Decree.

5. To meet the points raised by the Sub-Commissions the draft Decree requires substantial alteration. I suggest, therefore, that you raise the matter with the Minister of Marine for their consideration. As it is the Decree will have no effect at all when published in the official gazette as the Port of Naples is situated in occupied territory, and it will be for the Allied authorities, if they see fit, to authorise application of the decree in occupied territory. It would be far better to revoke the Decree and delay re-issue until Naples is turned over to the Italian Government.

"Alfred C Bowman"
Lt Col.
for

H. B. LIRR,
Brigadier,
Executive Commissioner.

Copy to: Admin Section - For Legal Sub-Commission.
Room Section - For Labour and Shipping Sub-Commissions.
Region III - for information.

2360

1545

Declassified E.O. 12356 Section 3.3/NND No. 785021

File

46145

HEAD-QUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

WES/tbw

LAB 091.454

28 April, 1944

SUBJECT: Liquidation of Independent Port Authority

TO : Director, Labor Sub-Commission

1. The Independent Port Authority has existed in one form or another since 1920. It was reconstituted with its present name under a law of 1940, modified by a law of 1941. It is essentially a Para-Statal agency -- the status of its employees being very similar to that of railroad workers.

2. The Port Authority has obtained its operating funds, not from the State, but from a special anchorage tax and percentage fees paid by various private firms doing work in the port on a concession basis. I am not certain of exact details of these arrangements.

3. As I understand the pending decree, both the Port Authority itself and certain firms (aziende) supplying machinery and equipment are "liquidated", and, hence, there will be two groups of employees affected -- the employees (impiegati) of the Port Authority and the workers of the dissolved firms, which have had a quasi-public status.

4. The Port Authority operated its own social insurance provisions and set aside funds for the purpose, including funds to pay the dismissal indemnities specified in the decree. The decree provides that the State (in the person of the Italian Royal Naval Command for the Port) will take over the insurance funds and assume responsibility for paying benefits due the workers of both classes.

5. In view of the above general picture and in view of the probability that the State can absorb a majority of the liquidated employees as workers for the Port Naval Command, it is my opinion that:

a. It would be disadvantageous to the workers and contrary to sound social insurance policy for those who can be immediately rehired as State employees to be paid dismissal indemnities and thus lose their future rights to credit for their years of employment with the Para-Statal Port Authority.

b. A clause in the decree or a separate order could provide that accrued insurance funds and insurance rights of such rehired workers be retained for them in their status as State employees, provided they apply for State employment within a specified period and do not accept a dismissal indemnity.

2359

Declassified E.O. 12356 Section 3.3/NND No. 785021

c. Those not rehired would be entitled to payment of dismissal indemnities and any other benefits due them.

WILLARD E. SOLENBERGER,
1st. Lt., S.R.,
Social Insurance Division,
Labor Sub-Commission.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Econ Lec (Labor S.C.)

5-2522

(46145 41)

File No.
L16

UNITED STATES NAVAL FORCES
NORTHWEST AFRICAN WATERS

Serial: 00651

SECRET

SECRET
THIRD ENDORSEMENT to
USNHC, Italy ltr.
Serial 0023 dated
12 March 1944.

10 MAY 1944

From: Commander U. S. Naval Forces, Northwest African Waters.
To : Labor Sub-Commission, Allied Control Commission,
APO 394, U. S. Army.

Subject: Italian Wage Scale.

1. In accordance with request contained in Second Endorsement, copy of basic correspondence is enclosed herewith.

Spencer S. Lewis

SPENCER S. LEWIS
CHIEF OF STAFF

H 2357

HEADQUARTERS
12 MAY 1944
A. C. C.
12 May 41

1548

Declassified E.O. 12356 Section 3.3/NND No. 785021

S-1248

File No.
L16

Serial: 00202

SECRET

SECRET

FIRST ENDORSEMENT to
AUSNO, Italy ltr.
Serial 0026 dated
12 March 1944.

HEADQUARTERS
APR 1944
A. C. C.

30 MAR 1944

From: Commander U. S. Naval Forces, Northwest African Waters.
To : Commander in Chief, U. S. Fleet and Chief of Naval Operations.

Subject: Italian Wage Scale.

1. Forwarded.

SPENCER S. LEWIS
CHIEF OF STAFF

Copy to:
AUSNO, Italy.
A.C.C.
Bufonav
Comair NOB Bermuda

JTRB/tbw
27 April 1944.

2nd Ind.

LAB 091.461
LABOR SUB-COMMISSION, ALLIED CONTROL COMMISSION, APO 394, US Army,
TO: Commander US Naval Forces, Northwest African Waters.

1. 1st Ind. only received this Headquarters.

2. Request clarification.

For the Commanding General:

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

2356

T.549

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

SENIOR U. S. NAVAL LIAISON OFFICER, ITALY
COMMODORE H. N. ZIROLI, U. S. NAVY
Navy 613

L16

Serial: 0028

12 March 1944.

SECRET

From: Senior U. S. Naval Officer, Italy.
To : Commander in Chief, U. S. Fleet and Chief of Naval Operations.

Via : Commander U. S. Naval Forces, Northwest African Waters.

Subject: Italian Wage Scale.

Reference: (a) S.U.S.N.C.I. ltr HH/(22) of 5 March 1944.
(b) F.C.T.A.L.I. Secret despatch 111705 March to ComNavNAW for COMINCH and ComNob Bermuda.

Enclosure: (A) Copy Italian Minister of Marine letter of 11 March 1944.

1. The Italian Minister of Marine was informed in reference (a) that the Commandant, Naval Operating Base Bermuda had been instructed to ad-- vance funds for the pay of Italian submarines operating under United States control in Bermuda and requested to consider recommendations for increases based on the cost of living in Bermuda.

2. The Minister in Enclosure (A) established rates of advances allowed personnel of the Italian units removed in foreign ports for all areas. Based on this date the Commander U. S. Naval Forces, Northwest African Waters was advised by despatch in reference (b) as to the rates allowable for Bermuda.

H. N. ZIROLI.

Copy to:
A.C.C.
BuSandA
ComNob Bermuda.

2355

1590

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

MINISTER OF MARINE, CABINET

For: F.C.L.I.--TARANTO.

11 March 1944.

Subject: Italian Wage Schedule.

Pursuant to dispatch 6641/3 Feb 24

1. To the end of regulating definitely the rate of advances allowed personnel of the Italian units removed in foreign ports and taking into account the expediency of comparing such rates to the need of the crews in relation to the cost of living in the various ports, as well as the allowance collectively owed for each of the various ranks, this Ministry has arranged the accompanying schedule.

2. The above mentioned schedule distinguishes the Italian war units removed abroad in the following groups:

(a) Warships in the Mediterranean and Canal Zone (Suez) with reduced personnel;
(b) Working units and submarines in the Mediterranean and coast of Africa;
(c) All the units in Asiatic and American waters.

The rate indicated in the attached prospectus represents the maximum limit that can be anticipated per person per month. It is understood that the advances as above allowed will represent a debt for the Italian Government.

3. For the units removed in Sicilian ports the Italian Ministry of Marine and other dependent agencies will provide, arranging either the forwarding of the funds directly to the units or authorizing the drawing of them by the command of the Italian Mainland, Sardinia and centers of the Royal Navy in Sicily.

(Sd.) de COURTEN,
Minister of Marine.

COPY

COPY

COPY

TRANSLATION

ENCLOSURE (A)

2354

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Rank	Warships in the Med. & Canal Zone with reduced personnel		Working Units & Submarines in the Med. & African Coast		All Units in Asiatic & American Waters	
	Sterlg	Dollars	Sterlg	Dols	Sterlg	Dols.
Admirals & Captain (Ammiragli e Cap.Vasc)	20	80	25	100	30	120
Commanders & Lt.Cdrs. (Cap.Frec. e Cap.Corv.)	12	48	20	80	25	100
Lieutenants (Tenenti Vascello)	8	32	15	60	20	80
Junior Officers (Subalterni)	8	32	13	52	18	72
Chief W.O. (Capi di prima classe)	6	24	12	48	15	60
P.O. (Sottufficiali)	4	16	6	24	8	32
P.O. 2nd & 3rd Cl. (Sergenti e Sottocapi)	2	8	4	16	5	20
Seamen (Comuni)	2	8	3	12	4	16

1552

Declassified E.O. 12356 Section 3.3/NND No. 785021

File No.
L16

Serial: 00651

UNITED STATES NAVAL FORCES
NORTHWEST AFRICAN WATERS

10 MAY 1944

SECRET
THIRD ENDORSEMENT to
SUSAO, Italy ltr.
Serial 0028 dated
12 March 1944.

From: Commander U. S. Naval Forces, Northwest African Waters.
To : Labor Sub-Commission, Allied Control Commission,
A.P.O 394, U. S. Army.

Subject: Italian Wage Scale.

1. In accordance with request contained in Second Endorsement, copy of basic correspondence is enclosed herewith.

SPENCER S. LEWIS
CHIEF OF STAFF

Declassified E.O. 12356 Section 3.3/NND No. 785021

2351

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Declassified E.O. 12356 Section 3.3/NND No. 785021

4160 Econ Sec.

NAPLES, May 2, 1944

Labor ✓

SUBJECT: TARANTO DOCKYARD WORKERS

TO: ROC - Region II

1. Following instructions from Naples on yesterday the regional labor officer and asst. labor officer visited Taranto where a conference was held on the above subject with Admirals Morgenroe and Torrenio and Major Craig, the PW, Capt. Gasperi, the supply officer, and a representative of the alimentazione and Consulate Powell. The Prefetto was unable to attend the conference.

2. Captain Frazer read the telegram from Naples advising that A scale rations had been approved in substitution to existing supplementary ration scale for heavy workers; that the change would be effective from May 1st. Captain Frazer insisted on the organization of cooperatives for the smaller firms represented and also that Rosi should have a cooperative. Admiral Torrenio advised he had called in the representatives of the smaller firms and urged the formation of cooperatives immediately. The Admiral said, however, it would not be possible to incorporate all the small cooperatives into the Arsenale system. He is in favor of turning the food over to the alimentazione and having the workers draw their food on their ration cards. This system will no doubt present complications. It would seem wiser to have the cooperatives handle the whole thing but after the plan is put into operation we will make another visit to Taranto and if necessary make changes.

3. A number of extraneous matters were brought into the conference such as the possibility of workers who live outside of Taranto causing confusion by getting the extra rations. Also the alimentazione representative wanted to argue about the amount of the rations again. Captain Frazer said the purpose of this particular meeting was to make preliminary arrangements about the distribution of food and that these incidental matters would have to be settled later. The supply officer, Captain Gasperi, said it was urgent for him to [illegible] the instructions and information mentioned

No

2350

12 May

1553

Declassified E.O. 12356 Section 3.3/NND No. 785021

in the telegram from Naples at once if the plan is to start operation on the 12th.

4. Commodore Powell advised that he would be glad to furnish trucks to Admiral Fioravanza for use in hauling food whenever possible. He could not make any definite promise as to permanent transportation because when convoys arrive in Taranto he must use all his trucks in this connection.

5. Several complications arose. The telegram authorizing the 4 cents to start on May 12 had not reached Taranto by the time Captain Frazer arrived. It was later received via telephone from Bari and in some way the Supply Officer had been given the impression that the pasta was to be 100 grams a week instead of 100 grams a day but this has now been cleared up and arrangements are being completed to start the new system on May 12.

6. The Labor Office will take occasion to visit Taranto again next week after the plan is in operation and check up on it again, advising of developments.

Robert Frazer, Captain,
Regional Labor Officer, Region II

1555

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

Cross Reference Sheet

File: 091.4/6/45

Subject: Deputy Secretary Hon. Navy U.S.S. Massachusetts - Re Woman

Date: 11-5-46

To: P.L. Bean

From: L. Bateman [illegible] 2348

Documents Filed: 091.46

1557

Declassified E.O. 12356 Section 3.3/NND No. 785021

46/45

COPY

S.A. COSTRUZIONI MECCANICHE E FONDERIA

VINCENZO SORIENTE & FIGLI

S A L E R N O

Salerno 5 Maggio 1944

Ufficio Direz.

On.le
MINISTERO DELL'INDUSTRIA DEL COMMERCIO E DEL LAVORO

VIETRI SUL MARE

Costituzione di una Cassa Mutua Aziendale.

Abbiamo preso nota di quanto codesto On.le Ministero ci ha comunicato con la nota n.948/1/111/5 del 21 aprile u.s. in esito alla ns.richiesta per la costituzione di una Cassa Mutua Aziendale.

Ci rendiamo conto dei motivi addotti da codesto Ministero, ma a parte il fatto che la eventuale revisione di tutto il sistema mutualistico attualmente vigente in Italia porterebbe senz'altro all'accettazione di iniziative del genere ci permettiamo far presente che oltre per le ragioni esposte nella ns.precedente la costituzione della Cassa Mutua Aziendale per l'assistenza al ns.personale ci viene continuamente sollecitata dal Comando della R.Marina Britannica da cui direttamente dipendiamo per forniture impegnate.

Voglia codesto On.le Ministero rivedere la sua decisione ed autorizzarci anche se in linea eccezionale, la costituzione richiesta.

S. A. C. M. & F. VINCENZO SORIENTE & FIGLI

L'Amministratore Delegato

firma: illegibile

2317

Commander have been informed of the position as outlined in (a).

(b) A meeting has been arranged with the workmen's representatives for 16.30 hrs. on 3 May '44 in order that I may inform them of the new developments in connection with the issue of supplementary food.

(c) It transpires that workmen directly employed by Allied Forces in this area have been receiving a preferential treatment vis a vis similar personnel in the Naples area. This is due to the fact that in the Apulian Provinces, on the authority of the Badoglio Govmt., all Heavy and Extra-heavy workers have been receiving from civil sources a daily supplementary bread issue of 150 grams and 200 grams respectively. There are 72,577 workmen classified as Heavy workers and 3,101 classified as Extra-Heavy in the Taranto Province. I am not aware that AFHQ are informed of this preferential treatment in favour of workmen in Apulia and, for the sake of uniformity of treatment, it may be decided to bring workmen in this area into line with those of the rest of the occupied and unoccupied territories.

(d) The Taranto Dockyard workers had been placed on the list of workmen to receive supplementary issue of food (vide Q442 of AA & QMG 52 area d/d 11 Feb.44 to Rome - A.F.H.Q.). The Dockyard authorities only availed themselves of part of the issue authorised through A.F.H.Q., namely Dehydrated Soup. Theseeales authorised are as follows:-

Flour	1/4 lb.	(not issued)
or Bread	1/3 lb.	= 150 grams
Fresh Vegetables ..	6 ozs.	(not issued)
Fresh Meat	1 oz.	= 175 grams
or Dehydrated Soup	4/5 ozs.	= 22.5 grams
at a cost of:- Flour or Bread ..	2 lire	
Vegetables	4 lire	
Meat	3 lire	
or Dehydrated Soup	1 lire	

(e) Arrangements have been made with Italian Superintendent Taranto Dockyards to supply me with:

(i) The list of Dockyards and of Firms working for the Dockyards who should be allowed to avail themselves of "A" Scale;

(ii) the wage structure of all Dockyards working directly or indirectly for the Italian Dockyard Authorities.

The latter information is required in view of a possible deviation from the present wage policy. If the scheme submitted for approval to the Local Resources Board were to be adopted, it might be possible to consider increasing the wages of Taranto Dockyard workmen, within the framework of certain limitations. This information is given in strict confidence

Declassified E.O. 12356 Section 3.3/NND No. 785021

as extra-heavy in the Taranto Province. I am sure you will agree with me that we are informed of this preferential treatment in favour of workmen in Apulia and, for the sake of uniformity of treatment, it may be decided to bring workmen in this area into line with those of the rest of the occupied and unoccupied territories.

(d) The Taranto Dockyard workers had been placed on the list of workmen to receive supplementary issue of food (vide [illegible] of A.A.C. No. 52 dated 11 Feb.44 to Bari - A.F.H.Q.). The Dockyard authorities only availed themselves of part of the issue authorised through A.F.H.Q., namely Dehydrated Soup. The scales authorised are as follows:-

Flour	1/4 lb.	(not issued)
or Bread	1/3 lb.	= 150 grms
Fresh Vegetables ..	6 ozs.	(not issued)
Fresh Meat	1 ozs.	= 170 grms
or Dehydrated Soup	4/5 oz.	= 22.5 grms
at a cost of:- Flour or Bread ..	2 lire	
Vegetables	4 lire	
Meat	3 lire	
or Dehydrated Soup	1 lire	

(e) Arrangements have been made with Italian Superintendent Taranto Dockyards to supply me with:

(i) The list of Dockyards and of Firms working for the Dockyards who should be allowed to avail themselves of "A" scale;

(ii) the wage structure of all Dockyards working directly or indirectly for the Italian Dockyard Authorities.

The latter information is required in view of a possible deviation from the present wage policy. If the scheme submitted for approval to the Local Resources Board were to be adopted, it might be possible to consider increasing the wages of Taranto Dockyard workmen, within the framework of certain limitations. This information is given in strict confidence and for what it is worth, in view of the very preliminary stage which the question has so far reached.

4. Attached herewith is a comparative schedule showing the existing food issue of various types of workmen in Naples and Taranto area and of the proposed scale (including Supplementary Scale "A").

Vide File Copy

3/May/1944.

[illegible]
Captain.
G.S.O. III Labour Sub Commission.
Allied Control Commission.

2316

Declassified E.O. 12356 Section 3.3/NND No. 785021

15600

To Capt Eaf for Monthly Report. C6145

Maj Babcock

Subject: Toronto Dockyard Workers.

To : Rear Admiral Morgan, F.E.F.C.B.I.
From : Capt. K. Nicholson, Labour Relations Officer,
Labour Sub Commission, A.F.C., C.E.F.

Ref. above subject

1. Col.Main, Director Labour Sub-Commission, accompanied by Under-signed, visited Toronto in connection with Labour trouble in the Toronto Dockyards. At a meeting with the representatives of the workmen, a demand for increase in wages was submitted and Col.Main made the following statement:

(a) Any form of strike would be considered as sabotage, which was punishable by death;
(b) The danger of inflation made it impossible for ANC to consider any possibility of increasing wages: the problem was really one of food supplies.
(c) In the absence of the Director of the Food Sub-Commission, it was not possible to make any definite promise for an increase of food to the Dockyard workers but he undertook to obtain for the Toronto Dockyard personnel the same status as directly employed labour with the allied forces, as far as supplementary food was concerned.
(d) A scheme of supplementary food issue to Heavy and Extra heavy workmen employed by Allied forces was under consideration and, if this were adopted, it would mean a bread increase up to 400 grams, of which 100 grams might be issued in lieu.

(I am given to understand by Commodore Superintendent Dockyard, by Provincial Commissioner, by Italian Superintendent Toronto Dockyards and by the Prefect that Col.Main had stated the proposed daily food scale as being 400 grams of bread and 100 grams of pasta).

2. Col.Adams (Executive Officer, Economic Section A.C.C.) and Col. Main (Director Labour Sub Commission A.C.C.) instructed me to proceed to Toronto with a view to:-

(a) Informing the representatives of the workmen that
(i) Col.Main had obtained for the Dockyard workers the status of directly employed workers with Allied Forces, for purposes of food issue;
(ii) the Supplementary food issue to be known as "A" Scale for heavy and Extra heavy workers had been adopted and would be made operative in the very near future;
(iii) Toronto Dockyard workers would be allowed to claim Scale "A" ration, if they considered it an improvement on their present treatment, under the Italian system of supplementary food issues to heavy and extra heavy workers.
(b) Obtaining accurate information on
(i) the actual supplementary food issues to heavy and Extra

Declassified E.O. 12356 Section 3.3/NND No. 785021

of food supplies.

(c) In the absence of the Director of the Food Sub-Commission, it was not possible to make any definite promise for an increase of food to the Dockyard workers but he undertook to obtain for the Toronto Dockyard personnel the same status as directly employed labour with the Allied forces, as far as supplementary food was concerned.

(d) A scheme of supplementary food issue to heavy and Extra heavy workmen employed by Allied forces was under consideration and, if this were adopted, it would mean a direct increase up to 400 grams, of which 100 grams might be issued in pasta.

(I am given to understand by Commodore Superintendent Dockyard, by Provincial Commissioner, by Italian Superintendent Taranto Dockyards and by the Prefect that Col.Bain had stated the proposed daily food scale as being 400 grams of bread and 100 grams of pasta).

2. Col.Adams (Executive Officer, Economic Section A.C.C.) and Col. Bain (Director Labour Sub Commission A.C.C.) instructed me to proceed to Toronto with a view to:-

(a) Informing the representatives of the workmen that
(i) Col.Bain had obtained for the Dockyard workers the status of directly employed workers with Allied forces, for purposes of food issue;
(ii) the supplementary food issue to be known as "A" scale for heavy and Extra heavy workers had been adopted and would be made operative in the very near future;
(iii) Taranto Dockyard workers would be allowed to claim scale "A" ration, if they considered it an improvement on their present treatment, under the Apulian system of supplementary food issued to heavy and extra heavy workers.

(b) Obtaining accurate information on
(i) the actual supplementary food issues to heavy and Extra heavy workers, under the Apulian System;
(ii) the wage structure of all grades of workmen in the Taranto Dockyards.

(c) Informing Regional Commissioner, A.C.C. and F.A.T.A.I.I. of the discussions and results of my visit.

3. As a result of my activities to date, I am in a position to submit the following for your information:-

(a) The Provincial Commissioner, Commodore Superintendent Dockyards, Italian Superintendent Taranto Dockyards, Italian Naval Base

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1562

Declassified E.O. 12356 Section 3.3/NND No. 785021

JTRB/tbw

HEAD-QUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

5 May. 1944

LAB 091.46145

SUBJECT: Taranto Dockyard

TO : Director. Interior Sub-Commission. A.C.C. Rear Headquarters

With reference to your letter dated 2 May. 1944. file No. ACC/60/Int. same subject. your proposed reply has been approved by the Labor and Food Sub-Commissions.

By Command of Lt. General MASON MACFARLANE:

/s/ D. S. ADAMS.
Colonel. G.E..
Executive Officer.
Economic Section.

1563

Declassified E.O. 12356 Section 3.3/NND No. 785021

Labour 6932

REAR HEADQUARTERS
AILIED CONTROL COMMISSION
INTERIOR SUB COMMISSION
APO 394

2 May 1944

ACC/60/Int

SUBJECT: Taranto Dockyard

TO : Economic Section

HEADQUARTERS
- 3 May 1944
A. C. C.

Ref: Lab 091.46145

1. Reference your letter 26 April, attached draft letter I propose writing the Minister of the Interior.

2. Please state as soon as possible if it meets with your approval and sets out the position in this matter both from a Labour and Food standpoint.

R. G. B. SPICER
Lt Colonel
Director
Interior Sub-Commission

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3 May 80

Encl: as in 1 above

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Declassified E.O. 12356 Section 3.3/NND No. 785021

D R A F T

SUBJECT: Taranto Workers

TO : His Excellency, The Minister of Interior

Your Excellency:

1. I refer to your letters dated, respectively, 30 March, no. 1290 and 18 April, no. 1872.

2. This matter has for some time been receiving the attention of the appropriate Department of the Allied Control Commission and I understand that meetings have also taken place at which representatives of the Dockyard workers have attended.

3. I am informed that it has been decided by the Labour authorities, following a meeting at Taranto on the 17 April, to regard these dockyard workers as being in the same category as other workers employed by the Armed Forces.

4. No further concessions can be made.. New "heavy" worker rations will be announced shortly and will be applied on a uniform basis.

5. No "B" rations scale can be granted.

2313

R. G. B. SPICER
ETC

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Declassified E.O. 12356 Section 3.3/NND No. 785021

6586

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
INTERIOR SUB COMMISSION
APO. 394.

26th April 1944.

File Acc/60/INT

SUBJECT Taranto Workers

TO : Labour Sub-Commission.

Reference the communication from this Sub-Commission dated 20th April. file number as above :-

(1) There is no trace that a reply has been received.
(2) If reply not yet despatched, please expedite.

for R.G.B. SPILLER,
Lt.Colonel,
Director,
Interior Sub-Commission.

REAR HQ ACC
INTERIOR SUB COMMISSION

HEADQUARTERS
27 APR 1944
A. C. C.

820

1560

Declassified E.O. 12356 Section 3.3/NND No. 785021

Files

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JTRB/tbw

LAB 091.46145

26 April, 1944

SUBJECT: Taranto Dockyard

TO : Director, Interior Sub-Commission, A.C.C.

1. With reference to your letter dated 20 April, 1944, file ACC/60/Int, subject Taranto Workers, there is attached for your information a copy of notes of a meeting held in Taranto with the parties concerned.

2. The concession at Para. 3 is thought reasonable, but no further concessions can be made. New "heavy" worker rations will be announced almost immediately, and will be uniformly and firmly applied. There can be no question of a "B" ration scale being granted, and any other differentials found to exist will be eliminated.

By Command of Lt. General MASON MACFARLANE:

D. S. ADAMS,
Colonel, C.E.,
Executive Officer,
Economic Section.

1567

Declassified E.O. 12356 Section 3.3/NND No. 785021

Taranto
17th April, 1944

NOTES ON MEETING HELD AT THE OFFICE OF THE PREFECT

PRESENT:

Representatives of the R. Italian Dockyard Workers
Two Italian Admirals,
The Prefect and Staff
Commodore Powell, R.N.
Colonel J. T. R. Bain,
Major Craig
Captain Salcluna
Captain Cotham
Captain Frazer

Having heard the claims of the workers and retired to discuss the matter with Commodore Powell, Colonel Bain stated:

1. THAT there could be no question of striking in any form, stay in, lie down or stay out. Both General MacFarlane and Marshal Badoglio intended to take strong lines, and any strike in the Dockyard at this time would be regarded as sabotage.

2. THAT the issue was one of FOOD, not Wages. Allied Government was sympathetic, but in face of a world shortage, with only limited supplies available for this sector, all must be treated alike. Special provision could not be made. The oft referred to Black Market was an institution the working classes were best able to combat. Cooperatives could be formed. (Later Commodore Powell said that he hoped to be able to help with transport to enable goods to be brought in from the outlying districts). It would be difficult after so long a period of fascism, but they must learn to help themselves. It was basic in Democracy that leadership came from below.

3. THAT, however, with a view to assisting them he had decided that he would regard the Dockyard workers as being in the same category as other workers employed directly by the Armed Forces. There would be the same uniformity in hardship.

4. THAT he was the Director of the Labor Sub-Commission and not of the Food Sub-Commission. He promised, however, to see the Food Officer (Colonel Lege) and would recommend that in spite of shortage he should authorize additional food. He could not compromise - the Colonel in his absence, but believed that it could be arranged to let the heavy worker, pesanti, have a total of 400 grams of bread, 100 grams of pasta and 30 (additional) grams of soup powder.

5. THAT there could be no question of raising wages until the whole wage structure had been examined. This review was at the moment under consideration by officers of the Labor Sub-Commission. None wanted inflation, and although at the moment things might appear to be harder than necessary, he thought that if we hold the line now, it would be for the more lasting good of Italy.

1568

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REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
INTERIOR SUB COMMISSION
APO 394

ACC/60/Int

20 April 1944

SUBJECT: Taranto Workers

TO : Labour Sub-Commission

HEADQUARTERS
21 APR 1944
A. C. C.

1. Reference letter from Vice President, Administrative section, to you dated 10 April, I attach further letter from the Minister of Interior.

2. I shall be glad to know the position and to have your views to enable a reply to be sent to the Minister.

R. C. B. SPICER
Lt Colonel
Director
Interior Sub-Commission

Encl: as in 1, above

Copy to: Food Sub-Commission

WO 2211

1569

Declassified E.O. 12356 Section 3.3/NND No. 785021

Translation Pfc. Pirani

Ministero dell'Interno

Gabinetto
N.1872

Salerno, 18/4/1944

ALLIED CONTROL COMMISSION

S A L E R N O

SUBJECT : Navy yard workers and Taranto Arsenale workers:

With memo 1290 of 30 March announcing the proposal of the Taranto Prefect regarding the treatment of the "Tosi" Ships Yards and Military Arsenal workers, who hope for a food ration the same as military workers receive, being that they work exclusivly for the Allied Military Command.

Following the strike which took place in the "Tosi" Ship Yards, the aforementioned Prefect makes known that the question, that caused the trouble could have dangerous development, it could be solved by complying with the afore mentioned request.

In the meantime we ask the Commission to let us knowof its descision.

The Ministry
/s/ V. Reale

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Declassified E.O. 12356 Section 3.3/NND No. 785021

O P Y

Ministero dell'Interno

Gabinetto
N. 1572

Salerno, 18-4-1944

COMMISSIONE ALLEATA DI
CONTROLLO

S A L E R N O

OGGETTO

Maestranze cantieri ed
Arsenale Taranto -

Con nota 1290 del 30 marzo venne segnalato la propsta del Prefetto di Taranto relativo al trattamento degli operai del Cantiere Navale "Tosi" e dell' Arsenale Militare, che aspirano alla somministrazione di generi alimentari nella stretta misura dei militari, dato che lavorano esclusivamente per conto del Comando militare Alleato.

A seguito dello sciopero effettuato nei giorni scosi dalle maestranze del Cantiere Tosi, il predetto Prefetto segnala che la questione, che minaccia avere gravi sviluppi, potrebbe essere risolta dall'accoglimento della predetta richiesta.

Si prega pertanto codesta Commissione di compiacerso far conoscere le determinazioni adottate.

IL MINISTRO

/s/ V Reale

Cam.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

20 APR 1944
Labour S.C.

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
INTERIOR SUB COMMISSION
APO 394

ACC/60/Int

20 April 1944

SUBJECT: Taranto Workers

TO : His Excellency, Dr. Reale, Minister of the Interior

21 APR 1944
A. C. C.

Your Excellency:

I have your letter of 8 April, no. 1872, with reference to the above subject, which is receiving my attention.

R. G. B. SPICER
Lt Colonel
Director
Interior sub-Commission

Copy to: Labour sub-Commission

2338

1572

Declassified E.O. 12356 Section 3.3/NND No. 785021

Copy to:- Regional Commissioner Region II.
Provincial Commissioner, Taranto.
Commodore Superintendent, Dockyards.
Executive Officer, Economic Section, A.C.C.
Director Labour Sub Commission, A.C.C.

Taranto Dockyard workers.

SECRET.

File 76/145

: Rear Admiral Morgan, F.C.T.A.S.I.
: Capt. E. Scicluna, Labour Relations Officer,
Labour Sub Commission, A.C.C., C.M.F.

Ref. above subject

1. Col.Bain, Director Labour Sub-Commission, accompanied by undersigned, visited Taranto in connection with Labour trouble in the Taranto Dockyards. At a meeting with the representatives of the workmen, a demand for increase in wages was submitted and Col.Bain made the following statement:

(a) Any form of Strike would be considered as Sabotage, which was punishable by death;
(b) The danger of inflation made it impossible for ACC to consider any possibility of increasing wages: the problem was really one of food supplies.
(c) In the absence of the Director of the Food Sub-Commission, it was not possible to make any definite promise for an increase of food to the Dockyard workers but he undertook to obtain for the Taranto Dockyard personnel the same status as directly employed labour with the Allied forces, as far as supplimentary food was concerned.
(d) A scheme of supplimentary food issue to Heavy and Extra heavy workmen employed by Allied forces was under consideration and, if this were adopted, it would mean a Bread increase up to 400 grams, of which 100 grams might be issued in Pasta.

(I am given to understand by Commodore Superintendent Dockyard, by Provincial Commissioner, by Italian Superintendent Taranto Dockyards and by the Prefect that Col.Bain had stated the proposed daily food scale as being 400 grams of Bread and 100 grams of pasta).

2. Col.Adams (Executive Officer, Economic Section A.C.C.) and Col. Bain (Director Labour Sub Commission A.C.C.) instructed me to proceed to Taranto with a view to:-.

(a) Informing the representatives of the workmen that
(i) Col.Bain had obtained for the Dockyard workers the status of directly employed workers with Allied Forces, for purposes of food issue;
(ii) the Supplimentary food issue to be known as "A" Scale for heavy and Extra heavy workers had been adopted and would be made operative in the very near future;
(iii) Taranto Dockyard workers would be allowed to claim Scale "A" ration, if they considered it an improvement on their present treatment, under the Apulian system of supplimentary food issues to heavy and extra heavy workers.
(b) Obtaining accurate information on
(i) the actual supplimentary food issues to heavy and extra heavy workers, under the Apulian System;

2337

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) The danger of inflation made it impossible for [illegible] any possibility of increasing wages: the problem was really one of food supplies.

(c) In the absence of the Director of the Food Sub-Commission, it was not possible to make any definite promise for an increase of food to the Dockyard workers but he undertook to obtain for the Taranto Dockyard personnel the same status as directly employed labour with the Allied forces, as far as supplimentary food was concerned.

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(ii) the supplimentary food issue to be known as "A" Scale for heavy and extra heavy workers had been adopted and would be made operative in the very near future;
(iii) Taranto Dockyard workers would be allowed to claim Scale "A" ration, if they considered it an improvement on their present treatment, under the Apulian system of supplimentary food issues to heavy and extra heavy workers.

(b) Obtaining accurate information on 2337
(i) the actual supplimentary food issues to heavy and extra heavy workers, under the Apulian System;
(ii) the wage structure of all grades of workmen in the Taranto Dockyards.

(c) Informing Regional Commissioner, A.C.C. and F.O.T.A.L.I. of the discussions and results of my visit.

3. As a result of my activities to date, I am in a position to submit the following for your information:-

(a) The Provincial Commissioner, Commodore Superintendent Dockyards, Italian Superintendent Taranto Dockyards, Italian Naval Base

Declassified E.O. 12356 Section 3.3/NND No. 785021

Commander have been informed of the position as outlined 2(a).

(b) A meeting has been arranged with the workmen's representatives for 16.30 hrs. on 3 May '44 in order that I may inform them of the new developments in connection with the issue of supplimentary food.

(c) It transpires that workmen directly employed by Allied Forces in this area have been receiving a preferential treatment vis a vis similar personnel in the Naples area. This is due to the fact that in the Apulian Provinces, on the authority of the Badoglio Govnt., all Heavy and Extra-heavy workers have been receiving from civil sources a daily supplimentary bread issue of 100 grams and 200 grams respectively. There are 72,577 workmen classified as Heavy workers and 3,103 classified as Extra-Heavy in the Taranto Province. I am not aware that AFHQ are informed of this preferential treatment in favour of workmen in Apulia and, for the sake of uniformity of treatment, it may be decided to bring workmen in this area into line with those of the rest of the occupied and unoccupied territories.

(d) The Taranto Dockyard workers had been placed on the list of workmen to receive supplimentary issue of food (vide 2442 of AA & QMG 5th Area d/d 11 Feb.44 to DADS - S.N.F.). The Dockyard authorities only availed themselves of part of the issue authorised through S.I.B., namely Dehydrated Soup. The scales authorised are as follows:-

Flour	1/4 lb.	(not issued)
or Bread	1/3 lb.	= 150 grams
Fresh Vegetables ..	6 oz.	(not issued)
Fresh Meat	1 oz.	= 170 grams
or Dehydrated Soup	4/5 oz.	= 22.5 grams
at a cost of:- Flour or Bread ..	2 lire	
Vegetables	4 lire	
Meat	3 lire	
or Dehydrated Soup	1 lire	

(e) Arrangements have been made with Italian Superintendent Taranto Dockyards to supply me with:

(i) The list of Dockyards and of Firms working for the Dockyards who should be allowed to avail themselves of "A" Scale;

(ii) the wage structure of all Dockyards working directly or indirectly for the Italian Dockyard Authorities.

The latter information is required in view of a possible deviation from the present wage policy. If the scheme submitted for approval to the Local Resources Board were to be adopted, it might be possible to consider increasing the wages of Taranto Dockyard workmen, within the framework of certain limitations. This information is given in strict confidence and for what it is worth, in view of the very preliminary stage which the question has so far reached.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(d) The Taranto Dockyard workers had been placed on the list of workmen to receive supplimentary issue of food (vide 2442 of AA & QMG 52 Area d/d 11 Feb.44 to DADS - S.H.A.E.). The Dockyard authorities only availed themselves of part of the issue authorised through P.I.P., namely Dehydrated Soup. Theescales authorised are as follows:-

Flour	1/4 lb.	(not issued)
or Bread	1/3 lb.	= 150 grams
Fresh Vegetables ..	6 oz.	(not issued)
Fresh Meat	1 oz.	= 170 grams
or Dehydrated Soup	4/5 oz.	= 22.5 grams
at a cost of:- Flour or Bread ..	2 lire	
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Meat	3 lire	
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(i) The list of Dockyards and of Firms working for the Dockyards who should be allowed to avail themselves of "A" Scale;

(ii) the wage structure of all Dockyards working directly or indirectly for the Italian Dockyard Authorities.

The latter information is required in view of a possible deviation from the present wage policy. If the scheme submitted for approval to the Local Resources Board were to be adopted, it might be possible to consider increasing the wages of Taranto Dockyard workmen, within the framework of certain limitations. This information is given in strict confidence and for what it is worth, in view of the very preliminary stage which the question has so far reached.

4. Attached herewith is a comparative schedule showing the existing food issue of various types of workmen in Naples and Taranto Area and of the proposed Scale (including Supplimentary Scale "A").

3/May/1944.

E. SOLOMON.
Captain.
GSO III Labour Sub Commission.
Allied Control Commission.

Declassified E.O. 12356 Section 3.3/NND No. 778021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

ATES ploy.	COMMODITY	Existing scale Non-serv. Employees			Existing scale Essential recruits			Existing scale Essential civil			Existing scale Essential Ditto private		
.00	Basic (Ration card)	200	200	200	200	200	200	200	200	200	200	200	200
II3	Mid Shift (DID)	150*	150*	150*	"	"	"	"	"	"	"	"	"
"	Extra Basic (ration card)	"	100	200	"	100	200	"	100	200	"	100	200
313	Total.....	350	450	550	200	300	400	200	300	400	200	300	400
	DEHYDRATED SOUP												
8.3	Basic (Ration card)	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
22.7	Mid Shift (DID)	22.7	22.7	22.7	22.7	22.7	22.7	22.7	22.7	22.7	"	"	"
"	Extra Basic (Ration card)	"	16.7	16.7	"	16.7	16.7	"	16.7	16.7	"	16.7	16.7
31.0	Total.....	31.0	47.7	47.7	31.0	47.7	47.7	31.0	47.7	47.7	8.3	25.0	25.0
170.1	FRESH VEGETABLES												
	Mid-Shift (DID) ← 170.1	GRAMS AUTHORISED BUT HAVE NOT BEEN MADE AVAILA											
13.3	DRIED VEGETABLES												
	Basic (Ration card) ← 13.3	GRAMS AUTHORISED FOR ALL CIVILIANS											
10.0	OLIVE OIL Basic (Ration card) Varies with supply ← 13.3	GRAMS AUTHORISED FOR ALL CIVILIANS											
8.3	SUGAR Basic (Ration card) ← 8.3	GRAMS AUTHORISED FOR ALL CIVILIANS											
	PASTA Extra Basic (DID)	M	H	E	M	H	E	M	H	E	M	H	E
		MANUAL	HEAVY	EXTRAHEAVY	MANUAL	HEAVY	EXTRAHEAVY	MANUAL	HEAVY	EXTRAHEAVY	MANUAL	HEAVY	EXTRAHEAVY

+ ½ lb.

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Existing scale 1/20,000 Paris rayonnle			Existing scale 1/20,000 Taci			Existing scale 1/20,000 Bitte Privete			Existing scale 1/20,000 Levant Ports			Proposed scale Including A.			Item Incl.B.
200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
150+ 200	=	150 200	=	100	200	=	100	200	=	100	400	113	113	113	=
550	200	300	400	200	300	400	200	300	400	200	300	400	313	313	313	=
8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
/22.7	22.7/	22.7/	22.7/	22.7/	22.7/	22.7	=	=	=	=	=	16.7/	22.7/	22.7/	22.7	=
16.7	=	16.7/	16.7	=	16.7/	16.7	=	16.7/	16.7	=	16.7/	16.7	=	28.2	28.2	=
/47.7	31.0/	47.7/	47.7	31.0/	47.7/	47.7	8.3/	25.0/	25.0	8.3/	25.0/	25.0	31.0	59.5/	59.5	8.3
													170.1/	170.1/	170.1/ not likely to be available.	170.1
70.1	GRAINS AUTHORIZED BUT HAVE NOT BEEN MADE AVAILABLE →															
13.3	GRAINS AUTHORIZED FOR ALL CIVILIANS →												13.3	13.3/	13.3	13.3
13.3	GRAINS AUTHORIZED FOR ALL CIVILIANS →												13.3	13.3/	13.3	13.3
8.3	GRAINS AUTHORIZED FOR ALL CIVILIANS →												8.3	8.3/	8.3	8.3
													100	100	50	
													H	E	H	
													MANUAL	HEAVY	EXTRAHEAVY	HEAVY & EXTRAHEAVY
													EXTRAHEAVY	MANUAL		
													HEAVY	EXTRAHEAVY		
													EXTRAHEAVY	HEAVY		
													MANUAL	EXTRAHEAVY		
													HEAVY	MANUAL		
													EXTRAHEAVY	HEAVY		
													MANUAL	EXTRAHEAVY		
													HEAVY	MANUAL		
													EXTRAHEAVY	HEAVY		

Declassified E.O. 12356 Section 3.3/NND No. 785021

Econ Sec. (Labor B.C.)

5488

PAYMENT OF TARANTO DOCKYARD WORKERS.

FJ2
46145

FROM .... FLAG OFFICER TARANTO AND ADRIATIC.

DATE .... 21st April, 1944. No.T.A.1149/16.

TO .... LABOUR SUB-COMMISSION, ALLIED CONTROL COMMISSION.

Can a reply be given to my letter No.T.A.1149/16 of 22nd March, please ?

HEADQUARTERS
30 APR 1944
A. C. C.

C. S. Morgan.
REAR-ADMIRAL.

1st Indorsement:

29 April 44

To ACC Labor Main Hq =

Received 29 April and forwarded for action. 2337

Letter No T.A. 1149/16 of 22 March forwarded to Major Galbraith and discussed with Lt Col Smith - 4 April 44.

30 Apr 44

Robert M. Allbright.

1580

Declassified E.O. 12356 Section 3.3/NND No. 785021

Memo

These letters have crossed. DC.

L.D. 2/5/40

Declassified E.O. 12356 Section 3.3/NND No. 785021

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
CMF

JTRB/tbw

LAB 091.46145

26 April, 1944

SUBJECT: Taranto Dockyard

TO : Flag Officer Liaison, Italy, Area Combined Headquarters, Taranto.

1. With reference to your letter dated 22 March, 1944, file No.T.A.1149/16, subject Payment of Taranto Dockyard Workers, there is attached for your information a copy of notes of a meeting held in Taranto with the parties concerned.

2. The concession at Para. 3 is thought reasonable, but no further concessions can be made. New "heavy" worker rations will be announced almost immediately, and will be uniformly and firmly applied. There can be no question of a "B" ration scale being granted, and any other differentials found to exist will be eliminated.

For the Commanding General:

D. S. ADAMS,
Colonel, C.E.,
Executive Officer,
Economic Section.

2334

1582

Declassified E.O. 12356 Section 3.3/NND No. 785021

Taranto
17th April, 1944

NOTES ON MEETING HELD AT THE OFFICE OF THE PREFECT

PRESENT:

Representatives of the R. Italian Dockyard Workers
Two Italian Admirals.
The Prefect and Staff
Commodore Powell, R.N.
Colonel J. T. N. Main.
Major Craig
Captain Baioluna
Captain Bothen
Captain Frazer

Having heard the claims of the workers and retired to discuss the matter with Commodore Powell, Colonel Main stated:

1. THAT there could be no question of striking in any form, stay in, lie down or stay out. Both General MacFarlane and Marshal Badoglio intended to take strong lines, and any strike in the Dockyard at this time would be regarded as sabotage.

2. THAT the issue was one of FOOD, not wages. Allied Government was sympathetic, but in face of a world shortage, with only limited supplies available for this sector, all must be treated alike. Special provision could not be made. The oft referred to Black Market was an institution the working classes were best able to combat. Cooperatives could be formed. (Later Commodore Powell said that he hoped to be able to help with transport to enable goods to be brought in from the outlying districts). It would be difficult after so long a period of Fascism, but they must learn to help themselves. It was basic in Democracy that leadership came from below.

3. THAT, however, with a view to assisting them he had decided that he would regard the Dockyard workers as being in the same category as other workers employed directly by the Armed Forces. There would be the same uniformity in hardship.

4. THAT he was the Director of the Labor Sub-Commission and not of the Food Sub-Commission. He promised, however, to see the Food Officer (Colonel Lagg) and would recommend that in spite of shortage he should authorise additional food. He could not compromise - the Colonel in his absence, but believed that it could be arranged to let the heavy worker, peasanti, have a total of 400 grams of bread, 100 grams of pasta and 30 (additional) grams of soup powder.

5. THAT there could be no question of raising wages until the whole wage structure had been examined. This review was at the moment under consideration by officers of the Labor Sub-Commission. None wanted inflation, and although at the moment things might appear to be harder than necessary, he thought that if we hold the line now, it would be for the more lasting good of Italy.

2233

Declassified E.O. 12356 Section 3.3/NND No. 785021

LT: Letter No T.A. 1149/16

: Labour Sub-Commission, A.C.C.

SENIOR SUPPLY OFFICER-APULIA
Allied Control Commission
Bari

SUP/R65/34
2 April 44

Econ Sect
J-3018

Labor

The attached letter appears to have been sent to this office in error.

SEEN	
Col. Bain	
Lt. Col. Smith	
Majo[illegible]cock	
Capt	
Capt. Schuna	

for C. KNIGHT, Capt.
Major,
Senior Supply Officer-Apulia

EH 2332

1584

Declassified E.O. 12356 Section 3.3/NND No. 785021

CONTENTS of WRAPPER

Letter SUP/R63/34:

From: Senior Supply Officer-Apulia
To : Labour Sub-Commission
Subject : Letter No.T.A.
Date : 2 April 44

SIGNATURE _____

1589

Declassified E.O. 12356 Section 3.3/NND No. 785021

FLAG OFFICER LIAISON, ITALY,
AREA COMBINED HEADQUARTERS,
TARANTO.

22nd March, 1944.

No.T.A.1149/16.

LABOUR SUB-COMMISSION,
ALLIED CONTROL COMMISSION.

PAYMENT OF TARANTO DOCKYARD WORKERS.

Your letter No.091.46145 of 14th March, states that questions of rates of pay for direct or contractual employees should be referred to Headquarters No 2 District.

2. Unfortunately the Taranto Dockyard workers fall into neither of these categories, but are direct employees of the Italian Government. Any question of an increase of pay for these men must therefore be taken up with the Italian Government. Whether the difference of pay should be borne by the Allies is, I consider, a matter for the Commission to decide as, whatever arrangements are made, the increase is most strongly recommended.

3. There is a natural tendency for potential workers for Taranto Dockyard to drift into direct employment with the Allies where the pay is higher. Until the disparity in pay is removed, this tendency cannot be checked.

for REAR-ADMIRAL.

2331

262/14

1586

Declassified E.O. 12356 Section 3.3/NND No. 785021

3436

16195

PATLEA (LABOR SUBCOMMISSION) 19 APRIL 1944

RESTRICTED VAPOR 22

ROUTINE MAJOR BABCOCK

XIBS

MARINE BASE RATES VERY COMPLEX WITH VARIATIONS FOR DIFFERENT TYPES OF VESSELS PATOUN TO XIBS FOR AMG REGION ONE FROM PATLEA SIGNED MACFARLANE. PARAS WE HAVE SCHEDULES OF LEGAL RATES OF PAY HERE FOR CHECKING PURPOSES TO PLEASE REPORT SPECIFIC WAGE SCALES BY TYPE OF VESSEL IN SICILIAN WATERS TO BE CHECKED AGAINST LEGAL RATES

2330

L. T. MONDANT.
2nd Lt., AGD
Adjutant

1587

Declassified E.O. 12356 Section 3.3/NND No. 785021

Stubblebine visit report

7239
Econ Sec. (3) copies
Labor (action)

N 3V/14

HEADQUARTERS
MARITIME
C. A. C.

V NJAQ WA ACTION COPY

1851 Stubblebine from Hancock

FROM LHUB 141349B

TO MJDT FATIMA for Bain

QQX GR 47 BT

~~8+0Z~~ S-9501 RESTRICTED ITALIA MINISTRY OF MARINE ARE PAYING ~~E//~~ VERY HIGH RATES TO OFFICERS AND CREWS OF GOVERNMENT (PAREN STUBBLEBINE FROM HANCOCK TO FATIMA FOR BAIN CITE REO DASH ONE EIGHT SIX PAREN) OPERATED VESSELS PD THIS CAUSING DIFFICULTY IN Z OBTAINING CREWS UNDER APPROVED RATES PD PLEASE ADVISE BT

SENT NR 24 14/1450B WMI AR K

RECD NR 24 14/1450B AAA

ACC. DISTRIBUTION
(ACTION) - Econ Sec (3)
INFO - DEP C.C.
" - C.A. Rep.
" - 2329 OF

14 Apr 82

ACTION COPY AR

1586

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

7239

ASG Center No	: N32/14	Date/Time Rec'd	: APRIL 14/1450B
Classification	: RESTRICTED	Date/Time Sent	: 14/1450B
Precedence	: NONE	Reference NR	: S9501
From	: STUBBLEBINE FROM HANCOCK	Cite	: NONE
To	: FATIMA FOR BAIN		

ITALIA MINISTRY OF MARINE ARE PAYING VERY HIGH RATES TO OFFICERS AND CREWS OF GOVERNMENT OPERATED VESSELS. THIS CAUSING DIFFICTULTY IN OBTAINING CREWS UNDER APPROVED RATED. PLEASE ADVISE.

ACC DISTRIBUTION:

Action...Econ Sec....3
Info.....Dep C C
C A Br
File
Float

HEADQUARTERS
14 APR 1944
A. C. C.

2328

RESTRICTED

1589

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED 7239

N32/14
RESTRICTED
NONE
STUBBLEBINE FROM HANCOCK
FATIMA FOR BAIN

APRIL
14/1450B
14/1450B
S9501
NONE

ITALIA MINISTRY OF MARINE ARE PAYING VERY HIGH RATES TO OFFICERS AND CREWS OF GOVERNMENT OPERATED VESSELS. THIS CAUSING DIFFICTUIATY IN OBTAINING CREWS UNDER APPROVED RATED. PLEASE ADVISE.

ACC DISTRIBUTION:

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Info.....Dep C C
C A Br
File
Float

HEADQUARTERS
14 APR 1944
A. P. O.

2327

RESTRICTED

14 apr 82

1590

Declassified E.O. 12356 Section 3.3/NND No. 785021



COMM. DOTT. ETTORE MAZZANTI
COLONNELLO DI PORTO

Declassified E.O. 12356 Section 3.3/NND No. 785021

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JTRB/tbw

26 April, 1944

LAB 091.46145

SUBJECT: Taranto Dockyard

TO : Regional Commissioner, Hq Region II

1. With reference to your 1st Indorsement dated 21 April, 1944, to letter from Provincial Commissioner, Taranto, dated 18 April, 1944, file T/ACC/45, subject Tosi Workers, Sitdown Strike, there is attached for your information a copy of notes of a meeting held in Taranto with the parties concerned.

2. The concession at Para. 3 is thought reasonable, but no further concessions can be made. New "heavy" worker rations will be announced almost immediately, and will be uniformly and firmly applied. There can be no question of a "B" ration scale being granted, and any other differentials found to exist will be eliminated.

By Command of Lt. General MASON MACFARLANE:

D. S. ADAMS,
Colonel, C.E.,
Executive Officer,
Economic Section.

1592

Declassified E.O. 12356 Section 3.3/NND No. 785021

Taranto
17th April, 1944

NOTES ON MEETING HELD AT THE OFFICE OF THE PREFECT

PRESENT:

Representatives of the R. Italian Dockyard Workers
Two Italian Admirals.
The Prefect and Staff
Commodore Powell, R.N.
Colonel J. F. R. Hain.
Major Craig
Captain Soiolume
Captain Botham
Captain Frazer

Having heard the claims of the workers and retired to discuss the matter with Commodore Powell, Colonel Hain stated:

1. THAT there could be no question of striking in any form, stay in, lie down or stay out. Both General Maitland and Marshal Badoglio intended to take strong lines, and any strike in the Dockyard at this time would be regarded as sabotage.

2. THAT the issue was one of FOOD, not wages. Allied Government was sympathetic, but in face of a world shortage, with only limited supplies available for this sector, all must be treated alike. Special provision could not be made. The oft referred to Black Market was an institution the working classes were best able to combat. Cooperatives could be formed. (Later Commodore Powell said that he hoped to be able to help with transport to enable goods to be brought in from the outlying districts). It would be difficult after so long a period of fascism, but they must learn to help themselves. It was basic in Democracy that leadership came from below.

3. THAT, however, with a view to assisting them he had decided that he would regard the Dockyard workers as being in the same category as other workers employed directly by the Armed Forces. There would be the same uniformity in hardship.

4. THAT he was the Director of the Labor Sub-Commission and not of the Food Sub-Commission. He promised, however, to see the Food Officer (Colonel Legg) and would recommend that in spite of shortage he should authorize additional food. He could not compromise - the Colonel in his absence, but believed that it could be arranged to let the heavy worker, presenti, have a total of 400 grams of bread, 100 grams of pasta and 20 (additional) grams of soup powder.

2323

5. THAT there could be no question of raising wages until the whole wage structure had been examined. This review was at the moment under consideration by officers of the Labor Sub-Commission. None wanted inflation, and although at the moment things might appear to be harder than necessary, he thought that if we hold the line now, it would be for the more lasting good of Italy.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Econ Sect
O-5208

2433

1st Ind. GHM/pjh

HQ, ACC, Region II, APO 394, 21 April 44.

To: Executive Commissioner, R.C. and M.G. Section,
ACC Headquarters, Naples.

1. The basic communication is forwarded for your information. In my opinion, the labor situation in Taranto will continue to be in a disturbed state so long as it is possible for one group to wheedle some concession out of one authority or another. Any such concessions are immediately followed by similar and supplementary demands from other groups. It is the conviction of several officers, including Captain Hawkin, former Provincial Commissioner, that the Italian Naval Commanders, especially Admiral Fioravanza, at least tacitly encourage this state of affairs.

HEADQUARTERS
24 APR 1944
A. C. C.

G. H. Mc Caffrey
G.H.McCaffrey
Lt. Col., Inf.
R.C.

2324

24 apr
52

1799

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

Tosi Workers, Sitdown Strike.

Allied Control Commission,
Palazzo del Governo,
TARANTO.

T/ACC/45.

---

18 Apr. 44.

...al Commissioner,
Allied Control Commission,
...ion 2, Matera.

In continuation of my T/ACC/45 of 16 Apr.

1. The following attended the Conference:-

Col. Bain, Capt. Seeluna, Labour Sub-Commission, Capt. Frazer, Capt. Botham, Regional Labour Directorate, Commodore Powell, Superintendent Dockyard, Prov. Commissioner.

Admiral Fioravanza, Commander, Maritime Military Area (Ital.), Admiral Correale, Arsenal Commander, Engineer Bauer, Director, Tosi Dockyards, Commissary of local "Unione Lavoratori dell' Industria".

Three representatives of the Arsenal Workers.

Three representatives of Tosi Dockyard Workers.

2. Col. Bain called on Dockyard representatives to speak freely on their demands giving full reasons for making them.

3. They replied that they were anxious to cooperate with the Allies, that the sitdown strike was not intended as an act of hostility but as a simple protest for the precarious condition of the workers and families through low wages and lack of food.

4. Their minimum demands to improve the position were:-

(a) Allotment to each worker of a 'B' ration or an equivalent quantity of food.

(b) Monetary compensation to cover high cost of living during difficult period to workers of both sexes over 18 years, of 60 lire per day and under 18 years 35 lire per day from which 10 lire would be deducted in payment of rations.

The grant to affect:-

12,500	Arsenal Workers
3,000	Tosi Dockyard Workers
2,000	From Private firms working in the Arsenal
500	Porters operating in the harbour
18,000	

2323

5. Col. Bain replied that the condition of the workers could not warrant a strike which was an act of sabotage. He explained that Gen. Macfarlane and Marshall Badoglio were against higher wages which led automatically to inflation, but experts were preparing a plan aiming at real benefits. The welfare of the Italian people was an

Declassified E.O. 12356 Section 3.3/NND No. 785021

Capt. Botham, Regional Labour Directorate, Commodore Powell, Superintendent Dockyard, Prov. Commissioner.

Admiral Fioravanza, Commander, Maritime Military Area (Ital.), Admiral Correale, Arsenal Commander, Engineer Bauer, Director, Tosi Dockyards, Commissary of local "Unione Lavoratori dell' Industria".

Three representatives of the Arsenal Workers.

Three representatives of Tosi Dockyard Workers.

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(a) 100 grams bread per day, to be added to the 300 grams already received by them as heavy workers.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) 100 grams of Pasta.

(c) 30 grams dehydrated soup.

This extra ration to be a periodical issue and can be taken ho

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7. The Prefect thanked Col. Bain, adding that through the Colonel's active cooperation, the food problem of Taranto workers would be gradually solved.

8. Remarks.

I await confirmation of the proposed issue of extra rations. On the 18th it was rumoured that the Communist Party would march on the Municipio to throw out the Fascist Officials but the Questura had already dismissed 16 officials. It was then thought they would do the same at the Prefettura but Italian Infantry were in position and it turned out to be merely another rumour. The workers are back at work and for the time being peace reigns.

Three classes of Fascist Officials - Squadristi, Fascio Littorio, Marcia Su Roma - were removed from all public offices on 18th pending final decision from local or central committees for "de fascistizz-azione". How this will affect the workers is not yet known.

Craig Mayor

Provincial Commissioner.

FC/AM.

Declassified E.O. 12356 Section 3.3/NND No. 785021

1597

Declassified E.O. 12356 Section 3.3/NND No. 785021

Eon Sec 916.0

GHM/pjh

Cpt Adams

1st Ind.

, ACC, Region II, APO 394, 21 April 44.

To: Executive Commissioner, R.C. and M.G. Section,
ACC Headquarters, Naples.
(Copy: Vice-President, Administration Section)
(Cppy: Col. Adams, Internal Transportation S-Comm.)

1. The basic communication is forwarded for your information. In my opinion, the labor situation in Taranto will continue to be in a disturbed state so long as it is possible for one group to wheedle some concession out of one authority or another. Any such concessions are immediately followed by similar and supplementary demands from other groups. It is the conviction of several officers, including Captain Hawkin, former Provincial Commissioner, that the Italian Naval Commanders, especially Admiral Fioravanza, at least tacitly encourage this state of affairs.

G.H. Mc Caffrey
G.H.McCaffrey
Lt. Col., Inf.
R.C.

HEADQUARTERS
25 APR 1944
A. C. C.

M 2322

25 apr
7D

Tosi Workers Sitdown Strike. CONFIDENTIAL

ALLIED CONTROL COMMISSION
Palazzo del Governo
TARANTO

T/ACC/45

Regional Commissioner
HQ.Allied Control Commission
Region II Matera

I8 April I944

In continuation of my T/ACC/45 of I6 April.

I. The following attended the Conference:
Col. Bain,Capt.Scoluna,Labour Sub Commission,Capt.Frazer, Capt. Botham,Regional Labour Directorate,Commodore Powell,Superintendent Dockyard,Prov.Commissioner.
Admiral Fioravanza,Commander,Maritime Military Area (Ital.) Admiral Correale,Arsenal Commander,Engineer Bauer,Director,Tosi Dockyards,Commissary of local"Unione Lavoratori dell'Industria".
Three representatives of the Arsenal Workers.
Three representatives of Tosi Dockyard Workers.

2. Col. Bain called on Dockyard representatives to speak freely on their demands giving full reasons for making them.

3. They replied that they were anxious to cooperate with the Allies, that the sitdown strike was not intended as an act of hostility but as a simple protest for the precarious condition of the workers and families through low wages and lack of food.

4. Their minimum demands to improve the position were:-
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The grant to affect:-	
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3,000	Tosi Dockyard Workers
2,000	From Private firms working in the Arsenal
500	Porters operating in the harbour
I8,000	

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Declassified E.O. 12356 Section 3.3/NND No. 785021
2321

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Admiral Correale, Arsenal Commander, Engineer Bauer, Director, Tosi Dock-
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Three representatives of the Arsenal Workers.
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(a) Allotment to each worker of a 'B' ration or an equivalent quantity of food.

(b) Monetary compensation to cover high cost of living during difficult period to workers of both sexes over 18 years, of 50 lire per day and under 18 years 35 lire per day from which 10 lire would be deducted in payment of rations.

The grant to affect:-

12,500 Arsenal Workers
3,000 Tosi Dockyard Workers
2,000 From Private firms working in the Arsenal
500 Porters operating in the Harbour

2321

18,000

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Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) 100 grams of Pasta
(c) 30 grams dehydrated soup.

This extra ration to be a periodical issue and can be taken home.

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FC/AM

Provincial Commissioner.

2320

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Declassified E.O. 12356 Section 3.3/NND No. 785021

E 467 X 46145
Econ Sec
5684
Labour
U-2571

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

27 Mar 44

Ref. L/1/20

Subj. Demands by Workers of Franco-Tosi Co. - Taranto.

To: Executive Commissioner, R.C. and M.G. Section
ACC Headquarters, Naples.

1. The attached copy of a report from the Provincial Commissioner of Taranto concerning the demands of the workmen in the Franco-Tosi shipyards at Taranto is forwarded for your information. It supplements the information contained in our L/1/16 of Mar 22nd.

G.H. McCaffrey
G.H.McCaffrey
Lt. Col., Inf.
R.C.

GHM/pjh

Copy to Labor Sub-Commission

HEADQUARTERS
31 MAR 1944
A.C.C.
A-2319

31 Mar
28

1602

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

Allied Control Commission
Palazzo del Governo
TARANTO
T/ACC/13

20 March 44.

F:-
Demands by Franco Tosi
Workers.

Regional Commissioner,
HQ, Region 2,
Allied Control Commission

With reference to the copies of the demands and data provided by workmens committees at the Franco Tosi Shipyards, and forwarded under separate cover yesterday. It is regretted that this report did not arrive with the reports in question, but pressure of work prevented this.

1. Order of the Day.

1st. This is a matter which I have represented twice to HQ, ACC when at Brindisi. Tosi and Buffauluto Powder workers feel that they are not so well off as the Arsenal workers, who are under direct control of the Italian Navy. The managing director of Tosi was a well known Fascist. The subject of the midday meal has been thrashed out at length, and is in reality one for either the Naval Sub-Commission or the Allied Navies here. It is quite obviously a farce to give a good ration to people like railway xorkers, and so on, under the terms of the No 2 District Order, and deny it to Shipyard workers such as Tosi because it is a private firm, and is not covered by the order in question.
The work in the Arsenal mixes freely Arsenal, Tosi and Buffauluto workers yet some can get a good meal at lunchtime, and others not. FOTALLI has taken the matter up, and it should be settled soon.

2nd. No promise has ever emanated from this office, but I cannot be sure about declarations made in the press from time to time by senior officers. In this respect I would draw your attention to the article in the mezzogiorno of Bari of March 7th, made by the head of the Food Sub Commission, in which it is stated that "bread queues are no longer to be seen in liberated Italy".
I can testify that they still exist in Taranto, and publicity of this sort is most harmful to a provincial office which is dealing with people in the flesh and not merely on paper.

2. Memorandum. By soup provisions, pasta, rice and so on are meant-the statement about these issues is quite correct. All the people in this Province feel the same about the dehydrated soup. Soup to them is a thick almost solid mixture, with lumps of pasta or vegetable in it. The Alimentazione tell me that they doubt if the 250 gr. ration will be bought up in full. I agree that 200 gr; of bread is probably insufficient, but beggars cant be choosers. The political implication of the next sentence is particularly interesting, as during the worthly Admirals short interregnum, absolute chaos prevailed. As an interested party, he is in a position to offer benefits since he holds the only means of transport in the province.

1603

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Memorandum cont/

The final few sentences contain such a number of contradictions and so much muddled thought that it is impossible to analyse them. The finale, of course, comes back to the old story of their continual desire to have more pasta. The question of militarizing the workers was thrashed out at the meeting and needs no comment. Finally, I agree entirely with the Tosi workers that it is indeed a contradiction of aims to see many thousands of Italian sailors romming the streets of Taranto doing nothing, while they are working hard and not receiving anything like the military ration of the sailors.

Provincial Commissioner

RMPH/RMPH

1604

Declassified E.O. 12356 Section 3.3/NND No. 785021

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JTRD/tbw

LAB 091.46145

26 April, 1944

SUBJECT: Taranto Dockyard

TO : Naval Sub-Commission, A.C.C.

1. With reference to your letter dated 22 April, 1944, subject Supply of Food for Dockyard Workers, there is attached for your information a copy of notes of a meeting held in Taranto with the parties concerned.

2. The concession at Para. 3 is thought reasonable, but no further concessions can be made. New "heavy" worker rations will be announced almost immediately, and will be uniformly and firmly applied. There can be no question of a "B" ration scale being granted, and any other differentials found to exist will be eliminated.

By Command of Lt. General MASON MACFARLANE:

D. S. ADAMS,
Colonel, C.E.,
Executive Officer,
Economic Section.

1605

Declassified E.O. 12356 Section 3.3/NND No. 785021

Taranto
17th April, 1944

NOTES ON MEETING Held AT THE OFFICE OF THE PREFECT

PRESENT:

Representatives of the R. Italian Dockyard Workers
Two Italian Admirals.
The Prefect and Staff
Commodore Powell, R.N.
Colonel J. T. H. Bain.
Major Craig
Captain Goldsmith
Captain Botham
Captain Fraser

Having heard the claims of the workers and retired to discuss the matter with Commodore Powell, Colonel Bain stated:

1. THAT there could be no question of striking in any form, stay in, lie down or stay out. Both General MacFarlane and Marshal Badoglio intended to take strong lines, and any strike in the Dockyard at this time would be regarded as sabotage.

2. THAT the issue was one of FOOD, not wages. Allied Government was sympathetic, but in face of a world shortage, with only limited supplies available for this sector, all must be treated alike. Special provision could not be made. The oft referred to Black Market was an institution the working classes were best able to combat. Cooperatives could be formed. (Later Commodore Powell said that he hoped to be able to help with transport to enable goods to be brought in from the outlying districts). It would be difficult after so long a period of Fascism, but they must learn to help themselves. It was basic in Democracy that leadership came from below.

3. THAT, however, with a view to assisting them he had decided that he would regard the Dockyard workers as being in the same category as other workers employed directly by the Armed Forces. There would be the same uniformity in hardship.

4. THAT he was the Director of the Labor Sub-Commission and not of the Food Sub-Commission. He promised, however, to see the Food Officer (Colonel Legge) and would recommend that in spite of shortage he should authorise additional food. He could not compromise - the Colonel in his absence, but believed that it could be arranged to let the heavy worker, peasanti, have a total of 400 grams of bread, 100 grams of pasta and 30 (additional) grams of soup powder.

5. THAT there could be no question of raising wages until the whole wage structure had been examined. This review was at the moment under consideration by officers of the Labor Sub-Commission. Rome wanted inflation, and although at the moment things might appear to be harder than necessary, he thought that if we hold the line now, it would be for the more lasting good of Italy.

1606

Declassified E.O. 12356 Section 3.3/NND No. 785021

U.S.C. ECONOMIC SECTION

25 Apr
(DATE)

To

ECONOMIC SECTION	
AGRICULTURE	
FINANCE	
FOOD	
TRANSPORTATION	
INDUSTRY & COMMERCE	✓
LABOR	
MINING DIVISION	
PUBLIC WORKS & UTILITIES	
SHIPPING	

FOR:

Signature	
Remarks/Recommendation	
Information	
Approval/Disapproval	✓
Appropriate Action	
Investigation & Report	
Noting & Return	
Dispatch	

REMARKS:

Sent for early
check before
can forward
to Washington
of Current position
Situation Report
to you tomorrow
for Friday Mtg.
E Can Del

2316

Declassified E.O. 12356 Section 3.3/NND No. 785021

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVAL SUB-COMMISSION.

22 April 1944.

To : Brigadier LUSH, R.C.& M.G. Section, A.C.C.

Subject: Supply of food for Dockyard Workers.

Reference telephone conversation of this morning regarding letter of Deputy Chief Commissioner dated 21 April 1944, ref.DDC 091.711, addressed to Chief Commissioner, copy to you.

2. Attached are copies of correspondence and signals which have passed through this Sub-Commission, for your information.

COMMODORE.

Encl.
a) FOTALI's No.T.A.1030/20 of 2/4/44 with Min.of Marine 212/F.O. of 30/3/44.
b) FOTALI's signal 101117B of 10/4/44.
c) H.Q.AAI (Adm Ech) letter 11/4/44.
d) Naval Sub-Comm's ~~letter~~ signal 15/4/44 to FILPOT.
e) Naval Sub-Comm's letter 15/4/44 to H.Q.AAI(Adm Ech).
f) Signal 17/4/44, AAI(Adm.Ech) to MMIA.
g) Signal 18/4/44, MMIA to DISTWO.
h) signal 21/4/44, H.Q.AAI to MMIA.

Rec'd 25 Apr 44 MMD

2215

(a)

SUPPLY OF FOOD FOR DOCKYARD WORKERS.

FROM .... FLAG OFFICER TARANTO AND ADRIATIC.

DATE .... 2nd April, 1944. No.T.A.1030/20.

TO .... GENERAL OFFICER COMMANDING, NO.2 DISTRICT.
(Copies to: Commander-in-Chief, Mediterranean Station.
Commodore Superintendent, Taranto.
Headquarters, 52 Area, Taranto.
Flag Officer Western Italy, Naples.
Commodore Palmer, Naval Sub-Commission, Salerno.
Naval Officer-in-Charge, Brindisi.
A.C.C. Liaison Officer, Taranto.)

With reference to my No.T.A.1030/20 of 3rd March, a worsening of the civilian food supplies can be foreseen in the near future, a state of affairs that is anticipated in the attached letter 312/F.O. of 30th March, from the Minister of Marine.

2. The food situation for the Dockyard workers has been perpetually on the brink of a crisis, and was in fact, the immediate cause of the strike and its attendant riots in February. Hitherto the Italian Authorities have not pressed for help in the matter from Allied sources, but now that they have made an appeal I feel it is the time to put the whole Dockyard question on a firmer footing.

3. The suggestion advanced by the Minister of Marine is that all Dockyard workers (inclusive of the non-manual type) should receive rations from the Allies on scale B. He has mentioned in his letter "the grave difficulties for the workers to keep their families supplied", which is liable to misinterpretation and I have pointed out to him that the rations, if approved, would be for the actual workers, not their families. If issued in bulk, no doubt it will go to augment the larder of the average family, but the real point at issue is that in Taranto alone the local resources would be relieved of the strain of providing for 12,000 men, with the resultant benefit to their families.

4. The financial aspect of conceding Ration B to the Dockyard workers cannot be considered in its entirety without knowing the monetary value of the ration. Assuming it to be in the nature of L.24 a day, it is recognised that it is too heavy a sum to deduct from wages which are lower than those authorised by Administrative Instruction No.24. My T.A.1145/16 of 24th February to Allied Control Commission refers to this, giving a table of comparisions, and is now under consideration by the Labour Sub Commission. Pending an improvement in wages I am assured by the Italian Authorities that part of the cost of this ration "B" if granted, would be borne by the Navy.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Naval Officer-in-Charge, Brindisi.
A.C.C. Liaison Officer, Taranto.)

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2314

5. In forwarding this request from the Minister of Marine I wish to stress that I regard this concession as a matter of paramount importance, and one that I trust will be put into practice with the minimum of delay. It is obviously preferable to take immediate steps now than to await the inevitable crisis which will force the issue in any case. Furthermore I am convinced that the results will be a marked improvement in the output of the Dockyard workers and a far better spirit of co-operation will be achieved. If this larger scheme is adopted, the proposal forwarded under cover of my T.A.1030/20 of 3rd March should be considered cancelled.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

BEST COPY POSSIBLE

From: Ministry of Marine (Cabin)
To : F O L I
Date: 30.3.44.
Ref : 212/F.O.

Subject: FOOD RATIONS FOR MILITARISED WORKERS.

Workers engaged in establishments and shipyards under I.R.N. were "militarised" and became subject to penal and disciplinary measures in June 1940.

On 1st February last, all Military-Naval personnel ashore, even if not living in messes, and the "militarised" personnel were given Type "B" rations supplied by the Allies.

In the computed figures, this Ministry did not include the "militarised"workers, as it considered this concession could not be extended to personnel not militarised as above.

Subsequently it has become known that:-

a) The "militarised' civil workers in Italian Army and Italian Air Force establishments receive the above food ration;

b) The Naval-Military Command at Sardinia, in accord with Allied Authorities and in view of the local difficult food situation, on 15th inst. commenced the distribution of the above food ration to workers at the La Maddalena Naval Base.

c) Workers under Marina Naples are in a state of ferment with the object of obtaining the daily distribution of the food ration on a par with the distribution which is already practiced in that Base in regard to the Italian Army, on orders issued by the Allied Forces Command in Campania (Province).

On the other hand, it is necessary to bear in mind that the Naval-Military Administration has up to now, issued a mid-day plate of thick soup to the workers, the cost of which has been borne in large part by the Administration; but to-day it is extremely difficult to continue doing so, as the ingredients for its preparation are unobtainable.

The difficulty of obtaining food for the civil population causes grave difficulties for the workers to keep their families supplied so that the desire to receive the daily ration is very strong indeed.

All this finally reduces itself to a lowering in production (to the detriment of I.R.N. and Allied Navies alike) and to a discontent, the outcome of which cannot be foreseen.

For example, at Brindisi, the serious situation of the food market has occasioned a strong movement among the operatives at the Mixed Naval Works, who threaten to abstain from work if this situation is not improved, but the Political Authorities are not in a condition to

Declassified E.O. 12356 Section 3.3/NND No. 785021

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For example, at Brindisi, the serious situation of the food market has occasioned a strong movement among the operatives at the Mixed Naval Works, who threaten to abstain from work if this situation is not improved, but the Political Authorities are not in a condition to take the necessary steps because of the small stocks of food and the well-known transport difficulties.

2313

With the object of obviating agitations and abstentions from work, which would have repercussion totally disadvantageous to the establishments of the I.R.N., and to regularise the situation, it is considered an absolute necessity that an urgent concession of "B" rations should be given to all civil "militarised" workers who depend from the Administration of the Military Maritime Authorities.

Declassified E.O. 12356 Section 3.3/NND No. 785021

I consider that this provision would not meet with serious difficulties, on the other hand it would cause a reduction in the consumption by the civil population of the localities concerned.

The number of rations involved daily would be the following :-

TARANTO	12,000
NAPLES (including Castellammare	700
LA MADDALENA (including Cagliari where distribution already takes place)	1,000
BRINDISI	600
Total	14,300

Signed) THE MINISTER.

H/DG).

Translator's Note: Postscript in the Minister's handwriting "I strongly beg you to take this important problem into the most attentive consideration".

2312

Declassified E.O. 12356 Section 3.3/NND No. 785021

1614

Declassified E.O. 12356 Section 3.3/NND No. 785021

(6)

COPY

CONFIDENTIAL

APRIL 10, 1944

FOTT

COMMODORE PALMER

101940B

IL 1020130

DB

101630

PLEASE PASS TO COMMODORE PALMER HEAD OF NAVAL SUB-COMMISSION FOLLOWING IS A REPETTION OF FOTALI'S 101117B X BEGINS ADDRESSED:

FROM FOTALI TO FATIMA RNAR X FOR COMMODORE PALMER HEAD OF NAVAL SUB COMMISSION X YOUR LETT NO. 100/44 OF 30/3 JUST RECEIVED X

REQUEST FOLLOWING POINTS BE BROUGHT UP AT MEETING X

1. RATIONS AND PAY FOR TARANTO DOCKYARD WORKERS X MY LETTER TA 1030/20 OF 2/4 AND TA 1149/16 OF 24/2 REFERS X TARANTO DOCKYARD IS THE MOST IMPORTANT ALLIED ASSET IN SOUTHERN ITALY AND EVERY-THING MUST BE DONE TO INCREASE ITS OUTPUT X REQUEST YOU WILL IMPRESS ON THE COMMISSION THE URGENCY OF THIS MATTER X

2. SHORTAGE OF TYRES AND TRANSPORT FOR ITALIAN NAVY X THIS ALSO CAUSING CONCERN AND AFFECTS DOCKYARD WORK X

101630

C O P Y

LETTER

Subject: Feeding of Civilians HQ. AAI (Adm Ech) CMF
1047/4/Q1 11 Apr 44

To: Naval-Sub-Commission ACC

1. It is requested that the status of the workers employed at the Naval Dockyards at TARANTO and NAPLES be clarified.

2. In a letter from the Italian Ministry of Marine (Cabinet) 212/FO dated 30 Mar it refers to the workers as being "militarised" and that on 1 Feb 44 they were given Type "B" rations supplied by the Allies.

3. If these personnel are actually Naval personnel and NOT civilian labourers then they would be entitled to the Basic Ration Scale issued from Allied sources.

4. If on the other hand they are civilian labourers, then the Basic Ration cannot be issued.

5. Your remarks on the above would be appreciated.

s/ illegible
Major General
Chief Administrative O

cc to G-4 ST

- -

OUTGOING MESSAGE IMP/sk Ref 2630 APR 151940B Confidential Priority

FROM: Fatima Rear TO: FILPOT RPT FOTALI

Your 1047/4/Q1 of 11 April para 3 confirmed they are Naval personnel and entitled to Basic Ration. Letter follows.

- -

LETTER FROM: Rear Hq ACC Naval Sub-Com APO 394 dtd 15 April 1944

TO: Hq AAI (Adm Ech) C.M.F. Subject: Naval Dockyard Workers - Rations

1. Your letter No. 1047/4/Q1 of 11 April 1944 requesting that the status of Naval Dockyard workers be clarified. The workmen concerned being classed as "militarised" means that they are conscripted and subject to military discipline.

2. It will be noted that in the Ministry of Marine (Cabinet) letter 212/FO of 30 March 1944, para 4a. it is stated that the "militarised" civil workers in Italian Army and Italian Air Force establishments receive Ration B and it should therefore be extended to the Naval Dockyard Workers.

3. Attached are copies of FOTALI's letters No. T.A. 1030/20 of 2 Apr 44 and No. T.A. 1149/16 of 24 Feb 44. It will be noted that FOTALI stresses that this matter is of paramount importance and urges that immediate action be taken.

Sgd I. M. PALMER Commodore

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s/ illegible
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Chief Administrative O

cc to G-4 ST

OUTGOING MESSAGE IMP/sk Ref 2630 APR 151940B Confidential Priority (d)

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Sgd I. M. PALMER Commodore

Encls 2

2910

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1617

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C O P Y

INCOMING MESSAGE /ek Ref. 0430362 File Time 171730B APR Confidential

FROM: AAI ADM ECH NAPLES CITE FLAM FOR 184

TO : MMIA INFO DISTWO FLAG OFFICER TARANTO & ADRIATIC FOWIT ACC REAR FOR NAVY

Request received from Distwo for providing basic military rations for Naval dock workers Taranto, Brindisi andNaples. Fatima Rear confirmsthese are naval personnel. Request information whether these included in strength Italian navy furnished AFHQ for CCS. Strength appears approximately 14300. If these in fact enlisted or commissioned portion of navy and raised ceiling as reported AFHQ immediate reports of facts desired. Issue food not authorized until your reply.

- -

INCOMING MESSAGE /sk Ref. AQ 987 File Time APR 182146B Confidential

FROM: MMIA CITE FLAMBOR 184

TO : DISTWO RPTD FILPOT, FOTALI, FOWIT, FATIMA REARFOR NAVY

Refer Filpot 0430362 of 17th. 1st. Unable trace relevant details of this matter. 2nd. Request you send MMIA copy of your signal to Filpot. 3rd. Request you state to all concerned whether personnel are enlisted man or civilians.

DISTRIBUTION:

1 - Adj File
1 - DSG - Info
1 - DSC - "
1 - Navy - "

2309

- -

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INCOMING /mer

G4193

APR 211530B

APR 220815B
Via Brisig

NOT GIVEN

NOT GIVEN

H. AAI

MMIA INFO FATIMA

Reference your 0353 dated 19 April. Our signal to Freedom substantially conforms with your views. Pending Freedom action continue to issue rations to Italian Armed Forces as at present. Security Police forces, militarised civilians and fire brigade issues not approved.

DISTRIBUTION:

1 - AG
1 - DSG Info
1 - DCC "
1 - Army "
1 - Navy "

2308

1619

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HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JTRB/tbw

LAB 091.46145

26 April, 1944

SUBJECT: Taranto Dockyard

TO : Chief, Food Sub-Commission, A.C.C.

1. With reference to your letter dated 12 April, 1944, file ACC/43-3/FOOD, subject Taranto Workers, there is attached for your information a copy of notes of a meeting held in Taranto with the parties concerned.

2. The concession at Para. 3 is thought reasonable, but no further concessions can be made. New "heavy" worker rations will be announced almost immediately, and will be uniformly and firmly applied. There can be no question of a "B" ration scale being granted, and any other differentials found to exist will be eliminated.

By Command of Lt. General MASON MACFARLANE:

D. S. ADAMS,
Colonel, C.E.,
Executive Officer,
Economic Section

2307

1620

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EEN
Col Smith
Capt
Capt

4145

HEADQUARTERS
ALLIED CONTROL COMMISSION
Food Sub-Commission
A.P.O. 394

JI/sl

ACC/43-3/FOOD

12 April 194

SUBJECT: Taranto Workers

TO : Labor Sub-Commission

Reference Interior Sub-Commission letter No. ACC/60/INT dated 10 April 1944. This Sub-Commission is opposed to the application of the Taranto dockyard workers.

W. J. Legg
Colonel
Chief, Food Sub-Commission

2306

1621

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HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

12 April 44
Date

Suspense_____

FROM		TO
	Chief Commissioner	
	Dep. Chief Commissioner	
	Secy. Gen. to Chief Commissioner	
	Administrative Section	
	Economic Section	✓
	RC & MG Section	
	Civil Affairs Branch	
	PW & Displaced Pers Sub Com	
	Italian Refugees Branch	
	Security Branch	
	Information Branch	
	Establishment Branch	
	Ex Offrs	
	G-1 (A)	
	G-1 (B)	
	G-4	
	Hq Comdt (Main Hq)	
	Hq Comdt (Rear Hq)	
✓	Adjutant (Main Hq)	
	Adjutant (Rear Hq)	
	Archives & Library	
	Pool of Interpreters	
	Political Section	
	Independent Sub-Commissions	
	Navy	
	Land Forces	
	Air Forces	
	Telecommunications & Posts	
	War Material Disposal	
	Public Relations Officer	
	Liaison Section Hq A.C.M.F.	

FOR:

Signature
Remarks/Recommendation
Information
Approval/Disapproval
Appropriate Action
Investigation & Report
Dispatch

12 Apr 44

2304

REMARKS: This letter should be
marked by Adm Sec
attn' Comm Sec'.

1622

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Colonna S.C. 4621

4615

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
INTERIOR SUB COMMISSION
APO. 394.

ACC/60/INT.

10.
8th April, 1944.

Labor

SUBJECT: Taranto Workers.

TO : Labour Sub-Commission. — NAPLES

1. Attached copy letter No.1290 dated 30 March, received by the Interior Sub-Commission from the Minister of Interior, Italian Government.

2. It is understood that the subject matter is under consideration by your Sub-Commission in conjunction with the Food Sub-Commission.

3. Capt. Allbright, of your Sub-Commission, has been informed by Interior.

4. Please make any comments you desire as to the nature of the reply it is desired Interior shall make to the attached.

for STAINGATE
Vice President,
Administrative Section.

Copy to: Food Sub-Commission.

VL/pw.

2305

1623

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Literal Translation by Eco. Section !

Subject : Situation of food for workers

The prefect of Toronto reports the critical food + economic situation of the workers in the "Foni" shipyards + in the military arsenals, so it is opportune even in the interest of Public Order, that the demands of workers be met as soon as possible by considering them in the same category as troops as far as the Economic phase is concerned, seeing that they are working exclusively for the Allied Command.

It is kindly Requested that this Gen Commission will express favorably this proposal giving us a control hint of agreement.

The Minister

2303

Rec'd 4 April 19

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COPY/

MINISTERO DELL' INTERNO.
Gabinetto.

Salerno. 30.3.1944.

N.1290.

On.COMMISSIONE ALLEATA DI CONTROLLO

S A L E R N O

OGGETTO:

Situazione alimentare degli operai -

Il Prefetto di Taranto nel segnalare la critica situazione alimentare ed economica degli operai del Cantiere Navale "Tosi" e del R. Arsenale Militare, prospetta l'opportunita che nell'interesse anche dell'ordine pubblico, si venga al piu presto incontro alle aspirazioni degli operai stessi, considerandoli come militari agli effetti del trattamento economico, dato che lavorano esclusivamente per conto del Comando Militare Alleato.

Si prega codesta On.Commissione di prendere in benevolo esame tali proposte, favorendo un cortese cenno di riscontro.

IL MINISTRO.

Cont.

No. 2302

1625

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Labor — Econ Sec
OK 7400
JM 6 (S)
46145

M 36/16
NONE
PRIORITY
ACC TAMAMO PTO
PUBLIC SAFETY JOB COMMISSION ACC SALERNO REGIONAL POLICE OFFICER HQ ACC
MATERIA

APRIL 16/1847
APRIL 16/2500
ACC/52
NONE

APRIL 13 1944 2000 WORKERS IN TOSI SHIPYARDS WENT ON SITDOWN STRIKE FOR INCREASE IN WAGES. NEGOTIATIONS BEING CONDUCTED BY PROPER AUTHORITIES. RUMORED WILL RESUME WORK APR 15 1944 PENDING FINAL DECISIONS. PUBLIC ORDER IS CALM. REPORT FOLLOWS



Received
Econ Sec.
1005 hrs Monday
17 April /44

Read Labor Sub-C
on Labor report - at
4:45 p.m. Why?

17 apr
28

INFO SECY GEN
-CABR -(2)
-ECON SEC -(3)
-FILE
-FLOAT

M - 2301

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ECONOMIC SECTION

1/24/84
(DATE)

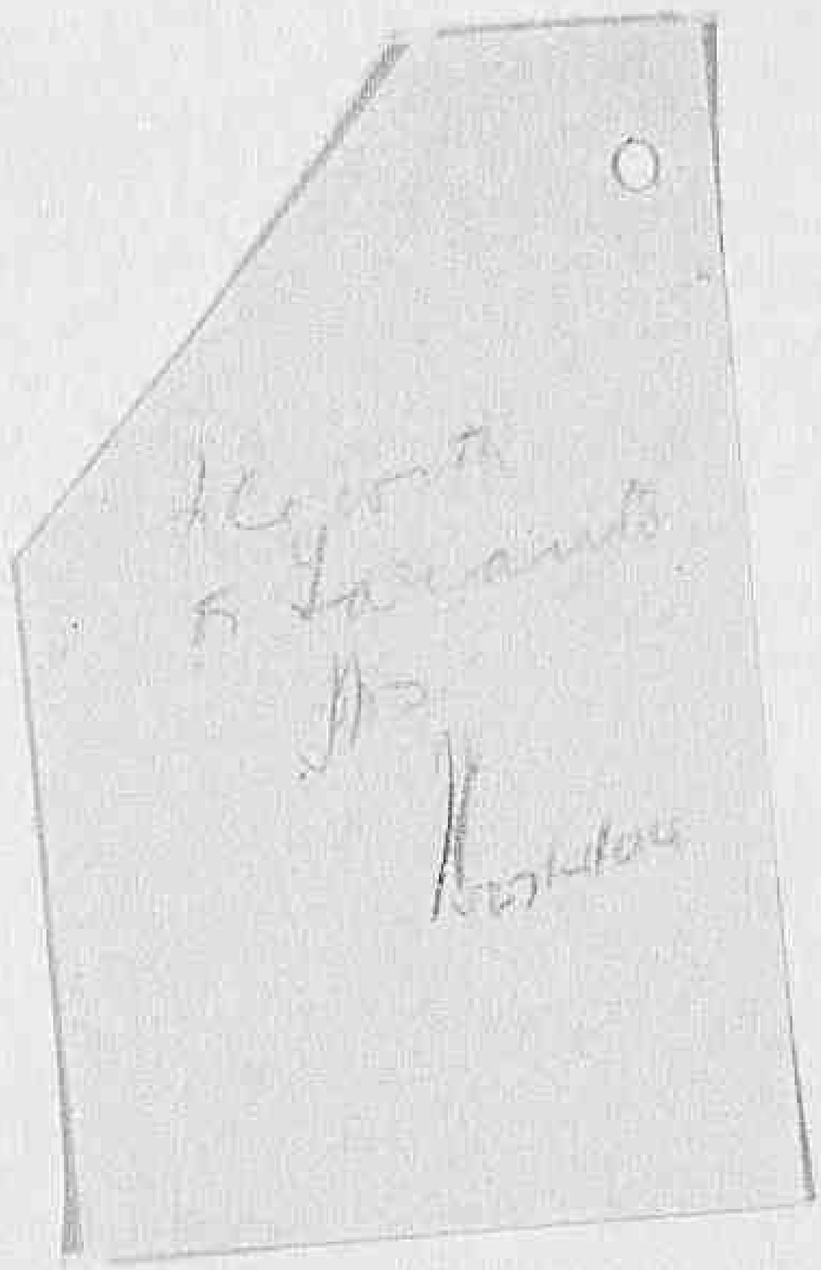
To

ECONOMIC SECTION
AGRICULTURE
FINANCE
FOOD
TRANSPORTATION
INDUSTRY & COMMERCE
LABOR
MINING DIVISION
PUBLIC WORKS & UTILITIES
SHIPPING
FOR:
Signature
Remarks/Recommendation
Information
Approval/Disapproval
Appropriate Action
Investigation& Report
Noting & Return
Dispatch

REMARKS: filing

1627

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1628

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b copies
File
091.4 GAS

Taranto. 17th, April, 1944.

Notes of Meeting held at the Office of the Prefect. Present...

Representatives of the R. Italian Dockyard workers, two Italian Admirals, the Prefect and staff.

Commodore Powell R.N. Colonel J.T.R. Bain, Major Brain, Captains Scicluna, Botham, and Fraser.

Having heard the claims of the workers and retired to discuss the matter with Commodore Powell Col. Bain stated

(1) THAT there could be no question of striking in any form, stay in lie down or stay out. Both General Macfarlane and Marshall Badolgio intended to take strong lines and any strike in the Dockyard at this time would be regarded as sabotage.

(2) THAT the issue was one of FOOD not wages. Allied Covernment was sympathetic but in face of a world shortage, with only limited supplies available for this sector all must be treated alike. Special provision could not be made. The oft referred to Black Market was an institution thw working classes were best able to combat. Co-operatives could be formed. (Later Commodore Powell said that he hoped to be able to help with transport to enable goods to be brought in from the outlying districts). It would be difficult after so long a period of Fascism but they must learn to help themselves. It was basic in Democracy that leadership came from below.

(3) THAT however with a view to assisting them he had decided ~~teh~~ that he would regard the Dockyard workers as being in the same category as other workers employed directly by the Armed Forces. There would the same uniformity even in hardship.

(4) That he was the Director of the Labour Sub Commission and not of the Food Sub Commission. He promised however to see the Food Offi er (Colonel Legg) and would recommend that in spite of shortage he should authorise additional food. He could not compromise T the Colonel in his absence but believed that it could be arranged to let the heavy worker, pesanti, have a total of 400 grams of bread, 100 grams of pasta and 30 (additional) grams of soup powder.

(5) THAT there ould be no question of raising wages until the whole wage structure had been examined. This review was at the moment under consideration by officers of the Labour Sub Commission. None wanted inflation and although at the moment things might appear to harder than necessary he thought that if we hold t e line now it would be for the more lasting good of Italy

Col Adams
Lt. Col Smith
Capt Scicluna
" Fraser
Col Legg

2300

1629

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RATION SCALES

Ration Scale : March 31 "/44

1) 200 grams of bread per day.
2) 250 grams of sugar per month.
3) 250 grams of dehydrated soup per month.
4) 400 grams of dried vegetables per month.
5) 400 grams of olive oil per month.
   a) Prefect had authorized 800 grams in occasion this being an oil producing sector.
6) 14 Ozs,1 Tin, milk,evaporated for children under 3 yrs. of age, nursing mothers and invalids. (Per Week)
7) 500 grams of dehydrated soup per month-children under 15 yrs. of age,heavy workers,invalids & aged.
8) 77 80 grams of extra flour for heavy workers.
9) 160 grams of extra flour for extra heavy workers.

Refugee Ration:

1) 200 grams of bread per day
   or: 150 grams of brad & 40 grams of flour per day to make pasta.
2) 250 grams of dehytrated soup per month .
3) 100 grams of dried peas per month.
4) 250 grams of sugar per month.

milk and extra sugar may be given on recommendation of the Provincial Medico for all children up to 5 yrs.,pregnant mothers & nursing mothers.
On arrival at Reception Centers one extra days ration should be allowed each refugee.
Provincial Medical Officers will issue soap to refugees as may be found necessary for disinfection purposes.

Hospital Ration - Daily:

1) 350 grams of bread
2) 33 grams of sugar
3) 100 grams of milk (evap.)
4) 25 grams of olive oil.
5) 100 grams of dried peas.
6) 100 grams of dehytrated soup.
7) 120 grams of pasta.
8) 1 cube "Bowillon"

120 grams of flour may be issued when pasta is not available.

2299

1030

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PRO = MEMORIA

circa le necessità richieste dai lavoratori degli stabilimenti militari ed industriali di Taranto.

1° - Assegnazione della razione militare Tipo B (o equivalente).

2° - Indennità integrativa di carovita nella seguente misura:

Lavoratori di ambo i sessi di età superiore ai 18 anni	L. 60
Lavoratori al di sotto di 18 anni	L. 35

3° - Lavoratori interessati in Taranto alla richiesta (cifre arrotondate):

Arsenale	12.500
Cantiere TOSI	3.000
Ditte che lavorano in Arsenale	2.000
Compagnie Portuali e varie	500
Totale	18.000

2700

Lavoranti 12000.

200 g. Pane

Pesanti +100 g.

Media: Pane

Pasta, Riso, Legumi

Pesanti: tessili ~~+150~~ +150 g.

Pane 75 gr. 600 gr.

Legumi

Razioni disponibili

Col Bam

COPY

SUPPLY OF FOOD FOR DOCKYARD WORKERS

FROM .... FLAG OFFICER TARANTO AND ADRIATIC.

DATE .... 2nd April, 1944

No. T.A. 1030/20

TO .... GENERAL OFFICER COMMANDING, NO. 2 DISTRICT.
(Copies to: Commander-in-Chief, Mediterranean Station
Commodore Superintendent, Taranto.
Headquarters, 52 Area, Taranto.
Flag Officer Western Italy, Naples
Commodore Palmer, Naval Sub-Commission, Salerno.
Naval Officer-in-Charge, Brindisi.
A.C.C. Liaison Officer, Taranto)

1. With reference to my No. T.A. 1030/20 of 3rd March, a worsening of the civilian food supplies can be foreseen in the near future, a state of affairs that is anticipated in the attached letter 312/F.C. of 30th March, from the Minister of Marine.

2. The food situation for the Dockyard workers has been perpetually on the brink of a crisis, and was in fact, the immediate cause of the strike and its attendant riots in February. Hitherto the Italian Authorities have not pressed for help in the matter from Allied sources, but now that they have made an appeal I feel it is the time to put the whole Dockyard question on a firmer footing.

3. The suggestion advanced by the Minister of Marine is that all Dockyard workers (inclusive of the non-manual type) should receive rations from the Allies on scale B. He has mentioned in his letter "the greve difficulties for the workers to keep their families supplied", which is liable to misinterpretation and I have pointed out to him that the rations, if approved, would be for the actual workers, not their families. If issued in bulk, no doubt it will go to augment the larder of the average family but the real point at issue is that in Taranto alone the local resources would be relieved of the strain of providing for 12,000 men, with the resultant benefit to their families.

4. The financial aspect of conceding Ration B to the Dockyard workers cannot be considered in its entirety without knowing the monetary value of the ration. Assuming it to be in the nature of L. 24 a day, it is recognized that it is too heavy a sum to deduct from wages which are lower than those authorized by Administrative Instruction No. 24. My T.A. 1149/16 of 24th February to Allied Control Commission refers to this, giving a table of comparisions, and is now under consideration by the Labour Sub-Commission. Pending an improvement in wages I am assured by the Italian Authorities that part of the cost of this ration "B" if granted, would be borne by the Navy, sufficient to ensure that the worker's family budget will not be

2297

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Naval Officer-in-Charge, Brindisi.
A.C.C. Liaison Officer, Taranto)

---

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2297

5. In forwarding this request from the Minister of Maring I wish to stress that I regard this concession as a matter of paramount importance, and one that I trust will be put into practice with the minimum of delay. It is obviously preferable to take immediate steps now than to await the inevitable crisis which will force the issue in any case. Furthermore I am convinced that the results will be a marked improvement in the output of the Dockyard workers and a far better spirit of cooperation will be achieved. If this larger scheme is adopted, the proposal forwarded under cover of my T.A. 1030/20 of 3rd March should be considered cancelled.

/s/ ????

1) ✓
2) a pencil letter from Commodore Ponza
left with him

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COPY

COPY

From: Ministry of Marine (Cabinet)
To : F O L I
Date: 30.3.44
Ref : 212/F.9.

Subject: FOOD RATIONS FOR MILITARISED WORKERS.

Workers engaged in establishments and shipyards under I.M.M. were "militarised" and became subject to penal and disciplinary measures in June 1940.

On 1st February last, all Military-Naval personnel ashore, even if not living in messes, and the "militarised" personnel were given Type "B" rations supplied by the Allies.

In the computed figures, this Ministry did not include the "militarised" workers, as it considered this concession could not be extended to personnel not militarised as above.

Subsequently it has become known that:-

a) The "militarised" civil workers in Italian Army and Italian Air Force establishments receive the above food ration;

b) The Naval-Military Command at Sardinia, in accord with Allied Authorities and in view of the local difficult food situation, on 15th inst. commenced the distribution of the above food ration to workers at the La Maddalena Naval Base.

c) Workers under Marina Naples are in a state of ferment with the object of obtaining the daily distribution of the food ration on a par with the distribution which is already practiced in that Base in regard to the Italian Army, on orders issued by the Allied Forces Command in Campania (Province).

On the other hand, it is necessary to bear in mind that the Naval-Military Administration has, up to now, issued a mid-day plate of thick soup to the workers, the cost of which has been borne in large part by the Administration; but today it is extremely difficult to continue doing so, as the ingredients for its preparation are unobtainable.

The difficulty of obtaining food for the civil population causes grave difficulties for theworkers to keep their families supplied so that the desire to receive the daily rationis very strong indeed

All this finally reduces itself to a lowering in production (to the detriment of I.M.M. and Allied Navies alike) and to a discontent, the outcome of which cannot be foreseen.

2296

For example, at Brindisi, the serious situation of the food market has occasioned a strong movement among the operatives at the Mixed Naval Works, who threaten to abstain from work if this situation

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in June 1940.

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2296

For example, at Brindisi, the serious situation of the food market has occasioned a strong movement among the operatives at the Mixed Naval Works, who threaten to abstain from work if this situation is not improved, but the Political Authorities are not in a condition to take the necessary steps because of the small stocks of food and the well-known transport difficulties.

With the object of obviating agitations and abstentions from work, which would have repercussion totally disadvantageous to the establishments of the I.S.N., and to regularise the situation, it is considered an absolute necessity that an urgent concession of "B" rations should be given to all civil "militarised" workers who depend from the Administration of the Military-Maritime Authorities.

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I consider that this provision would not meet with serious difficulties, on the other hand it would cause a reduction in the consumption by the civil population of the localities concerned.

The number of rations involved daily would be the following:-

TARANTO	12,000
NAPLES (including Castellammare)	700
LA MADDALENA (including Cagliari, where distribution already takes place)	1,000
BRINDISI	600
Total	14,300

(Signed) THE MINISTER

H/DG).

Translator's Note: Postscript in the Minister's handwriting "I strongly beg you to take this important problem into the most attentive consideration".

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

LAB 091.46145 9 April 1944

SUBJECT: Legal Wage Rates (Civilian) Italian Naval Industry.

TO: Lieutenant Grindle, U.S.N., Combined Operations Headquarters.

1. Attached are the wage rates for the Naval Repairing and Construction Industry which you requested.

2. There is also attached a conversion table which will assist you in applying the assegni familiari to the basic rates.

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

JOB/mv

2294

1637

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

MSG CENTER NO : N 35/07

CLASSIFICATION :

PRECEDENCE : ROUTINE

FROM : FLAMBO

TO : FCTALI RPTD MMIA ACC SD AAI DISTWO 1 DOCKS GP

DATE/TIME REC'D : 072040 B

DATE/TIME SENT : 072040 B

REFERENCE NO : SD 621/28794

CUTS

REF MY SD 459/26877 OF 31 MAR (.) REQUEST ITALIAN NAVAL PERSONNEL 3 OFFRS 125 RATINGS NOW WORKING AT TARANTO UNDER CAPT NICOLI WITH 947 IWT PORT OP COY (BRIT) BE USED AS NUCLEUS SECOND ITALIAN IWT COY (.) 1 DOCKS GP TO COORDINATE (.) REPORT PROGRESS

HEADQUARTERS
APR 1944
A. C. C.

2293

8 APR 1944

1638

Declassified E.O. 12356 Section 3.3/NND No. 785021

Econ Sect (2) 6849

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

MSG CENTER NR : N 34/07

CLASSIFICATION : NONE

PRECEDENCE : ROUTINE

FROM : FLAMBO

TO : 2 DISTRICT RPTD MMIA, ACC FOTALI AD AAI 5 DOCKS GP

DATE/TIME RECD : APRIL 07/2041B

DATE/TIME SENT : APRIL 07/1820B

REFERENCE NR : SD 622/28793

CITE : NONE

2 DISTRICT WILL ARRANGE MOVE NO 1 COMPAGNIE PONTUARE (FIRST ITALIAN IWT COY) FROM PRESENT LOCATION TO BARI SO ONEST AFTER 10 APRIL. ON ARRIVAL COMES UNDER 5 DOCKS GP ADM REMEAINS WITH 2 DISTRICT

HEADQUARTERS
R APR 1945

A-C-C- Dest
Info Sec Gen 1
" Dep C-C 1
" Econ Sect 2
" MM-1-A.O. 1
" File 1
" Float 1

2292

8 Apl 41

1659

Declassified E.O. 12356 Section 3.3/NND No. 785021

To Flag Officer TARANTO & ADRIATIC.

Subject: Civilian Labourers - Rate of Pay.

With ref to your letter T.A. 1149/16 dated 2nd inst.

Owing to the fact that [redacted] Taranto has communicated to H.Q. No TARANTO re remuneration of civilian labourers employed by Italian Authorities, this question will be considered by H.Q. No 5.

Pending receipt of the decision of H.Q. No 5 it is recommended that the rate of pay to be paid to Italian labourers employed by this Command be that which has been approved by H.Q.s.

2291

1640

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY NO. 1 Econ Lec 46111 Labor ✓ 80

ALLIED FORCE
LOCAL RESOURCES (SICILIAN) BOARD
c/o HQ., I. B. S.
APO 512, U. S. ARMY

Ref. Si/4A/16.

22 March 1944.

LABOUR AND WAGES CONTROL COMMITTEE.

The sixth meeting of the Labour and Wages Control Committee of the Allied Force Local Resources (Sicilian) Board will take place at 0900 HOURS ON WEDNESDAY 29 MARCH 1944 in the Conference Room at 8 Via Bari, Palermo, to consider the following AGENDA:-

1. Minutes of the last meeting and matters arising therefrom.

2. To consider any changes in wage rates, labour or classifications arising since previous meeting.

3. To receive from rep ACC a report regarding the conformity of wage rates in the Italian Merchant Marine with those laid down by the Committee. (Par. 5, minutes of last meeting).

4. To receive from rep No. 1 District a report on the method employed by the Italian Military Authorities in calling up men now employed by the Services.

5. To discuss Stevedore Contracts in full. (Par. 9, minutes of last meeting).

6. To establish a definite policy for wage rates to be paid for work done during night hours and further to establish a method of computing rates for overtime work done during night hours. (Par. 10, minutes of last meeting).

7. To consider the following proposal as set forth in Par. 6 of Allied Force Local Resources (Italian) Board, Labour & Wages Control Committee Agenda, 14 Mar 44:

"It is suggested that all tradesmen, artisans and skilled labour be issued with a Registration Card showing the name of the employing unit in addition to personal particulars, grade, etc. It is suggested that all tradesmen, artisans and skilled labour now in employment be so registered and that new applicants for similar positions with the Allied Forces be registered by a central agency - i.e. AMG Labour Office - before taking up such employment. Also, that an employing unit will not engage a tradesman, artisan or skilled worker thus registered for work with another employing unit."

8. Other business.

9. Date of next Meeting.

For the Joint Vice-Chairmen:

A.W.C. MAJOR,
Lt. Col., AQMG,
Vice-Chairman (BR)

2290

.....DISTRIBUTION.....

26 Mar 63

1641

Declassified E.O. 12356 Section 3.3/NND No. 785021

DISTRIBUTION:

Copy No. 1. Chairman AFLR(Si)B
2. Vice-Chairman (US)
3. Vice-Chairman (UK)
4-6. AFLRS, AFHQ
7. AFLR(NA)B
8. LRS, ACCF (Adm. Sch.)
9. AFLR(I)B
10. AFLR(Sar.)B
11. Col. i/c Adm., HQ., No. 1 Dist.
12. D.D.S.T. " " " "
13. D.D.L. " " " "
14. ACC Legal, Palermo
15-16. ACC Labour, Palermo
17. ACC Labour Sub-Commission, Naples
18. ACC Labour, Naples
19. D.A.D.L., No. 55 Area
20-21. I.B.S., B.P.A.
22-23. I.B.S., (Major W. Alsin)
24. Commandant, N.C.B., Palermo
25-26. Lt. Dudley, N.C.B., Palermo
27. 335 Wing RAF (MAAF)
28. 335 Wing RAF Satellite Sector
29. D.A.D.L. (CIVIL) Catania
30-32. War Diary
33. File (AFLR(Si)B)
34-60. Spare

8815 E

1644

Declassified E.O. 12356 Section 3.3/NND No. 785021

Major Baker (443)

JOB
to HS/Jelles

Naval Sub Section.
Salerno. 46145
22.3.44.

Dear Colonel Baie,

Reference F.O. T.A.L.I's 1149/15 of 22/2/44 re Rates of Pay for Taranto Dockyard Workers, which was given to Captain Albright - Can you tell me if this is being dealt with, or if that is any other information you require.

Yours Sincerely.
Irving M. Palmer.

1643

Declassified E.O. 12356 Section 3.3/NND No. 785021

Folder

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

15 March 1944

091.4615

SUBJECT: Request for Inspection

TO: Director, Regional Labor Office
Region III Headquarters

1. Will you please make available the services of your Ispettorato Division to conduct an inspection at the following plants:

a. The Rotogravure plant of the Societa Mattina Illustrato Anonimo, Piazza Carlo III, Naples.
b. The Richter Plant.

2. During the course of the inspections, it would be highly desirable to not only check into the wages being paid and the general working conditions, but also to gather information with reference to conformity to social insurance laws and conformity to contracts which these two plants have entered into with the Armed Forces.

3. I have requested Major J. O. Babcock from the Allied Control Commission, Labor Sub-Commission to confer with the representative of the Ispettorato Division before this inspection is started, in order to outline the detailed requirements of the inspection.

LEE C. WILLIAMS
Captain, Spec. Res.
Actg Chief Labor Officer.

JOB/mv

g.of

E 2288

21 46145

MINISTERO DELL'INDUSTRIA, COMMERCIO E LAVORO
UFFICIO REGIONALE DEL LAVORO DELLA SICILIA
PALERMO

Prot. N. 1191

Oggetto Richiesta infor=
mazioni sulle paghe naviglio
civile costiero e portuale

Palermo, 8 Marzo 1944 194
Via Bandiera, 2 - Tel. 14050-10040

AL QUARTIERE GENERALE DELLA COMMISSIONE
ALLEATA DI CONTROLLO
Sotto Commissione per il Lavoro AGO 394

PALERMO

Con riferimento alla circolare del 26/2/944 relativa all'og=
getto si risponde alle varie voci come appresso :

a) Per tutte le occupazioni inerenti al naviglio costiero alle golette, (schooners), rimorchiatori, navi da noleggio, e altro simile naviglio, esclusi i pescherecci.

Risposta : = in atto, nel Porto di Palermo i rimorchiatori sono requisiti. Pochi velieri fanno servizio di trasporto di merci.

B) Se le paghe variano secondo la grandezza della nave :

Risposta = I salari sono uguali per tutte le navi indipendentemen= te dalla loro grandezza e tonnellaggio.

c) Includere nel rapporto i seguenti dati alle informazioni :

I) Paga base = per le navi a vela anche fornite di motori in atto non viene corrisposto un salario fisso. Il contrat= to verbale di arruolamento viene denominato : PAGA ALLA PARTE = e cioè dal nolo riscosso per ogni viag gio dedotte le spese (I) della nave il netto viene diviso in 13 parti nella seguente misura :

2 parti al capitano
I 1/2 parti al motorista
I 1/4 " " nostromo
1 " " marinaio
0 3/4 " " al giovanotto o al mozzo

Totale 6 1/2 al personale e altre 6 1/2 parti alla nave.

2287

(1) le spese sono costituite dal vitto, portuali, assicurazioni di= verse, motore, nafta etc.

Declassified E.O. 12356 Section 3.3/NND No. 785021

civile costiero e portuale

AL QUARTIERE GENERALE DELLA COMMISSIONE
ALLEATA DI CONTROLLO
Sotto Commissione per il Lavoro AGO 394

PALERMO

Con riferimento alla circolare del 26/9/944 relativa all'og=
getto si risponde alle varie voci come appresso :

a) Per tutte le occupazioni inerenti al naviglio costiero alle golette, (schooners), rimorchiatori, navi da noleggio, e altro simile naviglio, esclusi i pescherecci.

Risposta : = in atto, nel Porto di Palermo i rimorchiatori sono requisiti. Pochi velieri fanno servizio di trasporto di merci.

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0 3/4 " " al giovanotto o al mozzo

2287

Totale 6 1/2 al personale e altre 6 1/2 parti alla nave.

(1) le spese sono costituite dal vitto, portuali, assicurazioni di= verse, motore, nafta etc.

Le parti alla nave rappresentano oneri per manutenzione, ripara= zioni, avarie, attrezzatura, proprietà etc.

Col Bando del Governo di Badoglio in data 1/11/1943, pubbli=

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1646

Declassified E.O. 12356 Section 3.3/NND No. 785021

cato nella G.U. della stessa data N.12 è stato disposto che tutti i salari, indennità etc. dei marittimi, vigenti a tale data dovevano essere maggiorate del 250 % =

Nel caso particolare della paga alla parte il superiore bando non è applicabile, sia per il sistema del pagamento alla parte che lo consente, sia perchè per tale naviglio mancano i contratti di lavoro.

2) L'ammontare delle indennità percepite etc. =

Risposta: con la paga alla parte non vi sono indennità speciali poichè tutto è conglobato nella parte spettante al marittimo in ragione dell'entità del nolo riscosso.

3) Pagamenti effettuati per i vari tipi di assicurazioni sociali:

Risposta: Poichè il personale imbarcato su naviglio veliero non è sottoposto alle norme speciali di arruolamento, per esso sono applicate le norme comuni delle assicurazioni obbligatorie, cioè : assicurazione d'invalidità e vecchiaia, cassa mutua malattia, 2% per le famiglie dei richiamati o R.M. nel caso il salario superi il minimo imponibile.

2) Viene concesso in questa industria l'aumento del 70 % ?

Risposta: vedi N.1 e 2 =

3) I contributi per le assicurazioni sociali sono ritenute totalmente al datore di lavoro ?

Risposta : Le spese di assicurazione sono detratte dall'importo lordo del nolo riscosso.

4) Vi sono contratti collettivi?

Risposta : No= Contrattazione libera =

5) Per questa voce si risponde no come al N.4 perchè manca il contratto di lavoro.

IL DIRETTORE
Avv. E. La Loggia

2286

1647

Declassified E.O. 12356 Section 3.3/NND No. 785021

O. O.46145

7 Jan. '43

MEMO for Major Babcock

1. Neither the Italian nor the American Naval Authorities of Western Sicily have any knowledge of the attached.

2. It is thought that, when Italy surrendered, many regular Italian Navy people went home in the belief that the Italian Navy would be broken up. Then, when they learned the Italian Navy was still functioning, they sought to rejoin and consequently went to Taranto where their fleet is based.

/s/ Alan Kirk
Capt., USCGR

2285

1648

Declassified E.O. 12356 Section 3.3/NND No. 785021

URGENT

~~ALLIED~~ MILITARY GOV~~ERNMENT~~

ACTION SHEET

16 DEC
Date

Suspense _____

FROM		TO
	C.G., A.F.C.	
✓	C. of Staff	
	D.C. of Staff for (G-2)	
	D.C. of Staff Admin.	
	Industrial Plan	
	Mil. Sec.	
	Pol. Sec.	
	Econ & Admin Sec.	
	Communications Sec.	
	Economic Director	
	Administrative Dir.	
	Executive Off. Admin.	
	G-1	
	G-4	
	Adjutant General	
	Personnel	
	Publications	
	Miscellaneous	
	Supply Officer	
	Billeting Officer	
	Transportation Off.	
	Hq Commandant	
	Camp Commandant	
	Message Center	
	Sub-Commission on;	
	LABOUR.	

For: Signature _____
Recommendation _____
Information _____
Approval or Assgn. _____
Appropriate Action _____
Investig. & Rpt. 2284
File _____
Return to Cert. Files _____
Transmission _____

Remarks: Col. Burn

Reference our telephone
Conversation. Can you give
any information please
WL

1649

Declassified E.O. 12356 Section 3.3/NND No. 785021

10 DECEMBER, 1943.
ACC/32/11

SUBJECT: VOLUNTEERS.

TO------ H.Q. A.M.G. - A.C.C.
PALERMO.

HEADQUARTERS
1 DEC 1943
AMG

FROM---- CHIEF LIAISON OFFICER
ADVANCED COMMAND POST
ALLIED CONTROL COMMISSION.

Groups of seamen(already totalling 31 persons) are arriving in Taranto from Sicily, as volunteers. They state that they left Sicily after a proclamation had been issued inviting seamen who were unemployed to go to Taranto for service with the Italian Navy or British Mercantile Marine.

Neither the Italian Naval Authorities nor the British Merchant Seamen's representatives here know anything about this matter - and the Sicilians are having to be repatriated. They state that some two hundred others are in the process of leaving Sicily as a result of the proclamation.

May urgent action please be taken to prevent these people making a fruitless journey or to inform the competent authorities in Taranto of the proclamation issued in Sicily.

LT. COL.
for CHIEF LIAISON OFFICER
ALLIED CONTROL COMMISSION.
ADVANCED COMMAND POST.

2283

1650

Declassified E.O. 12356 Section 3.3/NND No. 785021

Regional Labor Office.

Document Nº 358
Subject : Information about maritime personnel

Palermo, Dec. 20th

To Labor Division, ACC.

Palermo,
Via Bori 8

In reference to your verbal request, we wish to inform you that we have questioned the Vice-Comandant of the Port, the deage of Seamen, and the Employment agency. They all declared to have no knowledge about seamen having being hired, individually or in groups, to be sent to Taranto and other localities.

We take the liberty to suggest that you may be able to gather further information from the agencies of the Allied Command which are competent in the matter.

Respectfully we greet you,

for the Director

(Sign 2782)

Declassified E.O. 12356 Section 3.3/NND No. 785021

UFFICIO REGIONALE DEL LAVORO

PROT. N. 358

OGGETTO: informazioni
Personale marittimo

PALERMO, LI 20 dicembre 1943
VIA BANDIERA, 2 - tel. 11578-10040

Spett. DIVISIONE DEL LAVORO
della COMMISSIONE DEL CONTROLLO
P A L E R M O
8 Via Bari

Con riferimento alla richiesta verbale significhiamo che sono stati interpellati il V/ce Comandante del Porto, la Lega della Gente del Mare e l'Ufficio di Collocamento i quali sconoscono che siano stati ingaggiati dei marittimi sia a gruppi che ad unità per essere inviati a Taranto e altre località.

Ci permettiamo suggerire che cotesto Spett. Ufficio potrebbe attingere ulteriori notizie presso gli organi del Comando Alleato competente in materia.

Distintamente V/ salutiamo.

p/ Il Direttore

1652

Declassified E.O. 12356 Section 3.3/NND No. 785021

Major Chiang
Sees Johnson
this today -
Wants
Report on
Labour Sub Comm

Do you
agree each plan
necessary ? If not
write your ideas
Carry on

G. M. SHARP MAJOR R.A.
G.S.O.2 Economic Section

SEEN	
Col. Bein	2280
Lt. Col. Smith	
Major Babcock	
Capt. Morse	
Capt. Sciciuna	
Capt. Robertson	

1653

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS
ALLIED CONTROL COMMISSION
ACTION SHEET

_____
Date

Suspense_____

FROM	TO
Deputy President	
Chief of Staff	
Vice Chief of Staff	
Public Relations Officer	
Liaison Section	
Military Section	
Political Section	
Econ. & Admin. Section	
Communications Section	
Administrative Directorate	
Economic Directorate	
Finance Sub-Commission	
Public Works-Mines Sub-Commission	
Agric., Forests-Fisheries Sub Com	
Legal Sub-Commission	
Education Sub-Commission	
Executive Officers	
G-1	
G-4	
Adjutant General	
Files	
Personnel	
Publications	
Message Center	
Miscellaneous	
Pool of Interpreters	
Archives & Reference Library	
Hq. Commandant	

FOR:

Signature _____
Remarks / Recommendation _____
Information only _____
Approval / Disapproval _____
Appropriate Action _____
Investigation & Report _____
Dispatch _____

REMARKS:_____

1654

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

Com Sec (2)

3320

RE AT PEN BASS SECT. SIT. MED. CENT. 14 FEBRUARY 1944

46145

SECRET

URGENT

CG PBS FOR FAOG FOR MBS AND COT

NONE

FABLE FROM DUNLOP DTG 1N 71141655

14/NFT

1413504

WSI 739

NOISE

DECREE BY ITALIAN SOTTOSEGRETARIATE DI STATO DELLA MARINA MERCHANTI OF 22 JANUARY INCREASES CURRENT RATE FOR PORT LABOUR BY 70% EXCEPT COAL FOR WHICH INCREASE IS 80%. DOES THIS DECREE HAVE THE APPROVAL OF THE ALLIED MILITARY.

MBS DIST.

HQ ACC (Action)

Info Trans

CA

Sec.

C.C.

ACC DIST.

(action) CA Br. (2)

(Info) Econ.Sec. (2)

2279

SECRET

1424

15760

9

Declassified E.O. 12356 Section 3.3/NND No. 785021

Virgo - Marine Adm 1957

AMACOM/g/68/LAB

Paper for Personnel on Captured and Requisitioned Ships.
Captain Robert Frazer,
Catania Province. 19 October 43

1. Reference your letter, same subject, dated 8 October 1943.

2. The proposed rates should not be approved in so far as they are in excess of the new Uniform Wage Scale for branches of the Armed Forces.

DAVID A. [illegible]
Captain, A.C.
Director, Labor Division

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED MILITARY GOVERNMENT

FILE No. CATANIA
AMGOT HQ.. S~~ECTION~~

SUBJECT: Wages for personnel on captured and requisitioned schooners

TO: Captain David A. Morse,
Director, Labor Division, AMGOT HQ
palermo.

Oct. 8, 1943

1. I enclose herewith exact copy of letter received by DADL 50th BSA from RASC together with list of personnel and proposed wages.

2. DADL asked my approval of the proposed wages but on comparison with the new approved wage scale I find the proposed wages are higher than the approved scale. I call your attention to the statement in the attached letter to the effect that these proposed rates are those originally laid down by AMGOT in palermo. I have declined to approve the proposed wages until I can get your views on the matter. Approval of the proposed rates appears to be a violation of the new approved scale. Please advise me.

Robert Frazer

ROBERT FRAZER,
Captain, AMGOT
Labor Division.

2277

SUBJECT: Civilian Labour Authority.

WT/A/1

To: D.A.D.L. (Civil)
56 BSA.,
Via Bertuccio

From: - Adv HQ., 247 Motor Boat Coy, RASC.

---

1. This Unit is Operating a fleet of Captured and Requisitioned Auxiliary Schooners, employing the original Sicilian and Italian crews.

2. May authority please be granted to employ these men?

3. A list of names and ratings is appended.

4. The rates of pay shown are those originally laid down by AMGOT, PALERMO who requisitioned some of the craft in the first istance and made initial payments.

5. The dates from authority is requested for employment are shown against the mens names.

OC. Adv HQ.,
247 Motor Boat Coy, RASC

In The Field.
6 Oct. 43

Declassified E.O. 12356 Section 3.3/NND No. 785021

OLL OF EMPLOYED CIVILIANS (Ships crews)

154

Adv HQ., 247 Motor Boat Coy., R.A.S.C.

SHIP	NAME	RATING	Rate per day Lire	DATE SIGNED ON
SAN ANTONIO	TROVATO, Nunzio	Captain	150	9 SEPTEMBER 43
	LO PRESTI, Giuseppe	Boatswain	110	
	BRUNO, Salvatore	Chief Engineer	110	" " "
	DE CESARE, Francesco	2nd Engineer	110	" " "
	GARIBALDI, Enrico	Seaman	80	
	VERDUCCI, Antonio	Seaman	80	" " "
	AMELLO, Giuseppe	Seaman	80	
	TARANTINO, Giuseppe	Seaman	80	" " "
GIANNINA	FARIGNO, Angelo	Captain	150	
	GARGANO, Caetemo	2nd Engineer	110	" " "
	MANCUSO, Raffaele	2nd Engineer	110	
	LA BARBERA, Gaspare	Boatswain	110	" " "
	ZANCA, Gioadchino	Seaman	80	" " "
	VASSALLO, Francesco	Seaman	80	
	DICHRISTOFORO, Francesco	Seaman	80	" " "
MARIETTA	BAUERA, Luigi	Captain	150	" " "
	RUSSO, Pietro	2nd Engineer	110	" " "
	LA MOTTA, Andrea	2nd Engineer	110	
	LA MOTTA, Matteo	Boatswain	110	
	RUSSO, Paolo	Seaman	80	" " "
	RUSSO, Antonino	Seaman	80	
	VIOLA, Salvatore	Seaman	80	" " "
	DI BETTA, Vittorio	Seaman	80	
MADONNA	MULE, Rocco	Captain	150	" " "
	DI STEFANO, Marino	1st Engineer	110	
	RAGNO, Giuseppe	2nd Engineer	110	
	NAVIGANTI, Giuseppe	Seaman	80	" " "
	SEIPILLA, Andrea	Seaman	80	
	VALENCA, Salvatore	Seaman	80	
	FALONGA, Mario	Seaman	80	" "
	RUTA, Giovanni	Captain	150	
	AGOSTA, Giuseppe	Boatswain	110	" " "
	COZZO, Emanuele	1st Engineer	110	
	VASI, Delio	2nd Engineer	110	" "
	COLOMBO, Carmelo	Seaman	80	"
	SALONIA, Giuseppe	Seaman	80	
	CATANDELLA, Concetto	Seaman	80	" "
	POLAZZO, Vincenzo	Seaman	80	

2275

Declassified E.O. 12356 Section 3.3/NND No. 785021

SA	AMELLO, Giuseppe	Seaman	80	" "
	TARANTINO, Giuseppe	Seaman	80	" "
GIANNINA	FARIGNO, Angelo	Captain	150	" " "
	GARGANO, Caetemo	2nd Engineer	110	
	MANCUSO, Raffaele	2nd Engineer	110	" " "
	LA BARBERA, Gaspare	Boatswain	110	
	ZANCA, Gioadchino	Seaman	80	" " "
	VASSALLO, Francesco	Seaman	80	
	DICHRISTOFORO, Francesco	Seaman	80	" " "
MARIETTA	BAUERA, Luigi	Captain	150	" " "
	RUSSO, Pietro	2nd Engineer	110	" " "
	LA MOTTA, Andrea	2nd Engineer	110	
	LA MOTTA, Matteo	Boatswain	110	
	RUSSO, Paolo	Seaman	80	" " "
	RUSSO, Antonino	Seaman	80	
	VIOLA, Salvatore	Seaman	80	" " "
	DI BETTA, Vittorio	Seaman	80	
MADONNA	MULE, Rocco	Captain	150	" " "
	DI STEFANO, Marino	1st Engineer	110	
	RAGNO, Giuseppe	2nd Engineer	110	" " "
	NAVIGANTI, Giuseppe	Seaman	80	"
	SEIPILLA, Andrea	Seaman	80	
	VALENCA, Salvatore	Seaman	80	" "
	FALONGA, Mario	Seaman	80	"
	RUTA, Giovanni	Captain	150	" " "
	AGOSTA, Giuseppe	Boatswain	110	
	COZZO, Emanuele	1st Engineer	110	" "
	VASI, Delio	2nd Engineer	110	"
	COLOMBO, Carmelo	Seaman	80	
	SALONIA, Giuseppe	Seaman	80	"
	CATANDELLA, Concetto	Seaman	80	"
	POLAZZO, Vincenzo	Seaman	80	
	BELLI, Fabrino	Captain	150	" " "
	PERFEITTO, Principio	Boatswain	110	
	SIMEONE, Ghervorich	1st Engineer	110	" " "
	BORIELLO, Mario	2nd Engineer	110	"
	LIGUORI, Parguale	Seaman	80	
	PARENTE, Sabato	Seaman	80	" " "
	ASCIONE, Giuseppe	Seaman	80	"

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File

AMGOT, 008 /LAB

Dismiss file

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. Lt. Col. R. W. Reuter. 14 Oct. 3

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1. Refer your communication file AG 248.3 (IBS BP) ted 10 Oct. 43 same subject.

2. Wage rates which should be paid subject to possible revision at next Island Wide Wage Conference, are:

a. Sea Captain -- Maximum L. 100. This is for small boat which operates in and around port.

b. Seaman --- Maximum L. 70.

c. Matress-Maker -- Minimum L. 70, Maximum L. 90.

3. Request job description be submitted for "Electrical Engineer" so that rate may be established.

DAH/tbw

DAVID A. HORNE,
Capt., A.C.,
Director, Labor Division.

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HEADQUARTERS
ISLAND BASE SECTION
APO # 550

AG 248.3 (IBSBP) 10 October 1943

SUBJECT: Wage Rates

TO : Headquarters, AMGOT

Request this Office be advised as to the wage scale approved by your Headquarters for the following classifications:

a) Sea Captain - 100
b) Seaman - 70
c) Electrical Engineer
d) Matress Maker - 70-90

ROBERT W. REITER
Lt. Col., QMC
Base Purchasing Agent

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