

acc 10000/146/596 091.4692 WAGES - MARINE

June - Dec. 1944

Translation Baldazzi

of

Catania, 6 December 1944

TO	:	the Confederal Chamber of Labor	-- Catania
"	:	the President of the Council of Ministers	-- Rome
"	:	Marimercant	-- Rome
"	:	Maricogeoap	-- Rome
"	:	Marisicilia	-- Messina
"	:	Compasare	-- Catania
"	:	Provincial Labor Office	-- Catania
"	:	Allied Commission	-- Rome
"	:	Ministry of War Transport	-- Catania
"	:	President of Naval Office	-- Catania

SUBJECT : Petition of the civilian personnel of the
Royal Harbour-Office of Catania.

The Royal Harbour-Office of Catania was re-established on the 10 October 1943, by virtue of an order of the Allied Command, with the object of carrying out its statutory tasks, according to Italian rules and regulations.

As a consequence of this, the necessity proved itself impellent, to recall in service those members of the personnel, composed of temporarily refugees, with whom it appeared easy to get in touch.

Owing to the numerical insufficiency of the personnel assumed in service, and in order to complete the number of the same, the A.M.G.O.T. took the decision of engaging new civilian personnel, non permanent and permanent, with duties of a responsible character and to be paid according to a salary rate duly specified.

The said employees took care of setting up an organic table of wages and salaries governing the classification of the personnel. The said wages table was regularly approved by the N.O.I.C. (Naval Office in charge) on the date of 15 December 1943, and it included: N° 2 secretaries, N° 1 keeper of the rolls, N° 1 assistant, N° 3 common employees, N° 1 accountant, N° 1 assistant to the accountant, N° 2 messengers, N° 2 ushers and two female typists.

Moreover, the A.M.G.O.T., with the agreement of the M.O.I.C., decided to appoint other personnel ad personam, on a basis of a steady employment, immovable from office, and according to rates of pay, fixed by the overmentioned offices for other employees, and precisely:

N° 1 chief secretary (for the moment suspended from service), N° 3 first class secretaries, N° 1 head of the administrative services of the Harbour Office and of the body of Docks Guardians, N° 3 vice-secretaries, N° 1 assistant, N° 1 assistant on the docks, detached from the Harbour-Office to the Harbour Labor Office, N° 1 vice-assistant on the docks, detached to the Harbour Labor Office, N° 2 messengers, N° 1 Acting Officer of the sea region of Jonia, who was entrusted with the functions of harbour-master.

All this civilian personnel, at the beginning and until the month of August, was paid by the local "R. Intendenza di Finanza" (Royal Finance Intendant), and up to that time the respective financial burden was on charge of the Naval budget, but afterward it was borne out by the Regional Office for Sicily, of the Finance Ministry.

Up to the before mentioned date, the money for the payment of wages and salaries to the personnel reached us regularly, or with a little delay, but after that date, it was proved impossible to receive regularly that miserable recompense, which they were entitled to. By the way, one must remember that the payment of the personnel services during the months of September and October, was scarcely and with great difficulties effected, nay, it was delayed until 21 November last, in spite of our insistent solicitations by letters and telegrams. But, with respect to the month of November, no payment of salaries has been made up to the present.

Following to the decree of 11.2.1944, by virtue of which there took place the transferring of the political power from the Allied Military Government to the Italian Government, the General Command of Harbour-Offices (Maricogeo-cap), submitted a request of information to the Harbour-Of

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Office of Catania, concerning the names, qualifications, wages and school degrees of the employees engaged by the Allies, in order to sanction and systematize their employment position.

Our Harbour-Office complied with the request of the Naval Ministry, to whom it was forwarded copies of the appointment and engagement in service of the various employees, with the respective documentation.

After that, owing to the civilian character of the personnel under consideration, the General Command of Harbour-Offices, forwarded the ever mentioned documentation to the General Direction of Merchant Marine (Marinercant), owing to its capacity of a competent agency. The said General Direction, after about six months of study on the question, has issued the organic rules governing the classification of the personnel, by applying, however, special criterions, which are far from meeting with our approval.

As a matter of fact, the General Direction of Merchant Marine, as it appears from a dispatch N° 2662 of the 21.11.1944, which was sent to the Harbour-Office of Catania, failed to take account of the following considerations:

1. That the Decree 11.12.1944 contemplates the observance of the acts and decisions made by the A.M.C.C.T., in a period preceding the ever mentioned date.

2. That it must be understood that the personnel in question was engaged and appointed for the fulfilment of ordinary office duties, and not for being mobilized for Labor Service.

3. That the recompense system to be applied to the same personnel, must not be considered on the basis of the Royal Decree - law of 4 February 1937, N° 100. However, if some changes are to be done, the same should not be detrimental, but rather beneficial to the employees, and the proposition of refunding the extra money, if any, collected by the same personnel should be out of the question.

1 6 6 7

4. That the personnel must be classified according to its actual and acquired qualifications, as well as on the basis of his school degrees, and must not be considered as casual personnel of the III grade.

Now, owing to the fact that all employees had been engaged and appointed by the Allies, prior to the date of the above mentioned decree, it is obvious that the Italian Government must take account of the juridical status of said employees and respect it, by acknowledging the respective qualifications and by paying the salaries, remunerations and benefits, to which they are entitled.

On the contrary, the General Direction of Merchant Marine is despising the explicit provisions of compliance with what the Allies have ordered in the over-mentioned decree, by applying to the personnel the qualification of Avventizi (casual employees), and by fixing ex novo the wages and salaries due to them. By the way, the latter besides being morally mortifying, are absolutely insufficient to meet the most urgent necessities of life.

Moreover, the General Direction of Merchant Marine is making no distinction between the employees engaged by the Allies with appointment ad personam, and those engaged with the qualification of "avventizi"; and, furthermore, is not taking into the due consideration the school degrees of each employee, which are well known to the Ministry. As a matter of fact, it is obvious that on the basis of the school degrees there should be a distinction in the position of the different employees. However, even if we should accept the absurd hypothesis of a qualification of "avventizi" for all personnel, it is a fact that there must be a difference between the personnel provided with higher school degrees or diploma, and the personnel possessing a lower title of studies. Such a distinction is necessary, in order to avoid the absurd situation that a first grade secretary, with university degree and diploma, should be placed, morally and economically, on the same plan of a sweeper.

In consideration of the above, we respectfully ask you to appeal to the competent Ministry for the purposes set forth below:

1°) a revision of the classification of civilian personnel attached to the Harbour-Office of Catania, with the object of maintaining at least the actual employment situation, if ever a change for the better of the economic status of the personnel is not possible.

2°) a setting up of different grades, in which the personnel should be classified, according to the specific tasks entrusted to the same and also in consideration of the respective titles of studies.

3°) to take into due consideration the actual cost of living and to try, as far as possible, to adjust for the better the actual salaries.

We suggest the above, with the object of avoiding the inconvenience already lamented, of an offence given to the dignity of a valiant class of intellectual workers, as well as of an economic harm caused to them.

Signatures are following

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ECONOMIC SECTION

12/20/44
(Date)

A. J. P. Div.

To

ECONOMIC SECTION	
AGRICULTURE SUB-COMMISSION	
COMMERCE	
FINANCE	
FOOD	
INDUSTRY	
LABOR	
P.W. & U.	
SHIPPING	
TRANSPORTATION	
PRIORITY & MOVEMENTS DIV.	
REQUISITION DIVISION	
SUPPLY & RESOURCES DIV.	
CHIEF COMMISSIONER	
CHIEF OF STAFF	
DEPUTY CHIEF OF STAFF	
CIVIL AFFAIRS SECTION	
ESTABLISHMENT SECTION	
For Appropriate Action	
Remarks/Recommendation	
Investigation & Report	
Information	
Noting & Return	
Noting & Retention	
Signature	
Dispatch	
File Copy	
Circulation & Return	

Remarks:

1670

Catania 11 6 dicembre 1944

14.01

e p.c.

RECEIVED
P.W. & U.S.C.A.C.
21 DEC 1944

4692 *Con Lic.*

ALLA CAMERA CONFEDERALE DEL LAVORO	= CATANIA
AL PRESIDENTE DEL CONS. DEI MINISTRI	= ROMA
A MARIMERCANT	= ROMA
" MARICOGEGAR	= ROMA
" MARISICILIA	= MESSINA
" CONTAMARE	= CATANIA
" UFFICIO PROVINCIALE DEL LAVORO	= CATANIA
TO ALLIED COMMISSION	= ROMA
" MINISTRY OF WAR TRANSPORT	= CATANIA
" RESIDENT NAVAL OFFICE	= CATANIA

Oggetto: Istanza del personale civile della R.Capitaneria di Porto di Catania

La R.Capitaneria di Porto di Catania, in seguito ad ordine del Comando Alleato, si ricostituì in data 10 Ottobre 1943, per assolvere i suoi fini istituzionali secondo l'ordinamento Italiano.

In conseguenza di ciò si impose la necessità di richiamare in servizio quel personale temporaneamente sfollato che poteva trovarsi a portata di mano.

Per completare gli effettivi, data la insufficienza del numero del personale rientrato in servizio, l'A.M.G.O.T. ordinò la assunzione di altro personale civile, avventizio e di ruolo, con mansioni di consueto, e con gli assegni per ognuno specificati.

Detti impiegati formarono una tabella organica debitamente approvata dal N.O.I.C. (Naval Office In Charge) in data 15 Dicembre 1943 che comprende:

N. 2 V. Segretari, N. 1 Archivista, N. 1 Applicato, N. 3 Alunni d'Ordine, N. 1 Contabile, N. 1 Aiuto contabile, N. 2 Connessi, N. 2 Uscieri, N. 2 Dattilografe.

Inoltre l'A.M.G.O.T., con l'approvazione del N.O.I.C. provvede alle nomine AD PERSONAM, con carattere di continuità e di insostituibilità, e con assegni dagli uffici stessi stabiliti di

1944

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ri impiegati, precisamente:

N.1 Segretario Capo (temporaneamente sospeso dal servizio), N.3 Primi Segretari, N. 1 Capo dei servizi amministrativi della Capitaneria e del Corpo dei Docke Guardiani, N.3 V. Segretari, N.1 Assistente di banchina, distaccato all'Ufficio del Lavoro Portuale, N.1 V. Ass. di banchina, distaccato allo stesso Ufficio, N.2 Commessi, N.1 Reggente del Circomare di Ionia con funzioni di Capitano di Porto.

Tutto il personale civile in un primo momento, e sino a tutto il mese di Agosto c.a. fu pagato prima, dalla Locale R. Intendenza di Finanza gravando la spesa sul bilancio della Marina, e poi dall'Ufficio Regionale Delegato per la Sicilia del Ministero delle Finanze di Palermo.

Sino a tale data, gli assegni giungevano regolarmente o con lieve ritardo, mentre dopo tale epoca non fu più possibile percepire con regolarità quel misero assegno spettante, tanto che per i mesi di Settembre e Ottobre, si ebbe a pensare, nonostante tutti i solleciti in lettere e telegrammi, sino al 21 Novembre c.a., mentre quello riflettente il mese di novembre, a tutt'oggi non è stato ancora percepito.

In seguito al Decreto dell'11/2/944, col quale si stabiliva il passaggio dei poteri dal Governo Militare Alleato al Governo Italiano, il Comando Generale delle Capitanerie di Porto (Marincogecap) richiese alla R. Capitaneria i nomi, con le qualifiche, gli assegni ed i titoli di studio degli impiegati assunti dagli Alleati per sanzionare e regolarizzare la loro posizione.

La Capitaneria diede evasione a quanto chiedeva il Ministero della Marina ed inviò copie delle nomine ed assunzioni corredandoli da documentazione specifica.

Successivamente, trattandosi di personale civile, il Comando Generale delle Capitanerie di Porto, trasmise la pratica alla Direzione Generale della Marina Mercantile (Marimercant) per competenza che, dopo circa sei mesi di studio, ha iniziato l'inquadramento di detto personale con criteri certo non condivisi.

Infatti, la Direzione Generale della Marina Mercantile con dispaccio n.2662 del 21/11/944 diretto alla Capitaneria del Porto

Atania, non ha conto:

che il Decreto 11/2/944 impone il rispetto degli atti e delle decisioni compiuti dall'A.M.G.O.T. in epoca precedente a tale data.

- 2°) Che detto personale si deve intendere ASSUNTO E NOMINATO per le ordinarie funzioni impiegatizie, e NON mobilitato per il servizio del Lavoro.
- 3°) Che il trattamento economico di detto personale non deve essere considerato in base al R.D.L. 4 Febbraio 1937 n.100 come citato nel dispaccio in parola, ma che, se modifiche si dovessero fare, queste non dovrebbero apportare danno agli impiegati, ma benefici, e non pensare invece a recuperare le somme eventualmente percepite in più.
- 4°) Che il personale deve essere inquadrato secondo la qualifica avuta ed acquisita e secondo il titolo di studio di cui ognuno è in possesso, e non essere considerato tutto avventizio di 111.^a categoria.

Ora, essendo stati tutti gli impiegati assunti e nominati dagli Alleati antecedentemente alla data di detto decreto, è evidente che deve essere dal Governo Italiano rispettato lo stato giuridico di detti impiegati, col mantenimento delle rispettive qualifiche e con gli stipendi, emolumenti e prerogative di cui avessero di già acquisito il diritto.

Invece la Direzione Generale della Marina Mercantile, in dispregio alla tassativa disposizione di rispetto a quanto già comunque disposto dagli Alleati di cui al sopra ricordato decreto, impone agli impiegati tutti la qualifica di AVVENTIZI, e determina ex novo degli stipendi che, oltre ad essere moralmente mortificanti, non possono bastare a sopperire alle più urgenti necessità di vita di ognuno.

Ma ancora più rilevabile è il fatto che la Direzione Generale della Marina Mercantile non fa nessuna distinzione fra gli impiegati assunti dagli Alleati con nomina ad personam, da quelli assunti con la qualifica di avventizi, e che inoltre non pone in considerazione alcuna i titoli di studio da ognuno posseduti, ben noti al Ministero.

E' evidente infatti, che il titolo di studio dovrebbe generare una distinzione fra impiegato ed impiegato, e che, a volere ammettere, solo per assurda ipotesi, la possibilità di unificarsi qualifiche di

avventizi per tutto il personale, dovrebbe osservi una differenza fra personale fornito di laurea o di diploma, e personale fornito di un titolo di studio inferiore, per non cadere nell'assurdo che, un primo Segretario fornito di laurea o di diploma, debba essere considerato, moralmente ed economicamente alla stessa stregua dell'uomo addetto alla pulizia.

In considerazione di quanto sopra detto, si prega codesto Ente di interessare il competente ministero affinché si applichi:

- 1°) Una revisione nell'inquadramento del personale civile della Capitaneria di Porto di Catania, intesa a mantenere almeno, lo stato attuale delle cose quando queste non potessero essere migliorate economicamente.
- 2°) L'inquadramento in distinte categorie a seconda delle mansioni ad ognuno affidate ed in considerazione al titolo di studio da ogniuno posseduto.
- 3°) Che sia tenuto conto del costo attuale della vita, cercando nel limite del possibile di ritoccare in meglio gli attuali assegni.

Ciò al fine di rimuovere l'inconveniente verificatosi, che verrebbe ad offendere la dignità di una eletta classe di lavoratori intellettuali, colpendoli anche economicamente.

Reg. *Ulu Port*

Maddalena Giuseppe

Gruppo Morale

Dr. Maria Coscia

Lauro Albiare

Giacchi Salvatore

Dr. Guglielmo Lotti

Polini Salvatore

Concali Gabriel

Russo Salvatore

Mandini Orto

Magnato Giuseppe

Maddalena Giacomo

Beneditto Amabile

Maria Belfanti

L. Schumacher

Cassara Vito

Regina Marletta

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

4692
250/1261
25 November 1944.

From: Navy Sub-Commission, Hdq. Allied Commission.
To : Commander-in-Chief, Mediterranean, Naples.
Subject: Italian Merchant Seamen - Registry or Engagement of.

1. As a result of a conference held on 10 November 1944, between representatives of COMNAV, acting for the Commander-in-Chief, Mediterranean, the Labor Sub-Commission, AC and the Navy Sub-Commission, AC, the President of the Italian Council of Ministers has been informed that there is no objection to the re-establishment of Engagement or Registry Offices for Italian Merchant Seamen under the Port Captaincies, provided that no fees are charged and no monopolies are created over the process of employment.

H. S. BULL,
Commander, U. S. Navy,
for Chief, Navy Sub-Commission, A.S.

Copy to:
Com. U.S. 8TH FLEET.
FOYAL-THANIS
FORAM
AMUSEY
LABOUR SUB. AC.
MIDCO

2551

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

COPY

File

HSC/1207

4692

24 November 1944

MEMORANDUM:

To : Chief Commissioner, Bq. AC.
Via : Labor Sub-Commission, Bq. AC.
Subject : Reply to Letter to Prime Minister.

1. The attached correspondence file No. 8004/009 of 23 November 1944 is returned herewith. A chronological sequence of events leading to the settlement of the matter of employment of Italian merchant seamen through the offices of Port Captaincies is indicated below:

- (a) Letter from Prime Minister No. 10624/13/8 of 2 August 1944 received about 3 August 1944.
- (b) Copy of Prime Minister's letter 2 August referred to Shipping Sub-Commission, AC (MEDSO) for comments, 11 August 1944.
- (c) Prime Minister's letter 2 August 1944, acknowledged 12 August 1944 requesting additional particulars to determine facts involved.
- (d) Letter received from Shipping Sub-Commission, AC dated 13 August recommending Italian merchant seamen be employed through Port Captaincies.
- (e) Shipping Sub-Commission, AC letter 13 August 1944 referred to Labor Sub-Commission, AC 16 August 1944 for comments.
- (f) Labor Sub-Commission, AC letter LAM 091.411 of 29 August received, objecting to employment of seamen through offices Port Captaincies, stating that all labor must be employed through Provincial Labor offices.
- (g) Navy Sub-Commission, AC letter NSC/318 of 5 September 1944 transmitted to C. in C., Med. for decision, inasmuch as employment through Port Captaincies had been approved by C. in C., Med. as early as 19 February 1944.

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Memorandum to Chief Commissioner, via Labor Sub-Commission, AC
24 November 1944, Ref: NSC/1037, Subj: Reply to letter to
Prime Minister. (Cont'd.)

- (h) Prime Minister requested by AC letter A/CC/040 of 11 September 1944 to furnish additional information requested in letter 18 August 1944.
- (i) Letter received from MEMBO dated 15 September 1944 adhering to decision that merchant seamen be employed through Port Captaincies. This letter was referred to Labor Sub-Commission, AC by hand with understanding that reply would be prepared by that Sub-Commission.
- (j) C. in C., Med.'s letter No. 0050/0 of 20 September 1944 received concurring in MEMBO's letter 15 September 1944. Copy of this letter was referred to Labor Sub-Commission by hand.
- (k) Prime Minister's letter No. 18642/10616/15A of 16 October 1944 received 19 October 1944 containing the additional information requested on 18 August 1944 and 11 September 1944.
- (l) Navy Sub-Commission, AC letter NSC/1033B of 21 October 1944 informed Labor Sub-Commission that reply to MEMBO's letter of 15 September 1944 and C. in C., Med.'s letter of 30 September 1944 had not been received.
- (m) Labor Sub-Commission, AC letter LAB 4692 of 25 October 1944 enclosed copy of Labor Sub-Commission letter of 5 October 1944, not previously received, adhering to original position that seamen should be employed through Provincial Labor offices.
- (n) Dispatch 031024A, copy attached sent to C. in C., Med. (INPO) MEMBO requesting conference.
- (o) Conference held in Labor Sub-Commission, AC offices 10 November 1944 at which agreement was reached that merchant seamen would be engaged through the offices of Port Captaincies. Labor Sub-Commission agreed to inform Navy Sub-Commission by letter, conditions under which facilities of Port Captaincies could be utilized for employment of merchant seamen.
- (p) Labor Sub-Commission, AC letter 091.4692 of 10 November 1944 received 17 November 1944 stating conditions referred to above.

Memorandum to Chief Commissioner, via Harbor Sub-Commission, AC
24 November 1944, Ref: NSC/1176, Subj: Reply to letter to
Prime Minister (Cont'd.)

- (c) Navy Sub-Commission letter NSC/1176 of
18 November prepared informing Prime Minister
that there is no objection to the establish-
ment or engagement or registration offices
for Italian seamen under Port Captalacies.

3. It is noted from above correspondence that Navy Sub-
Commission, AC acted in the capacity of an intermediary in view
of the fact that the original letter from the Prime Minister
dated 2 August 1944 was referred to this Sub-Commission for action.
Furthermore, complete information was not received from the
Prime Minister until 16 October 1944 or over two (2) after it
was first requested, on 12 August 1944.

R. W. ZIROLI,
Commander, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

1-Incl.
Copy of Dispatch
031024A - 3/11/44.

2548

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

JOB/mea

TEL: 550

21 November 1944

REL: 091.4692

SUBJECT: Loading and Unloading Operations carried on by Portual
Companies in the Italian Ports

TO : The Ministry of Navy

1. This is in response to a memorandum dated 2 October 1944 which asks advice from the Allied Commission concerning official recognition of Portual Companies in the Italian Ports.
2. The Portual Companies mentioned in the communication are presumably known in the various ports as the stavedore's union.
3. If this presumption is correct the Allied Commission does not deem it advisable to ask the Allied Military and Naval authorities to give any official recognition to these portual companies.
4. Regional and Provincial Labor Offices have been set up with known dependent employment offices whose function is to recruit such labor. These employment offices are non-political and not dominated by any single union. They charge no fees and because they are set up under the Italian Government assure an open and free labor market.

Signed - 11/21/44

A. G. ANTOLINI
Acting Deputy Chief of Staff
Economic Section

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1175
19 November 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : ~~Labor~~ Sub-Commission, Hq. Allied Commission.
Subject: Employment Italian Merchant Seamen.

1. In accordance with your letter reference 091.4692 of 10 November 1944, received 17 November 1944, a reply has been prepared for the Chief Commissioner's, A.C. signature to the President of the Italian Council of Ministers advising that there is no objection to the re-establishment of Engagement or Registry Offices for Italian seamen under the Port Captaincies, provided no fees are charged or monopolies of employment created.

2. At the conference which was held on 10 November 1944 to discuss the above matter, your letter LAB 4692 of 17 October, enclosing a copy of Ministry of Marine's letter PROT 700/P of 2 October 1944, was returned for further consideration in view of the decision reached on the question of employment of merchant seamen. As this correspondence has not been returned, it is assumed that the Labor Sub-Commission will take the necessary action.

H. A. Groen
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, A. C.

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LABOR SUB-COMMISSION
A.C.C.
Routing Slip

	Initials	Date
Colonel SMITH	76	
Major BABCOCK		
Major SCICLUNA		
Major ALBROGHT		
Capt. DORF	W.S. 2/11	
Capt. TOPLISS		
Capt. SOLENBERGER		
Mr. CROSETTO		
Mr. SACHS		
Mr. DI FEDE		
Mr. GERRITO		
Chief Clerk		

And return to
me 2545

4692
Tel: 487

TO : Col. Junius R. Smith, Labour Sub-Commission
FROM: Liaison Shipping Sub-Commission
DATE: 11th November, 1944.
SUBJECT: Crews of Italian Merchant Vessels.

Attached are two booklets:

- i. Schedules of Wages, etc.
- ii. Schedule of Insurance Rates for Personnel.

I have been instructed to hand these over to you by
MWTR Med. who is Director of the Shipping Sub-Commission and
Chairman of MEDBO.

G. A. Bell
G.A. BELL

2514

TRANSLATION

of

SCHEDULE of INSURANCE RATES for

ITALIAN OFFICERS and MEN of ITALIAN SHIPS

issued by the

* C A S S A M A R I T T I M A M E R I D I O N A

(ITALIAN PROTECTION CLUB)

Ministry
(Mod)

2513

TRANSLATION

of

SCHEDULE of INSURANCE RATES for

ITALIAN OFFICERS and MEN of ITALIAN SHIPS

Issued by the

M A R I T T I M A M E R I D I O N A L E

(ITALIAN PROTECTION CLUB)

Ministry of War Transport
(Mediterranean)
Apr. 1, 1944

Page 1

G E N E R A L

R I S K S

Ships in service.....	100 per thousand
Ships laid-up in port.....	20 " "
Ships in refuge in neutral territory.....	1 " "
Ships interned in enemy or non-neutral territory..	1 " "

Note: Premium payable on each thousand lire of taxable pay subsistence included.
Subsistence in this sense means victualling.

		<u>I N D E X</u>
Page 3	Cargo liners	Accident Insurance
4	Cargo liners	Illness/disease Insurance
5	Cargo ships	Accident Insurance
6	Cargo ships	Illness/disease Insurance
2	Dredgers	Accident, Illness/disease Insurance
2	Fishing vessels	" " " "
2	Lighters	" " " "
2	Motor sailing vessels	" " " "
3	Passenger ships	Accident Insurance
4	Passenger ships	Illness/disease Insurance
2	Sailing vessels	Accident, Illness/disease Insurance
2	Tugs	" " " "
1	War Risks	" " " "

G E N E R A LWAR RISKS

Ships in service.....	100 per thousand
Ships laid-up in port.....	20 " "
Ships in refuge in neutral territory.....	1 " "
Ships interned in enemy or non-neutral territory..	1 " "

Note: Premium payable on each thousand lire of taxable pay subsistence included.
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3	Passenger ships
4	Passenger ships
2	Sailing vessels
2	Tugs
1	War Risks

I N D E X

Accident Insurance
Illness/disease Insurance
Accident Insurance
Illness/disease Insurance
Accident, Illness/disease Insurance
" " " "
" " " "
" " " "
Accident Insurance
Illness/disease Insurance
Accident, Illness/disease Insurance
" " " "
" " " "

1686

2542

SAILING VESSELS and MOTOR SAILING VESSELS

AREA COVERED

- a) Mediterranean between Constantinople, Port Said and Gibraltar these ports included.....
- b) Black Sea, Danube, Sea of Azov, Coasts of Europe in Atlantic waters, Canary Islands and Cape Verde Islands.....
- c) Atlantic Coast, beyond the Straits of Bab el Mandeb as far as Singapore, and the East Coast of America.....
- d) Unlimited area or season, polar seas excluded.....

Motor sailing vessels				Sailing Vessels	
Tonnage	Accident	Illness Disease	Illness Disease	Accident	Illness Disease
	(Rate	per thousand		see Note No	
10a	52	48	11a	50	
10b	56	54	11b	57	
10c	64	58	11c	65	
10d	63	66	11d	73	

TUGS, LIGHTERS and DREDGERS

TYPE

- Tugs in Mediterranean
- Lighters, dredgers and motor dredgers
- Tugs and vessels employed in harbours
- Other craft employed in harbours

TYPE	Accident	Illness Disease
4	36	38
5	33	-
6	23	24
7	22	-

Complementary diseases
Tugs of high seas.....20

FISHING VESSELS

TYPE

- Steam (or motor) ships for fishing in the Atlantic.....
- in the Mediterranean.....
- Motor sailing vessels for fishing in the Mediterranean...
- Sailing vessels without motor fishing in the Mediterranean...
- Sailing vessels gathering sponges
- Sailing vessels gathering coral

Accident
20
21
22
23
24
25

Complementary diseases
Vessels over 200 G.R.T. engaged in fishing beyond the Straits.....20

Note: All premiums are payable on each thousand lire of taxable pay substance included. Substance in this sense means victualling.

Page 3

PASSENGER OR CARGO LINERSACCIDENT INSURANCE

AREA COVERED	Tariff No.	Rating (Rate p
a) Mediterranean: between Constantinople, Port Said and Gibraltar, these ports included.	2a	24
b) Black, ^{Sea} Danube, Sea of Azov, Red Sea, Coasts of Europe in Atlantic waters, Canary islands and Cape Verde Islands.....	2b	25
c) Asiatic coast beyond the Straits of Bab el Mandeb as far as Singapore and the East Coast of America.....	2c	26
d) Unlimited area or season, polar seas excluded.....	2d	28
Watching-keeping personnel on laid-up vessels.....		27
Sea-going personnel, unattached, engaged on ship/shore jobs.....		52
To cover additional duties envisaged in the "Organici", i.e. Regulations of employment between each of the principal Steamship Companies and its employees.....		-

Note: All premiums are payable on each thousand lire of taxable pay subsistence. Subsistence in this sense means victualling.

GENERAL.

For voyages covering more than one of the categories mentioned above, the premium will be the for the entire duration of the voyage. The end of the voyage, for the purpose of insurance, is taken as the day the vessel arrives in a port in the Kingdom of Italy (home ports for vessels on regular liner runs) and the day following as the beginning of the new voyage.

PASSENGER OR CARGO LINERSACCIDENT INSURANCE

AREA COVERED	Tariff No.	Ratings	Officers
		(Rate per thousand lire)	
between Constantinople, Port Said and Gibraltar, these ports included.	2a	24	20
Sea of Azov, Red Sea, Coasts of Europe in Atlantic waters, Canary Islands and Cape Verde Islands.....	2b	25	21
not beyond the Straits of Bab el Mandeb as far as Singapore and the East Coast of America.....	2c	26	22
Area or season, polar seas excluded.....	2d	28	25
ing-keeping personnel on laid-up vessels.....		27	17
ing personnel, unattached, engaged on ship/shore jobs.....		52	30
er additional duties envisaged in the "Organic". i.e. Regulations of employment between each of the principal Steamship Companies and its employees.....		-	10

Note: All premiums are payable on each thousand lire of taxable pay subsistence included.
Subsistence in this sense means victualling.

GENERAL.

For voyages covering more than one of the categories mentioned above, the premium will be the highest and for the entire duration of the voyage. The end of the voyage, for the purpose of insurance premiums, is taken as the day the vessel arrives in a port in the Kingdom of Italy (home ports for vessels on regular liner runs) and the day following as the beginning of the new voyage.

2541

PASSENGER OR CARGO LINERS
ILLNESS/DISEASE INSURANCE

AREA COVERED

- a) Mediterranean: between Constantinople, Port Said and Gibraltar, these ports included.....
- b) Black Sea, Danube, Sea of Azov, and Coasts of Europe in Atlantic waters.....
- c) Coast of Africa, beyond Gibraltar to Cape Verde and the off-lying islands, Red Sea and Asiatic coast as far as Singapore, and the East Coast of America.....
- d) Unlimited area and season, polar seas excluded.....

Tariff No.	Rating and Office (Rate)
2a	5
2b	5
2c	5
2d	6

COMPLEMENTARY DISEASES

- Officers on permanent staff..... 10
- Officers, not permanent..... 20
- Radio Operators supplied by Rad. Co. (SRM)..... 10
- Radio Operators, shipowner's staff..... 20

VARIOUS ADDITIONAL PREMIUMS

- Radio Operators..... 15
- Voyages to Equatorial Africa..... 5
- To cover additional duties, see Note #3..... 15

Note No. 1. Premium 1 re of ta included. sense mean

Note No. 2. Insurance ar's ng ou disease un National C signing-on ships.

Note, No. 3. Addition the "Organ of employ principal and its en

GENERAL

For voyages covering more than one of the categories mentioned above, the premium will be for the entire duration of the voyage. The end of the voyage, for the purpose of insurance is taken as the day the vessel arrives in a port in the Kingdom of Italy (home ports for on regular liner runs) and the day following as the beginning of the new voyage.

PASSENGER OR CARGO LINERS

Page 4

ILLNESS/DISEASE INSURANCE

A C O V E R E D

between Constantinople, Port Said and Gibraltar, these ports included.....
 e, Sea of Azov, and Coasts of Europe in Atlantic waters.....
 beyond Gibraltar & Cape Verde and the off-lying islands, Red Sea and
 coast as far as Singapore, and the East Coast of America.....
 and season, polar seas excluded.....

Tariff No.	Ratings and Officers	FATAL Illness/disease (Note #2.)	
		Ratings	Officers
		(Rate per thousand. Note #1.)	
2a	53	2	5
2b	56	2	5
2c	57	2	5
2d	65	2	5

ELEMENTARY DISEASES

..... Note #1)
 20
 permanent staff..... 10
 not permanent..... 20
 ators supplied by Rad. Co (3rd R)..... 10
 ators, shipowner's staff..... 20

S ADDITIONAL PREMIUMS

ators..... 15
 Equatorial Africa..... 5
 additional duties, see Note #3..... 15

N O T E S

Note No. 1. Premium payable on each thousand
 1 re of taxable pay, subsistence
 included. Subsistence in this
 sense means victualling.

Note No. 2. Insurance to cover indemnities
 arising out of fatal illness/
 disease under Article 45 of the
 National Contract of Labour for the
 signing-on of crews of passenger
 ships.

Note No. 3. Additional duties envisaged in
 the "Organic", i.e. Regulations
 of employment between each of the
 Principal Steamship Companies
 and its employees.

GENERAL

For voyages covering more than one of the categories mentioned above, the premium will be the highest and
 for the entire duration of the voyage. The end of the voyage, for the purpose of insurance premiums,
 is taken as the day the vessel arrives in a port in the Kingdom of Italy (home ports for vessels
 on regular liner runs) and the day following as the beginning of the new voyage.

Page 5

C A R G O S H I P SA C C I D E N T I N S U R A N C E

A R E A C O V E R E D	T a r i f f N o.	R a t i n g
a) Mediterranean: between Constantinople, Port Said and Gibraltar, these ports included..	3a	(Rate 37
b) Black Sea, Danube, Sea of Azov, Red Sea, Coasts of Europe in Atlantic waters, Canary Islands and Cape Verde Islands.....	3b	42
c) Asiatic coast beyond the Straits of Bab el Mandeb as far as Singapore and the East Coast of America.....	3c	47
d) Unlimited area or season, polar seas excluded.....	3d	52
Sea-going personnel, unattached, engaged on ship/shore jobs.....		52

EXPLOSIVES Premiums are doubled for vessels engaged in the carriage of explosives.

Note: All premiums are payable on each thousand lire of taxable pay, subsistence in this sense means victualling.

G E N E R A L.

For voyages covering more than one of the categories mentioned above, the premium will be the for the entire duration of the voyage. The end of the voyage, for the purpose of insurance premium is taken as the day the vessel arrives in a port in the Kingdom of Italy (home ports for vessels on regular liner runs) and the day following as the beginning of the new voyage.

1693

C A R G O S H I P S

A C C I D E N T I N S U R A N C E

A R E A	C O V E R E D	T e r i f f N o .	R a t i n g s	O f f i c e r s
			(Rate per thousand lire)	
	Mediterranean: between Constantinople, Port Said and Gibraltar, these ports included..	3a	37	30
	Black Sea, Danube, Sea of Azov, Red Sea, Coasts of Europe in Atlantic waters, Canary Islands and Cape Verde Islands.....	3b	42	35
	East coast beyond the Straits of Bab el Mandeb as far as Singapore and the East Coast of America.....	3c	47	38
	Arctic area or season, polar seas excluded.....	3d	52	41
	Going personnel, unattached, engaged on ship/shore jobs.....		52	30

EXPLOSIVES Premiums are doubled for vessels engaged in the carriage of explosives.

Note: All premiums are payable on each thousand lire of taxable pay, subsistence included.
Subsistence in this sense means victualling.

G E N E R A L .

For voyages covering more than one of the categories mentioned above, the premium will be the highest and for the entire duration of the voyage. The end of the voyage, for the purpose of insurance premiums, is taken as the day the vessel arrives in a port in the Kingdom of Italy (home ports for vessels on regular liner runs) and the day following as the beginning of the new voyage.

1692

2540

C A R G O S H I P S
INFECTION/DISEASE INSURANCE

A R E A

C O V E R E D

Tariff No.	Ratings and Officers	Rate (Rate per t)
3a	70	
3b	77	
3c	84	
3d	92	

- a) Mediterranean, between Constantinople, Port Said and Gibraltar, these ports included..
- b) Black Sea, Danube, Sea of Azov, and Coasts of Europe in Atlantic waters.....
- c) Coast of Africa, beyond Gibraltar to Cape Verde and the off-lying islands, Red Sea and Asiatic coast as far as Singapore, and the East Coast of America.....
- d) Unlimited area and season, polar seas excluded.....

N O T E S

C O M P L E M E N T A R Y D I S E A S E S

Premium
See Note #1

- Ratings..... 20
- Officers..... 20
- Radio Operators supplied by Radio Co. (SRM)..... 10
- Radio Operators, shipowner's staff..... 20

Note No.1. Premium payable on each taxable pay, subsistence
Subsistence in this sense
Note No.2. Insurance to cover ind out of fatal illness/dia of the National Contract signing-on of crews of o

V A R I O U S A D D I T I O N A L P R E M I U M S

- Radio Operators..... 15
- Voyages to Equatorial Africa..... 5

G E N E R A L

For voyages covering more than one of the categories mentioned above, the premium will be th for the entire duration of the voyage. The end of the voyage, for the purpose of insurance is taken as the day the vessel arrives in a port in the Kingdom of Italy (home ports for ve regular runs) and the day following as the beginning of the new voyage.

2540

Page 6

C A R G O S H I P SILLNESS/DISEASE INSURANCEC O V E R E D

	Tariff No.	Ratings and Officers (Rate per thousand. Note #1)	F A T A L illness/disease (Note #2)	
			Ratings	Officers
Constantinople, Port Said and Gibraltar, these ports included..	3a	70	2	5
Azov, and Coasts of Europe in Atlantic waters.....	3b	77	2	5
Gibraltar to Cape Verde and the off-lying islands, Red Sea and Arabia as Singapore, and the East Coast of America.....	3c	84	2	5
Arctic, polar seas excluded.....	3d	92	2	5

ADDITIONAL DISEASES

	Premium See Note #1
.....	20
.....	20
supplied by Radio Co. (SRM).....	10
shipowner's staff.....	20

ADDITIONAL PREMIUMS

.....	15
.....	5

GENERAL

Pages covering more than one of the categories mentioned above, the premium will be the highest and the entire duration of the voyage. The end of the voyage, for the purpose of insurance premiums, shall be as the day the vessel arrives in a port in the Kingdom of Italy (home ports for vessels on short runs) and the day following as the beginning of the new voyage.

N O T E S

- Note No.1. Premium payable on each thousand lire of taxable pay, subsistence included.
Subsistence in this sense means victualling.
- Note No.2. Insurance to cover indemnities arising out of fatal illness/disease under Article 52 of the National Contract of Labour for the signing-on of crews of cargo ships.

Page 1

ITALIAN CREWS
Monthly Rates of Pay
SOCIAL INSURANCES, ALLOWANCES, Etc.
under
Agreements covering
WAGES and CONDITIONS of EMPLOYMENT of
Masters, Officers and Crews
of
ITALIAN MERCHANT SHIPS

NOTES on
WAGES, OVERTIME, SUPPLEMENTS and SOCIAL INSURANCES CHARGED in PORTAGE BILLS.
"ORGANICO". Embodies the terms and conditions of employment as agreed between each of the principal Companies and its employees.
OVERTIME. (Straordinario) Overtime rates in and are those in force before 1 Nov 43. Masters and Chief Engineers.

AGREEMENTS. In addition to the rates fixed in the "Organico" of each of the principal Lines, various Agreements were made to govern the wages and conditions of employment of other ships. These included:
SUPPLEMENTARY RATES of PAY. (Supplementi di schedules were increased by 70% as from

- 1922 for subsidized passenger and cargo ships
- 1931 for non-subsidized cargo ships
- 1931 for subsidized cargo ships
- 1932 for non-subsidized passenger ships
- 1942 by Special Decree for temporary Masters and Officers of ships of subsidized Companies.

WAR RISK BONUS. (Rischio di guerra). 250% of
In addition, there is paid the following the ship is in an Italian port south of in North African ports. Time over one counted as half a day: time over twelve

WAGES. Masters and Officers wages, unless otherwise agreed in the "Organico", are based on size of vessel in Deadweight Tons and trade in which engaged. Other ranks, on Gross Register Tons.

Masters	Lit. 1
Officers	" 2
P.O.'s	" 2
Other ranks	" 1

INCREASE in RATES of PAY. Increase in rates as from 1 Nov 43 are on a sliding scale laid down by law, as follows:-

70%	on first thousand lire or part thereof
60%	" second " " " "
30%	" third " " " "
20%	" fourth " " " "
10%	" fifth " " " "

Maximum increase not to exceed Lit. 1900.-

CARE and ATTENTION FUND. (Fondi Premi ed In
An arbitrary sum of 3% on the basic wage in the "Organico", as substituting for for maintenance of efficiency and for This sum, which is debited in the Port special account in the Company's books is divided amongst the officers concerned number of days spent at sea.

EFFICIENCY BONUS. A sum of 8% on the basic wage is payable to Officers and Apprentices, excluding Supernumerary Apprentices and Wireless Officers, on non-subsidized cargo ships. This takes the place of overtime. For colliers and tankers the sum is 6%.

TANKERS, and carriage of PETROL and EXPLOSIVE (Navi cisterna: esplosivi.) Special Officer:- 12% of basic rate Other ranks 8% " " "

ITALIAN CREWS
Monthly Rates of Pay
INSURANCES, ALLOWANCES, Etc.
 under
Agreements covering
WAGES and CONDITIONS of EMPLOYMENT of
Masters, Officers and Crews
 of
ITALIAN MERCHANT SHIPS

INSURANCES and SOCIAL INSURANCES CHARGED in PORTAGE BILLS.

ons of employment as
 companies and its employees.

OVERTIME. (Straordinario) Overtime rates in the schedules are unchanged and are those in force before 1 Nov 43. No overtime is payable to Masters and Chief Engineers.

d in the "Organico" of each
 its were made to govern the
 other ships. These included:
 and cargo ships
 ships

SUPPLEMENTARY RATES of PAY. (Supplementi di tabella). The rates in the schedules were increased by 70% as from 1 Nov 43.

ps
 nger ships
 mporary Masters and Officers
 d Companies.

WAR RISK BONUS. (Rischio di guerra). 250% of basic rate of pay.
 In addition, there is paid the following Special Bonus for each day the ship is in an Italian port south of Cape Ferrato (39° 15' N.) or in North African ports. Time over one hour but less than twelve counted as half a day: time over twelve hours counted as one day:-

Masters	Lit. 45.- per day
Officers	" 35.- " "
P.O.'s	" 25.- " "
Other ranks	" 15.- " "

unless otherwise agreed in
 vessel in Deadweight Tons
 nks, on Gross Register Tons.

tes as from 1 Nov 43 are on
 follows:-

er part thereof

" "

exceed Lit. 1900.-

asic wage is payable to
 upernumerary Apprentices
 ized cargo ships.
 or colliers and tankers

CARE and ATTENTION FUND. (Fondi Premi ed Interessenze)
 An arbitrary sum of 3% on the basic wage is agreed, under the rules in the "Organico", as substituting for gratuities formerly paid for maintenance of efficiency and for economies effected. This sum, which is debited in the Portage Bill, is placed to a special account in the Company's books and at the end of the year is divided amongst the officers concerned in proportion to the number of days spent at sea.

TANKERS, and carriage of PETROL and EXPLOSIVES.

(Navi cisterna: esplosivi.) Special supplement:-
 Officer:- 12% of basic rate of pay
 Other ranks 8% " " " "

ALLOWANCE to MASTER. (Indennita' divisa e rappresentanza)
For Uniform and as Owners Representative,-
As per "Organico", or

	Per month	
	Cargo ships	Passenger ships
	Lit.	Lit.
Inside Mediterranean	63.-	102.-
Outside " "	95.-	126.50

ALLOWANCE to OFFICERS for UNIFORMS. (Indennita' divisa)
Paid monthly. Sum agreed in the "Organico"
and is according to rank and duties performed.

BONUS for BEING at WORK. (Indennita' di presenza)
A bonus for each day on board ship:-

Officers	Lit. 15.-
Other ranks	" 10.-

VICTUALLING. (Panatico) Agreed value for calculating
payments, taxes, etc.:-
Officers from Lit. 12.- to Lit. 15.50 per day
P.O.'s " " 8.- " 11.- " "
Other ranks " 6.- " 7.- " "

ALLOWANCE in lieu of Reduced Food Scale on board.
(Integrazione vitto) Sum of money paid for
reduction in food supplied:-
Masters and Officers Lit. 5.- per day
Petty Officers " 3.- " "
Other ranks " 2.- " "

ANNUAL HOLIDAYS. (Ferie) Based on rules in the
"Organico". Each Officer is entitled, according
to years of service, to 20, 25 or 30 days
holiday on pay per annum. Pay based on wages
plus half the agreed value of victualling and
uniform allowance. Estimated cost is included
in the Portage Bill.

SHORT LEAVE or REST DAYS. (Ferie e Riposi compensativi) All
are entitled to one day on pay per month short leave on
completion of six months service, to an additional day
of service. This also applies to Officers included
and is in addition to their annual holidays. Actual cost
is included in the Portage Bill.

CHRISTMAS BONUS. (Gratifica Natalizia) Payable at Christmas
signing-off; based on twelve full months service:-
Officers: One month's basic wage, plus efficiency
plus agreed value of victualling
Petty Officers: Fourteen days basic wage, plus
value of victualling
Other ranks: Seven days basic wage, plus agreed
victualling.

Actual, or estimated cost is included in the Portage Bill.

BONUS on DISCHARGE. (quiescenza o Indennita' scarico). Under
an indemnity on termination of service equal to thirty
value of victualling plus Christmas bonus is payable to
full year of service. To other Officers the indemnity
twenty days service, etc. etc. For personnel not in
"Organico", the bonus for Officers is the equal of six
plus Efficiency Bonus plus agreed value of victualling
year of service. For other ranks, three days pay plus
victualling for each of the first three years of service
successive year one additional days pay and victualling
Estimated cost is included in the Portage Bill.

FEE to WIRELESS COMPANY. (Canone Marconista) Fee paid to
Wireless Company (Societa' Italiana Radio Marittima) for
of its Operators. Is fixed at 36.5% of theoretical rate
which vary with the Operator.

WIRELESS OPERATORS. Operators are supplied by the Societa'
Radio Marittima (S.I.R.M.) or are Steamship Company's
covered by the "Organico", upon which category depends
contributions to Social Insurances, Bonus, etc.

Indennita' divisa e rappresentanza)
as Owners Representative:-
per "Organico", or

Per month	
Cargo ships	Passenger ships
Lit.	Lit.
63.-	102.-
95.-	126.50

UNIFORMS (Indennita' divisa)
Sum agreed in the "Organico"
to rank and duties performed.

(Indennita' di presenza)
day on board ship:-
Officers Lit. 15.-
Other ranks " 10.-

Agreed value for calculating
etc.:-
Lit. 12.- to Lit. 15.50 per day
" 8.- " 11.- " "
" 6.- " 7.- " "

Reduced Food Scale on board.
ritto) Sum of money paid for
food supplied:-
Officers Lit. 5.- per day
" 3.- " "
" 2.- " "

Based on rules in the
each Officer is entitled, according
service, to 20, 25 or 30 days
per annum. Pay based on wages
agreed value of victualling and
ance. Estimated cost is included
Bill.

SHORT LEAVE or REST DAYS (Ferie e Riposi compensativi) All Officers and men
are entitled to one day on pay per month short leave or rest day and, on
completion of six months service, to an additional day for each two months
of service. This also applies to Officers included in the "Organico"
and is in addition to their annual holidays. Actual or estimated cost
is included in the Portage Bill.

CHRISTMAS BONUS (Gratifica Natalizia) Payable at Christmas or on
signing-off; based on twelve full months service:-
Officers: One month's basic wage, plus efficiency bonus
plus agreed value of victualling
Petty Officers: Fourteen days basic wage, plus agreed
value of victualling
Other ranks: Seven days basic wage, plus agreed value of
victualling.
Actual or estimated cost is included in the Portage Bill.

BONUS on DISCHARGE (Quilascenza o Indennita' sbarco). Under the "Organico"
an indemnity on termination of service equal to thirty days plus agreed
value of victualling plus Christmas bonus is payable to Masters for each
full year of service. To other Officers the indemnity is the equal of
twenty days service, etc. etc. For personnel not covered by an
"Organico", the bonus for Officers is the equal of sixteen days pay
plus Efficiency Bonus plus agreed value of victualling for each full
year of service. For other ranks, three days pay plus agreed value of
victualling for each of the first three years of service. For each
successive year one additional days pay and victualling is added.
Estimated cost is included in the Portage Bill.

FEE to WIRELESS COMPANY (Canone Marconista) Fee paid to the Italian
Wireless Company (Societa' Italiana Radio Marittima) for the services
of its operators. Is fixed at 36.5% of theoretical rates of pay
which vary with the Operator.

WIRELESS OPERATORS. Operators are supplied by the Societa' Italiana
Radio Marittima (S.I.R.M.) or are Steamship Company's own Officers and
covered by the "Organico", upon which category depends "Owners"
contributions to Social Insurances, Bonus, etc.

Page 3

ITALIAN TRANSATLANTIC PASSENGER LINER

Owned by subsidized steamship company
MASTER and OFFICERS
Monthly Rates of Pay

RANK	Up to 31 Oct 43				From 1 Nov 43	
	Wages	Tonnage (24500 GRT) Supplement	Allowance for Uniform	Total	Wages Tonnage Supplement Allowance for Uniform TOTAL adjusted to sliding scale*	
	Lit.	Lit.	Lit.	Lit.	Lit.	
Master	4391.85	506.-	115.-	5012.85	6912.85	
Assistant Master	4138.85	-	115.-	4253.85	6079.25	
Chief or 1st. Off.	3036.-	287.50	94.30	3417.80	5101.35	70% on 1st thousand li
2nd. Officer, Sr.	2492.05	118.45	94.30	2704.80	4216.25	60% " 2nd "
" "	2289.65	126.50	103.50	2519.65	3975.55	30% " 3rd "
" "	2289.65	126.50	103.50	2519.65	3975.55	20% " 4th "
3rd "	1884.85	-	103.50	1988.35	3281.35	10% " 5th "
" "	1884.85	-	103.50	1988.35	3281.35	Maximum incr exceed Lit.
Senior Ch. Enginr.	3940.-	400.-	100.-	4440.-	6284.-	
Chief Engineer	3740.-	-	100.-	3840.-	5608.-	
1st. " Sr.	3036.-	287.50	115.-	3438.50	5126.20	
" "	2765.75	287.50	115.-	3168.25	4302.-	
" "	2553.-	287.50	115.-	2955.50	4542.15	
2nd. " Sr.	2492.05	118.45	115.-	2725.50	4243.15	
" "	2289.65	126.50	126.50	2542.65	4005.45	
" "	2289.65	126.50	126.50	2542.65	4005.45	
3rd. "	1884.85	-	126.50	2011.35	3314.85	
" "	1884.85	-	126.50	2011.35	3314.85	
" "	1884.85	-	126.50	2011.35	3314.85	
" "	1884.85	-	126.50	2011.35	3314.85	
Senior Purser	3690.-	-	82.-	3772.-	5527.40	
Purser	2175.80	-	103.50	2279.30	3663.-	
"	2175.80	-	103.50	2279.30	3663.-	
Doctor	3427.-	*203.-	82.-	3712.-	5454.40	
Wireless, Chief	2681.45	-	94.30	2775.75	4308.50	
"	2183.40	-	102.-	2285.40	3671.-	
"	2183.40	-	102.-	2285.40	3671.-	

*Supplement for Doctor
in charge of Medical service.

IAN TRANSATLANTIC PASSENGER LINER
 Owned by subsidized steamship company
 MASTER and OFFICERS
 Monthly Rates of Pay

to 31 Oct 43			from 1 Nov 43	
Tonnage (24500 GRT) Supplement	Allowance for Uniform	Total	Wages Tonnage Supplement Allowance for Uniform TOTAL adjusted to sliding scale*	
Lit.	Lit.	Lit.	Lit.	
506.-	115.-	5012.85	6912.85	
-	115.-	4253.85	6079.25	
287.50	94.30	3417.80	5101.35	
118.45	94.30	2704.80	4216.25	
126.50	103.50	2519.65	3975.55	
126.50	103.50	2519.65	3975.55	
-	103.50	1988.35	3281.35	
-	103.50	1988.35	3281.35	
400.-	100.-	4440.-	6284.-	
-	100.-	3840.-	5608.-	
287.50	115.-	3438.50	5126.20	
287.50	115.-	3168.25	4502.-	
287.50	115.-	2915.50	4542.15	
118.45	115.-	2725.50	4243.15	
126.50	126.50	2542.65	4005.45	
126.50	126.50	2542.65	4005.45	
-	126.50	2011.35	3314.85	
-	126.50	2011.35	3314.85	
-	126.50	2011.35	3314.85	
-	126.50	2011.35	3314.85	
-	82.-	3772.-	5527.40	
-	103.50	2279.30	3663.-	
-	103.50	2279.30	3663.-	
*203.-	82.-	3712.-	5454.40	
-	94.30	2775.75	4308.50	
-	102.-	2285.40	3671.-	
-	102.-	2285.40	3671.-	

*Increase as from 1 Nov 43
 on sliding scale:-
 70% on 1st thousand lire or part thereof
 60% " 2nd " " " "
 30% " 3rd " " " "
 20% " 4th " " " "
 10% " 5th " " " "
 Maximum increase not to
 exceed Lit. 1900.-

*Supplement for Doctor
 in charge of Medical service.

MASTERS, OFFICERS and APPRENTICES
ITALIAN VESSELS

Monthly Rates of Pay
for Temporary Officials signed-on ships of semi-state controlled
TIRRENIA and ADRIATICA Steamship Companies
under Ministerial Decree of 9 February 1942

<u>Rank</u>	<u>MASTERS and OFFICERS</u> <u>Irrespective of Agreement or Voyage</u>		<u>APPRENTICES under</u>	
	<u>Vessels</u> <u>up to</u> <u>1600 G.R.T.</u>	<u>Vessels</u> <u>over</u> <u>1600 G.R.T.</u>	<u>Agreement</u> <u>of</u> <u>1922</u>	<u>Agreement</u> <u>of 1931</u> <u>for</u> <u>subsidized ships</u>
	<u>Lit.</u>	<u>Lit.</u>	<u>Lit.</u>	<u>Lit.</u>
Master	3847.60	4675.70 *		
Chief Engineer	3561.40	4347.80 *		
First Officer) " Engineer)	2802.-	3257.40 **		
Second Officer) " Engineer)	2549.-	2852.60		
Third Officer) " Engineer)	-.- Equivalent of	2802.- 10 years Seniority*		
Apprentices:-				
Senior			850.-	826.20
Junior			680.-	469.20
Supernumerary			-	260.10
Engineer			-	918.-

2537

1703

Page 1

2537

MASTERS, OFFICERS and APPRENTICES
ITALIAN VESSELS

Monthly Rates of Pay

Temporary Officials signed-on ships of semi-state controlled
TIRRENTIA and ADRIATICA Steamship Companies
under Ministerial Decree of 9 February 1942

	<u>MASTERS and OFFICERS</u> <u>Irrespective of Agreement or Voyage</u>		<u>APPRENTICES under</u> <u>Agreement</u>	
	<u>Vessels</u> up to 1600 G.R.T.	<u>Vessels</u> over 1600 G.R.T.	<u>of</u> 1922	<u>Agreement</u> of 1931 for subsidized ships
	<u>Lit.</u>	<u>Lit.</u>	<u>Lit.</u>	<u>Lit.</u>
Engineer	3847.60	4675.70 *		
Officer)	3561.40	4347.80 *		
(Engineer)	2802.-	3257.40 **		
Officer)				
(Engineer)	2549.-	2852.60		
Officer)				
(Engineer)	- - - Equivalent of	2802.- 10 years Seniority*		
		4 " "		
Stices:-			850.-	826.20
Senior			680.-	469.20
Junior			-	260.10
supernumerary			-	918.-
Engineer				

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MASTERS in COMMAND of
ITALIAN VESSELS

Monthly Rates of Pay

under Agreement of 1932 for passenger ships not subsidized
" " " 1931 " cargo " " "

Vessels Size in deadweight tons	Trading inside Mediterranean				Trading outside Mediterranean		
	Cargo ships		Passenger ships		Cargo ships		Passenger ships
	up to	from	up to	from	up to	from	up to
	31 Oct 43	1 Nov 43	31 Oct 43	1 Nov 43	31 Oct 43	1 Nov 43	31 Oct 43
	Lit.	Lit.	Lit.	Lit.	Lit.	Lit.	Lit.
up to 750	1707.-	2831.20	1878.-	3104.80	-	-	-
over 750 up to 1500	1896.-	3133.60	2086.-	3411.80	-	-	-
" 1500 " 3500	2025.-	3332.50	2228.-	3596.40	-	-	-
" 3500 " 6500	2184.-	3539.20	2402.-	3822.60	-	-	-
" 6500	2373.-	3784.90	2610.-	4093.-	-	-	-

up to 4500	-	-	-	-	2466.-	3905.80	2713.-
over 4500 " 7500	-	-	-	-	2586.-	4061.80	2843.-
" 7500 " 9500	-	-	-	-	2733.-	4252.90	3006.-
" 9500	-	-	-	-	2934.-	4514.20	3227.-

ALLOWANCES, etc.

For uniform and for representing Owners:-

	Cargo ships	Passenger ships
	Lit.	Lit.
Inside Mediterranean	63.-	102.-
Outside " "	95.-	126.50

Bonus for being on duty. Lit.15.-for each day at work.

Masters are not entitled to overtime.

Other allowances, Social Insurances, etc. according to
Agreements common to all officers.

MASTERS in COMMAND of ITALIAN VESSELS

Monthly Rates of Pay

under Agreement of 1932 for passenger ships not subsidized
" " 1931 " cargo " " "

Trading inside Mediterranean				Trading outside Mediterranean			
Cargo ships		Passenger ships		Cargo ships		Passenger ships	
up to	from	up to	from	up to	from	up to	from
31 Oct 43	1 Nov 43	31 Oct 43	1 Nov 43	31 Oct 43	1 Nov 43	31 Oct 43	1 Nov 43
Lit.	Lit.	Lit.	Lit.	Lit.	Lit.	Lit.	Lit.
1707.-	2831.20	1878.-	3104.80	-	-	-	-
1896.-	3133.60	2086.-	3411.80	-	-	-	-
2025.-	3332.50	2228.-	3596.40	-	-	-	-
2184.-	3539.20	2402.-	3822.60	-	-	-	-
2373.-	3784.90	2610.-	4093.-	-	-	-	-
-	-	-	-	2466.-	3905.80	2713.-	4226.90
-	-	-	-	2586.-	4061.80	2843.-	4395.90
-	-	-	-	2733.-	4252.90	3006.-	4607.20
-	-	-	-	2934.-	4514.20	3227.-	4872.40

ALLOWANCES, etc.

For uniform and for representing Owners:-
Cargo ships Passenger ships

	Lit.	Lit.
Inside Mediterranean	63.-	102.-
Outside " "	95.-	126.50

Bonus for being on duty. Lit.15.-for each day at work.

Masters are not entitled to overtime.

Other allowances, Social Insurances, etc. according to
Agreements common to all Officers.

OFFICERS and APPRENTICES of ITALIAN VESSELS

Monthly Rates of Pay

under Agreement of 1932 for passenger ships not subsidized

VOYAGES ON HIGH SEAS

Vessel's size in deadweight tons	Chief Engineer		First Officer or Engineer		Second Officer or Engineer		Third Officer or Engineer	
	up to	from	up to	from	up to	from	up to	from
	31 Oct 43 Lit.	1 Nov 43 Lit.	31 Oct 43 Lit.	1 Nov 43 Lit.	31 Oct 43 Lit.	1 Nov 43 Lit.	31 Oct 43 Lit.	1 Nov 43 Lit.
up to 4500	2121.-	3457.30	1659.-	2754.40	1350.-	2260.-	1250.-	2020.-
over 4500 up to 7500	2190.-	3547.-	1740.-	2884.-	1425.-	2380.-	1275.-	2100.-
" 7500	2328.-	3726.40	1818.-	3003.80	1503.-	2504.80	1350.-	2200.-

LONG DISTANCE COASTING VOYAGES

up to 4500	1968.-	3248.80	1503.-	2504.80	1275.-	2140.-	1122.-	1895.20
over 4500 up to 7500	2049.-	3263.70	1581.-	2629.60	1350.-	2260.-	1200.-	2020.-
" 7500	2121.-	3457.30	1659.-	2754.40	1425.-	2380.-	1275.-	2100.-

VOYAGES WITHIN MEDITERRANEAN

up to 1500	1659.-	2754.40	1275.-	2140.-	1122.-	1895.20	-	-
over 1500 up to 3000	1740.-	2884.-	1350.-	2260.-	1200.-	2020.-	1122.-	1895.20
" 3000	1893.-	2128.80	1425.-	2380.-	1275.-	2140.-	1200.-	2020.-

OVERTIME.

Per hour	Nil	Lit.8.65	Lit.7.20 Same rate of overtime to Senior 1st. Class Wireless Operator	Lit.5.75 Same overtime to additional Wireless Operator
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2536

1707

2536

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OFFICERS and APPRENTICES of
ITALIAN VESSELS
Monthly Rates of Pay

under Agreement of 1932 for passenger ships not subsidized

HIGH SEAS								
Chief Engineer		First Officer or Engineer		Second Officer or Engineer		Third Officer or Engineer		Apprentice
up to	from	up to	from	up to	from	up to	from	
31 Oct 43	1 Nov 43	31 Oct 43	1 Nov 43	31 Oct 43	1 Nov 43	31 Oct 43	1 Nov 43	
Lit.	Lit.	Lit.	Lit.	Lit.	Lit.	Lit.	Lit.	
2121.-	3157.30	1659.-	2754.40	1350.-	2260.-	1200.-	2020.-	
2190.-	3547.-	1740.-	2380.-	1425.-	2380.-	1275.-	2140.-	
2328.-	3726.40	1818.-	3003.80	1503.-	2504.80	1350.-	2260.-	
COASTING VOYAGES								
1968.-	3248.80	1503.-	2504.80	1275.-	2140.-	1122.-	1895.20	
2049.-	3263.70	1581.-	2629.60	1350.-	2260.-	1200.-	2020.-	
2121.-	3457.30	1659.-	2754.40	1425.-	2380.-	1275.-	2140.-	
MEDITERRANEAN								
1659.-	2754.40	1275.-	2140.-	1122.-	1895.20	-	-	
1740.-	2380.-	1350.-	2260.-	1200.-	2020.-	1122.-	1895.20	
1893.-	2128.80	1425.-	2380.-	1275.-	2140.-	1200.-	2020.-	
Nil		Lit.8.65	Lit.7.20 Same rate of overtime to Senior 1st.Class Wireless Operator		Lit.5.75. Same overtime to additional Wireless Operators		Lit.1.50 per hour overtime	

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OFFICERS and APPRENTICES of
ITALIAN VESSELS

Monthly Rates of Pay
under Agreement of 1931 for cargo ships not subsidized

VOYAGES ON HIGH SEAS and
LONG DISTANCE COASTING VOYAGES.

Vessel's size in deadweight tons	Chief Engineer		First Officer or Engineer		Second Officer or Engineer		Third Officer or Engineer	
	up to 31 Oct 43 Lit.	from 1 Nov 43 Lit.	up to 31 Oct 43 Lit.	from 1 Nov 43 Lit.	up to 31 Oct 43 Lit.	from 1 Nov 43 Lit.	up to 31 Oct 43 Lit.	from 1 Nov 43 Lit.
up to 4500	1992.-	3287.20	1557.-	2591.20	1266.-	2125.60	1122.-	1895.20
over 4500 up to 7500	2067.-	3387.10	1632.-	2711.20	1341.-	2245.60	1194.-	2010.40
" 7500	2202.-	3562.30	1701.-	2821.60	1410.-	2356.-	1266.-	2125.60

MEDITERRANEAN VOYAGES including voyages to
Huelva, Casablanca, Kasseir, Black Sea, Sea of Azov, Danube.

up to 1500	1557.-	* 2591.20	1194.-	2010.40	1050.-	1780.-	-	-
over 1500 up to 3000	1632.-	* 2711.20	1266.-	2125.60	1122.-	1895.20	1050.-	1780.-
" 3000	1776.-	* 2941.60	1341.-	2245.60	1194.-	2010.40	1122.-	1895.20

EFFICIENCY BONUS 8% of rate of pay. Payable to all Officers with the
exception of Wireless Officers and Supernumerary Apprentices.

N.B. Efficiency Bonus is in substitution of overtime.

OVERTIME rate payable to Wireless Officers: Lit.4.75 per hour.

- * These rates also apply
- * to
- * Masters with only Coasting Certificate.

Monthly Rates of Pay

under Agreement of 1931 for cargo ships not suspended

including voyages to
Black Sea, Sea of Azov, Danube.

<u>EFFICIENCY BONUS</u>	8% of rate of pay. Payable to all Officers with the exception of Wireless Officers and Supernumerary Apprentices. Bonus is in substitution of overtime.
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N.B. Efficiency Bonus is in substitution of the following officers: Lit. 4.75 per hour.

VERTIME rate payable to Wireless Officers: Lit. 4.15 per

- * These rates also apply
- * to
- * Masters with only Coasting Certificate.

CREW WAGES ITALIAN VESSELS

Monthly Rates of Pay
under Agreement of 1922
for subsidized passenger and cargo ships.

2535

Rank	up to 31 Oct 43	from 1 Nov 43	Rank	up to 31 Oct 43	from 1 Nov 43	Rank	up to 31 Oct 43	from 1 Nov 43
	<u>Lit.</u>	<u>Lit.</u>		<u>Lit.</u>	<u>Lit.</u>		<u>Lit.</u>	<u>Lit.</u>
Boatswain	918.-	1560.60	Hospital:-			Chief Steward		
" Mate	876.-	1489.20	" male attend.	777.-	1162.80	Steward, Leading		
Carpenter	900.-	1530.-	" " asst. "	684.-	1162.80	Linnen-keeper		
" Mate	855.-	1453.50	" female "	684.-	1162.80	Steward		
Master-at-Arms	840.-	1420.-	" " asst. "	663.-	1127.10	" Assistant		
Able Seaman	705.-	1198.50	Storekeeper, Chief	768.-	1305.60	" 2nd. "		
Ordinary " 1st. Cl.	420.-	714.-	" 2nd.	647.-	1116.90	" boy		
" " 2nd. Cl.	387.-	657.90	" Asst.	387.-	657.90	Stewardess		
Deck Boy	231.-	392.70	Barkeeper	657.-	1116.90	Chef		
Fireman, Leading	918.-	1560.60	Cantine Salesman	612.-	1091.40	Cook, Chief		
" " Mate	876.-	1489.20	Laundryman	657.-	1116.90	" Second		
" Ordinary	747.-	1269.90	" " asst.	420.-	714.-	" Third		
Trimmer	684.-	1162.80	Pantryman, Chief	768.-	1305.60	Pastrycook, Chief		
Electrician	900.-	1530.-	" Second	684.-	1162.80	"		
" Mate	855.-	1453.50	" Third	657.-	1116.90	Baker, Chief		
Plumber	900.-	1530.-	Sculleryman	387.-	657.90	"		
Fitter	900.-	1530.-	Kitchen boy	231.-	392.70	Butcher		
Donkeyman	783.-	1331.10				" Assistant		
Crew Cook	726.-	1234.20						
" Storekeeper	726.-	1234.20						
<u>SUPPLEMENTARY PAY</u>			<u>OVERTIME</u> per hour					
Carpenter, Ch. Steward	16.20	27.55	Petty Officers	3.70	No			
Q. Masters, Helmsmen,			Ordinary seamen	1.40	increase			
Leading hands,			and boys	3.05				
Greasers, Winchman,	24.-	40.80	Other ratings					
Hatchman, Storeman								
Linnen-keeper	31.50	53.55						
Pantryman	93.-	158.10						

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CREW WAGES ITALIAN VESSELS

Monthly Rates of Pay
under Agreement of 1922
for subsidized passenger and cargo ships.

to Oct 43	from 1 Nov 43	Rank	up to 31 Oct 43	from 1 Nov 43	Rank	up to 31 Oct 43	from 1 Nov 43
Lit.	Lit.		Lit.	Lit.		Lit.	Lit.
918.-	1560.60	Hospital:-			Chief Steward	927.-	1575.90
876.-	1489.20	" male attend.	684.-	1162.80	Steward, Leading	684.-	1162.80
900.-	1530.-	" " asst. "	684.-	1162.80	Linemen-keeper	684.-	1162.80
855.-	1453.50	" female "	663.-	1127.10	Steward	657.-	1116.90
840.-	1420.-	" " asst. "	763.-	1305.60	" Assistant	387.-	657.90
705.-	1198.50	Storekeeper, Chief	657.-	1116.90	" 2nd, "	360.-	612.-
420.-	714.-	" " 2nd.	657.-	1116.90	" boy	231.-	392.70
687.-	657.90	" " Asst.	657.-	1116.90	Stewardess	642.-	1091.40
231.-	392.70	Barkeeper	657.-	1116.90	Chef	1167.-	1967.20
918.-	1560.60	Cantine Salesman	657.-	1116.90	Cook, Chief	1032.-	1751.20
876.-	1489.20	Laundryman	657.-	1116.90	" Second	807.-	1371.90
747.-	1269.90	" " asst.	420.-	714.-	" Third	726.-	1234.20
684.-	1162.80	Pantryman, Chief	768.-	1305.60	Pastrycook, Chief	768.-	1305.60
900.-	1530.-	" Second	684.-	1162.30	"	684.-	1162.80
855.-	1453.50	" Third	657.-	1116.90	Baker, Chief	763.-	1305.60
900.-	1530.-	Sculleryman	387.-	657.90	"	705.-	1198.50
900.-	1530.-	Kitchen boy	231.-	392.70	Butcher	705.-	1198.50
783.-	1331.10				" Assistant	387.-	657.90
726.-	1234.20						
726.-	1234.20						
16.20	27.55	VERTILE per hour	3.70	No increase			
24.-	40.80	Petty Officers	1.40				
		Ordinary seamen	3.05				
		and boys					
		Other ratings					
31.50	53.55						
93.-	158.10						

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C R E W W A G E S
I T A L I A N V E S S E L S

Monthly Rates of Pay

under Agreement of 1931 for cargo ships (I) not subsidized, (II) subsidized.

VOYAGES ON HIGH SEAS LONG DISTANCE COASTING VOYAGES, also MEDITERRANEAN VOYAGES for VESSELS over 1600 G.R.T.				R A T E	For vessels up to 1600 G.R.T.: MEDITERRANEAN including voyages to CASABLANCA, KISSIEH, BLACK SEA, SEA OF		
Not subsidized		Subsidized			Not subsidized		Subsidized
up to 31 Oct 43	from 1 Nov 43	up to 31 Oct 43	from 1 Nov 43		up to 31 Oct 43	from 1 Nov 43	up to 31 Oct 43
Lit.	Lit.	Lit.	Lit.		Lit.	Lit.	Lit.
313.-	1382.10*	918.-	1560.60	Boatswain	774.-	1315.80*	798.-
792.-	1346.40**	900.-	1530.-	Carpenter	-	-	-
648.-	1101.60	705.-	1198.50	Able Seaman	618.-	1050.60	636.-
429.-	729.30	468.-	795.60	Ordinary " 1st.Cl.	408.-	683.60	417.-
363.-	617.10	399.-	279.30	" " 2nd. "	357.-	606.90	369.-
210.-	357.-	231.-	392.70	Deck boy, after 6 mths	185.-	316.20	198.-
159.-	270.30	177.-	300.90	" " First " "	-	-	-
813.-	1382.10*	918.-	1560.60	Fireman, Leading	774.-	1315.80*	798.-
690.-	1173.-	747.-	1269.90	" Ordinary	663.-	1127.10	675.-
633.-	1071.-	687.-	1167.90	Trimmer	603.-	1025.10	621.-
792.-	1346.40**	900.-	1530.-	Electrician	-	-	-
792.-	1346.40**	900.-	1530.-	Fitter	-	-	-
711.-	1208.70	771.-	1310.70	Cook	669.-	1137.30	690.-
669.-	1137.30	729.-	1239.30	" 2nd.	-	-	-
261.-	443.70	285.-	484.50	Sculleryman from	210.-	357.-	216.-
456.-	775.20	492.-	836.40	" to	432.-	734.40	444.-
669.-	1137.30	729.-	1239.30	Storekeeper	-	-	-
603.-	1025.10	657.-	1116.90	Steward	576.-	979.20	591.-
261.-	443.70	288.-	489.60	" boy	-	-	-
				<u>OVERTIME PER HOUR</u>			
2.60	No Increase	2.85	No Increase	Petty Officers, Ordinary Seamen and boys	2.60	No Increase	2.8
1.35		1.45		Other ratings	1.35		1.4
2.-		2.20			2.-		2.2
				<u>SUPPLEMENTARY PAY</u>			
21.-	35.70	24.-	40.80	as Quartermaster	21.-	35.70	24.-
33.-	56.10	33.-	56.10	as Donkeyman	33.-	56.10	33.-
				RATES on TANKERS running for Navy			
				(1434.80*			
				1399.10**)			

C R E W W A G E S I T A L I A N V E S S E L S

Monthly Rates of Pay

der Agreement of 1931 for cargo ships (I) not subsidized, (II) subsidized.

H I G H S E A S V O Y A G E S, also S E A S over 1600 G.R.T.		R E M A I N	For vessels up to 1600 G.R.T.-voyages in MEDITERRANEAN including voyages to HUELVA, CASABLANCA, KISSIER, BLACK SEA, SEA of AZOV, DANUBE.			
Subsidized			Not subsidized		Subsidized	
to 31 Oct 43	from 1 Nov 43		up to 31 Oct 43	from 1 Nov 43	up to 31 Oct 43	from 1 Nov 43
Lit.	Lit.		Lit.	Lit.	Lit.	Lit.
3.-	1560.60	Boatswain	774.-	1315.80 *	798.-	1556.60
3.-	1530.-	Carpenter	-	-	-	-
5.-	1198.50	Able Seamen	618.-	1050.60	636.-	1081.20
3.-	795.60	Ordinary " 1st.Cl.	403.-	683.60	417.-	708.90
9.-	279.30	" " 2nd. "	357.-	606.90	369.-	627.30
1.-	392.70	Deck boy, after 6 mths	186.-	316.20	198.-	336.60
7.-	300.90	" " first " "	-	-	-	-
8.-	1560.60	Fireman, Leading	774.-	1315.80*	798.-	1556.60
7.-	1269.90	" Ordinary	663.-	1127.10	675.-	1147.50
7.-	1167.90	Trimmer	603.-	1025.10	621.-	1055.70
0.-	1530.-	Electrician	-	-	-	-
0.-	1530.-	Fitter	-	-	-	-
1.-	1310.70	Cook	669.-	1137.30	690.-	1173.-
9.-	1239.30	" 2nd.	-	-	-	-
5.-	484.50	Sculleryman from	210.-	357.-	216.-	367.20
2.-	836.40	" to	432.-	734.40	444.-	756.80
9.-	1239.30	Storekeeper	-	-	-	-
7.-	1116.90	Steward	576.-	979.20	591.-	1004.70
8.-	489.60	" boy	-	-	-	-
OVERTIME PER HOUR						
2.85	No Increase	Petty Officers,	2.60	No Increase	2.85	No Increase
1.45		Ordinary Seamen and	1.35		1.45	
2.20		boys	2.-		2.20	
SUPPLEMENTARY PAY						
24.-	40.80	as Quartermaster	21.-	35.70	24.-	40.80
33.-	56.10	as Donkeyman	33.-	56.10	33.-	56.10

1434.80*

RATES on TANKERS running for Navy

C R E W W A G E S
I T A L I A N V E S S E L S

Monthly Rates of Pay
under Agreement of 1932
for passenger ships not subsidized

2534

Rank	up to 31 Oct 43	from 1 Nov 43	Rank	up to 31 Oct 43	from 1 Nov 43	Rank	up to 31 Oct 43
Boatswain	<u>Lit.</u> 900.-	<u>Lit.</u> 1530.-	Hospital:-	<u>Lit.</u>	<u>Lit.</u>	Chief Steward	<u>Lit.</u> 905.-
"	858.-	1458.60	" male attendant	690.-	1173.-	Steward, Leading	669.-
**Carpenter	876.-	1489.20	" " asst. "	669.-	1137.30	Linen-keeper	669.-
Master-at-Arms	819.-	1392.30	" female "	669.-	1137.30	Steward	642.-
Able Seaman	690.-	1173.-	" " asst. "	648.-	1101.60	" Assistant	381.-
Ordinary " 1st.Cl.	414.-	703.80	Storekeeper, Chief	750.-	1275.-	" 2nd. "	345.-
" " 2nd. "	381.-	647.70	**" Asst. 2nd.	642.-	1091.40	" boy "	222.-
Deck boy	222.-	377.40	Barkeeper	642.-	1091.40	Stewardess	630.-
Fireman, Leading	900.-	1530.-	Cantine Salesman	630.-	1071.-	Chef	Wages by
" " Mate	858.-	1458.60	Pantryman, Chief	750.-	1275.-	Cook, Chief	1011.-
" Ordinary	732.-	1244.40	" Second	669.-	1137.30	" Second	750.-
Trimmer	669.-	1137.30	" Third	642.-	1091.40	" Third	711.-
Electrician	876.-	1489.20	Sculleryman	381.-	647.70	Pastrycook, Ch.	Wages by
" Mate	834.-	1417.80	Kitchen boy	222.-	377.40	"	669.-
Plumber	876.-	1489.20	**Storekeeper's Asst	381.-	647.70	Baker, Chief	711.-
Fitter	876.-	1489.20				"	690.-
Donkeyman	768.-	1305.60				Butcher	690.-
Crew Cook	711.-	1208.70				" Asst.	381.-
" Storekeeper	711.-	1208.70					
**Carpenter's Mate	834.-	1417.80					
SUPPLEMENTARY PAY			OVERTIME per hour				
Carpenter, Ch. Steward	16.20	27.55	Petty Officers	3.70	No		
Q. Masters, Helmsmen,			Ordinary Seamen	1.40	Increase		
Leading Hands,	24.-	40.80	and boys	3.05			
Greasers, Winchmen			Other ratings				
Hatchmen, Storemen							

C R E W W A G E S
I T A L I A N V E S S E L S

Monthly Rates of Pay
under Agreement of 1932
for passenger ships not subsidized

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up to 31 Oct 43	from 1 Nov 43	R a n k	up to 31 Oct 43	from 1 Nov 43	R a n k	up to 31 Oct 43	from 1 Nov 43
Lit.	Lit.		Lit.	Lit.		Lit.	Lit.
900.-	1530.-	Hospital:-			Chief Steward	905.-	1540.20
858.-	1458.60	" male attendant	690.-	1173.-	Steward, Leading	669.-	1137.30
876.-	1489.20	" " asst. "	669.-	1137.30	Linen-keeper	669.-	1137.30
819.-	1392.30	" female "	669.-	1137.30	Steward	642.-	1091.40
690.-	1173.-	" " asst. "	648.-	1101.60	" Assistant	381.-	647.70
414.-	703.80	Storekeeper, Chief	750.-	1275.-	" 2nd. "	345.-	586.50
381.-	647.70	** " Asst. 2nd.	642.-	1091.40	" boy	222.-	377.40
222.-	377.40	Barkeeper	642.-	1091.40	Stewardess	630.-	1071.-
900.-	1530.-	Cantine Salesman	630.-	1071.-	Chef	Wages by agreement	
858.-	1458.60	Pantryman, Chief	750.-	1275.-	Cook, Chief	1011.-	1717.60
732.-	1244.40	" Second	669.-	1137.30	" Second	750.-	1275.-
669.-	1137.30	" Third	642.-	1091.40	" Third	711.-	1208.70
876.-	1489.20	Sculleryman	381.-	647.70	Pastrycook, Ch.	Wages by agreement	
834.-	1417.80	Kitchen boy	222.-	377.40	"	669.-	1137.30
876.-	1489.20	** Storekeeper's Asst	381.-	647.70	Baker, Chief	711.-	1208.70
876.-	1489.20				"	690.-	1173.-
768.-	1305.60				Butcher	690.-	1173.-
711.-	1208.70				" Asst.	381.-	647.70
711.-	1208.70						
834.-	1417.80						
16.20	27.55	OVERTIME per hour	3.70	No			
24.-	40.80	Petty Officers		Increase			
		Ordinary Seamen	1.40				
		and boys	3.05				
		Other ratings					

Page 11

Social Insurance for Masters, Officers and men of Italian merchant ships pre-dates the Fascist Regime.

In recent years cover has been extended and the system became somewhat complicated by the inclusion of social welfare and 'larger family' schemes which were more fascist policy than a form of insurance.

All insurance and contributions to welfare schemes are compulsory and may be divided into two groups.

- (I) covered by the Previdenza (Stato) and
- (II) covered by the Cassa Marittima (P. & I. Club).

I. ISTITUTO NAZIONALE PREVIDENZA SOCIALE.

(National Provident Social Institution). covers:-

Subject	Premium payable by	
	Owners	Employee
*i) Special Fund for pensions of personnel of principal Lines	7%	7%
*ii) Pension Fund for Masters of other ships	7%	5%
*iii) Pension, Old Age, etc. Fund for other ships		
officers	8%	7%
other ranks	9%	6%
*iiia) -do- special supple- for all personnel	4%	-
*iv) Unemployment, Marriage, Maternity, Tuberculosis,		Small sum, monthly, varying according to rank. Equally divided between Owner and employee.
*v) Family Allowances	20%	up to wage limit of Lit. 1500.- per month.
*vi) Military Allowances for families of Officers	5%	-
other ranks	1%	-

Details follow

SOCIAL INSURANCE for CREWS of ITALIAN MERCHANT SHIPS.

i) SPECIAL PROVIDENT FUND (Cassa Previdenza Gestione Speciale) covered by the "Organico" are, by law, included in the provided pensions. The contribution is fixed at scale in force prior to 1 Nov 43 and is equally divided between Master and employee. The maximum wage, for contributory purposes, is Lit. 3000.- per month.

ii) MASTERS PROVIDENT FUND (Cassa Previdenza Capitano) is managed by the Cassa Previdenza Dirigenti Industriali. Masters not covered by the "Organico". The contribution is fixed at scale in force prior to 1 Nov 43 of which 7% is borne by the Master and 3% by the Cassa. The Fund provides Masters with

iii) SEAFARERS PROVIDENT, OLD AGE, DISABILITY FUND (Cassa Previdenza Marittima) Payment into this Fund out of which pensions are provided for Masters and Officers covered by the "Organico". Particular funds are not made as they are included in the Provident Fund (Cassa Previdenza Gestione Speciale). For contributory purposes theoretical rates of pay are 15% is levied and provides the following premiums:

	Officer			Owner	
	7%	8% plus 4%	4%		
	Lit.	Lit.	Lit.		
*Master	-	-	40.-		Petty Officers
** -do-	-	-	20.-		Ordinary
*Ch. Engineer	35.-	40.-	20.-		Seamen
** -do-	70.-	80.-	40.-		Boys
*1st. Off. or Eng.	49.-	56.-	28.-		Other ratings
* -do-	31.50	36.-	18.-		
Doctor, Purser	49.-	56.-	28.-		
2nd. Off. or Eng.	42.-	48.-	24.-		
Wireless, Sr.					
3rd. Off. or Eng.	35.-	40.-	20.-		N.B. * Rates 1
Wireless Jr.	28.-	32.-	16.-		**
Apprentices					

iiia) The Owner is obliged by law of 7 April 1941 to supplementary contribution for all employees, including the "Organico", and to bear its entire cost of 4% theoretical rates of pay.

SOCIAL INSURANCE for CREWS of ITALIAN MERCHANT SHIPS.

Masters, Officers and men of 1) SPECIAL PROVIDENT FUND (Cassa Previdenza Gestione Speciale) The personnel covered by the "Organico" are, by law, included in this Fund out of which are provided pensions. The contribution is fixed at 14% on the wage scale in force prior to 1 Nov 43 and is equally divided between Owners and employee. The maximum wage, for contributory purposes is fixed at Lit. 3000.- per month.

has been extended and the duplicated by the inclusion of family schemes which were form of insurance.

Contributions to welfare schemes divided into two groups, Cassa (Stato) and Marittima (P. & I. Club).

VIDENZA SOCIALE.

Social Institution), covers:-
Premium payable by
Owners Employee

Channel 7% 7%

ships 7% 5%

etc. Fund

8% 7%
9% 6%

supple- 4%
nnel

Marriage, Small sum, monthly,
pulosis, varying according
to rank. Equally
divided between
Owner and employee.
20% up to wage limit of
Lit. 1500.- per month.

ances for
Officers 5%
ranks 1%

ii) MASTERS PROVIDENT FUND (Cassa Previdenza Capitano al Comando). This Fund is managed by the Cassa Previdenza Dirigenti Industriali and is for Masters not covered by the "Organico". The contribution is 12% of the wages in force prior to 1 Nov 43 of which 7% is borne by the Owners and 5% by the Master. The Fund provides Masters with pensions.

iii) SEAFARERS PROVIDENT, OLD AGE, DISABILITY FUND (Cassa Previdenza Marinaia). Payment into this Fund out of which pensions are provided is obligatory. For Masters and Officers covered by the "Organico" deductions for this particular fund are not made as they are included in the "Special" Provident Fund (Cassa Previdenza Gestione Speciale) above mentioned. For contributory purposes theoretical rates of pay are fixed on which 15% is levied and provides the following premiums:-

	Officer			Owner		
	7% Lit.	8% plus Lit.	4% Lit.	6% Lit.	3% plus Lit.	1% Lit.
*Master	-	-	40.-	24.-	36.-	16.-
** -do-	-	-	20.-	16.80	25.20	11.20
*Ch. Engineer	35.-	40.-	40.-	12.-	18.-	8.-
** -do-	70.-	80.-	28.-	21.-	31.50	14.-
*1st. Off. or Eng.	49.-	56.-	18.-	-	-	-
* -do-	31.50	36.-	28.-	-	-	-
Doctor, Purser	49.-	56.-	24.-	-	-	-
2nd. Off. or Eng.	42.-	48.-	-	-	-	-
Wireless, Sr.	35.-	40.-	20.-	-	-	-
3rd. Off. or Eng.	28.-	32.-	16.-	-	-	-
Wireless Jr.	-	-	-	-	-	-
Apprentices	-	-	-	-	-	-

N.B. * Rates for vessels
up to 150 GRT
** " " over 150 GRT

iiia) The Owner is obliged by law of 7 April 1941 to make a special supplementary contribution for all employees, including those in the "Organico", and to bear its entire cost of 4% of the theoretical rates of pay.

iv) COMPULSORY SOCIAL INSURANCE (Assicurazioni Sociali Obbligatorie)

To cover unemployment, tuberculosis, marriage and maternity grants. The following fixed sums per month are charged equally divided between Owner and employee:-

Masters and Officers	Lit. 22.70
Apprentices	" 20.90
Ordinary Seamen	" 17.80
Boys	" 14.30
Petty Officers, and other ranks	" 20.-

v) FAMILY ALLOWANCES (Assegni Familiari). Obligatory contribution 20% levied for this purpose is entirely charged to Owners.

It is based on wages and agreed cost of victualling. For contributory purposes the highest basic monthly wage of Officers is fixed at Lit. 1500.- This does not apply to other ranks. Allowances are disbursed by the "Previdenza" Institute and are graded according to relationship and the number of dependants supported by the employee:-

	Officers per month Lit.	Other ranks per month Lit.
For Wife	114.70	80.60
One child	80.60	52.-
Two children	213.20	145.60
Three children	312.80	213.40
Four "	509.60	374.40
Five "	637.-	468.-
One relative	75.40	46.80
Two "	150.80	93.60

More children or dependant relatives: payments on increasing scale. Payment ceases for each child:-
of Officers on reaching its 18 year
Other ranks " " 14 "

vi) MILITARY ALLOWANCES (Cassa Richiamati). Obligatory contribution entirely charged to Owners. Is based on wages and half the cost of victualling. 5% for Officers: 1% for Other ranks. Serves as a Fund out of which allowances are paid to families of men called-up for military service.

2533
vii) CASSA MARITIMA (P.S. Club) Associations of protection. Constituted by Royal Decree were founded in 1906 and are guaranteed Works in three sections each independent but working amicably and along the same registered in parts of the Western Coast of Naples are in the "Genovese", Genoa based in Southern Italy, Sicily and Sardinia "Meridionale", Naples Club. Those registered in the "Adriatica", Trieste cover shipowners legal obligations and of the various Agreements made with the

**i) Ordinary and War Risks of personnel. Rates vary from 7.4% for tugs in to 13.8% for a cargo ship outside plus War Risk 100%.

**ii) Family Medical Aid Service for family Premium: small sum monthly, vary equally divided between Owner and employee.

**iii) Complementary Social Insurance. Again Rate varies from 1% to 2% equally between Owner and employee.

** Details follow:-

1) ORDINARY and WAR RISK INSURANCE (Assicurazione Obbligatoria) Insurance to cover illness war risks. Contributions are based value of victualling, plus Efficiency or Christmas Bonus if under "Organico" are paid by the Owner and vary according vessel and voyage on which engaged. Office

Cargo ship inside	
" Mediterranean	20
" outside	23
Passenger line	19
Additional for "Organico"	2

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IV. CASSA (Assicurazioni Sociali Obbligatorie) ent. tuberculosis, marriage and maternity following fixed sums per month are charged between Owner and employee:-

Officers	Lit. 22.70
Seamen	" 20.90
	" 17.80
	" 14.30
Officers, and other ranks	" 20.-

segni Familiari). Obligatory contribution 20% purpose is entirely charged to Owners. wages and agreed cost of victualling. purposes the highest basic monthly wage fixed at Lit. 1,500.- This does not apply All allowances are disbursed by the "Previdenza" are graded according to relationship and the amounts supported by the employee:-

	Officers per month Lit.	Other ranks per month Lit.
Life	114.40	80.60
One child	50.60	52.-
Two children	213.20	145.60
Three children	310.80	213.40
Four "	509.60	374.40
Five "	637.-	468.-
One relative	75.40	46.80
Two "	150.80	93.60

children or dependent relatives: payments on increasing scale. Payment ceases for each child:-
 of Officers on reaching its 18 year
 Other ranks " " 14 "

V. Cassa Richiamati. Obligatory contribution paid to Owners. Is based on wages and half "no" ling. 5% for Officers: 1% for Other ranks. out of which allowances are paid to families up for military service.

2533

VI. CASSA MARITIMA D. 7. Clubs Associations of Owners for mutual protection. Constituted by Royal Decree in 1904, they were founded in 1906 and are guaranteed by the State. Works in three sections each independent of the others but working amicably and along the same lines. All ships registered in ports of the Western Coast of Italy north of Naples are in the "Genovese", Genoa Club. Those registered in Southern Italy, Sicily and Sardinia are in the "Meridionale", Naples Club. Those registered in Adriatic ports are in the "Adriatica", Trieste Club. The Clubs cover shipowners legal obligations and those arising out of the various Agreements made with the personnel:-

**i) Ordinary and War Risks of personnel.

Rates vary from 7.4% for tugs in the Mediterranean to 13.8% for a cargo ship outside the Mediterranean plus War Risk 100%.

**ii) Family Medical Aid Service for families of personnel
 Premium: small sum monthly, varying according to rank, equally divided between Owner and employee.

**iii) Complementary Social Insurance: Against venereal disease etc.
 Rate varies from 1% to 2% equally divided between Owner and employee.

** Details follow:-

1) ORDINARY and WAR RISK INSURANCE (Assicurazioni Fondamentali)
 Obligatory Insurance to cover illness, disease, accident and war risks. Contributions are based on wages plus agreed value of victualling, plus Efficiency Bonus or Overtime, or Christmas Bonus if under "Organico". All contributions are paid by the Owner and vary according to type of vessel and voyage on which engaged:-

	Officers	Other ranks
Cargo ship inside Mediterranean	20.5%	20.9%
" " outside "	23.8%	24.6%
Passenger line "	19.5%	19.5%
Additional for "Organico"	2.5%	

****ii) FAMILY MEDICAL AID SERVICE (Assistenza Sanitaria Familiare)**

This service is available to the family up to six months after a man has signed-off his ship. The monthly contributions, equally divided between Owner and employees are: -Officers, Lit. 20.-; Other ranks Lit. 7.-

****iii) COMPLEMENTARY SOCIAL INSURANCE (Assistenza Complementare Malattie).** In addition to the usual insurances, insurance for seafarers is obligatory to cover venereal disease or any illness which may develop within 28 days after a man has signed-off his ship. The contribution, equally divided between Owner and employees, is based on 2% (only 1% if covered by "Organico") of pay plus agreed value of victualling plus Efficiency Bonus where applicable.

The CASSA MARITIMA, in addition to the benefits mentioned above and what is required by law, make, in the event of fatal accident or illness, a special grant of a sum of money which rises to a maximum amount equal to six years pay.

The CASSA MARITIMA provide the following services:-

- I. Insures the entire personnel, Masters, Officers and other ranks against the following risks:-
 - i) Accident arising out of employment
 - ii) War Risks
 - iii) Ordinary illness or disease arising during employment
 - iv) Industrial diseases
 - v) Venereal disease or any illness which may develop within 28 days after a man has signed-off ship.

II. Medical aid to the families of insured personnel.

The aid extended in the event of accident in Italy or abroad is:-

Accident.

- a) Payment of a daily sum equal to two-thirds the wages plus the agreed value of victualling for the period of inability to work
- b) Payment of costs and expenses of Doctors, medicines, medical supplies whether in home, hospital, climatic or therapeutic establishments
- c) Supply of surgical appliances

d) In the event of permanently reduced earnings on annual compensation, minimum Lit. 2336.66, ungraded according to reduced ability to work of family dependants.

Fatal Accidents.

- e) Payment to the relatives for funeral expenses one month's wages, minimum Lit. 1300.- and to
- f) Widow, minimum Lit. 1200.-, maximum Lit. 6333.33
- g) Each child, " " 720.- " " 3166.50
- h) Each parent or dependant } " " 533.33 " " 2336.33
- collateral relative }

War Risks.

- j) In the event of death arising out of the war, relatives of a sum equal to one-half the capital reserved and required to produce the aforementioned aid which is extended in the event of illness develops in Italy or abroad is:-

Illness or disease:

- k) Payment of a daily sum as in "a", above, for a one year after leaving the ship
- l) Payment of costs and expenses of Doctors etc.
- Fatal Illness or Disease.**
- m) Funeral expenses as in "e", above, Minimum Lit.

The Medical Aid extended to families of insured for six months after the man has signed-off his ship

- n) Maternity grant
- p) Doctors, Specialists, Operations
- q) Surgical appliances, ordinary or special medicine

Additional service for the sick or injured man cover payment of Family Allowances, Military and other social services.

Assistenza Sanitaria Familiari)
the family up to six months
the ship. The monthly
between Owner and
20.-; Other ranks Lit. 7.-

E(Assistenza Complementare
the usual insurances,
obligatory to cover venereal
may develop within 28 days
his ship. The contribution,
er and employee, is based on
rganico) of pay plus agreed
Efficiency Bonus where applicable.

to the benefits mentioned below
make, in the event of fatal
ial grant of a sum of money
ount equal to six years pay.

the following services:-
el, Masters, Officers
the following risks:-
t employment

sease arising during employment

y illness which may develop
er a man has signed-off ship.

es of insured personnel.

vent of accident in Italy

um equal to two-thirds the wages
ue of victualling for the
y to work
expenses of Doctors, medicines,
hether in home, hospital,
euthic establishments
ppliances

d) In the event of permanently reduced earning capacity, payment of
annual compensation, minimum Lit. 2,666.66, maximum Lit. 12,666.66
graded according to reduced ability to work and to the number
of family dependants.

Fatal Accidents

- e) Payment to the relatives for funeral expenses of a sum equal to
one month's wages, minimum Lit. 1,300.- and to the
f) Widow, minimum Lit. 1,200.-, maximum Lit. 6,333.33 per annum
g) Each child, " " 720.- " " 3,166.50 " "
h) Each parent }
or dependant } " " 533.33 " " 2,533.23
collateral
relative

War Risks

- j) In the event of death arising out of the war, payment to the
relatives of a sum equal to one-half the capital assessed as
reserved and required to produce the aforementioned incomes.
The aid which is extended in the event of illness or disease which
develops in Italy or abroad is:-

Illness or disease

- k) Payment of a daily sum as in "a", above, for a maximum period of
one year after leaving the ship
l) Payment of costs and expenses of Doctors etc. as in "b", above.
Fatal Illness or Disease.
m) Funeral expenses as in "e", above, Minimum Lit. 1,000.-

The Medical Aid extended to families of insured personnel continues
for six months after the man has signed-off his ship and includes

- n) Maternity grant
p) Doctors, Specialists, Operations
q) Surgical appliances, ordinary or special medicines.

Additional service for the sick or injured man is extended to
cover payment of Family Allowances, Military Allowances
and other social services.

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

76
JOB/maa

10 November 1944

TEL: 478,904

REF: 091.4692

SUBJECT: Employment Offices for Italian Merchant Seamen
and Establishment of Port Captaincies

TO : Navy Sub-Commission

1. The Labor Sub-Commission will raise no objection to the establishment of the Offices of Port Captaincies nor to the registration of seamen through the Personnel Section of that Office, providing these Port Captaincies charge no fees and such registration will not result in a monopoly of employment process.

JUNIUS R. SMITH
Colonel, QMC
Acting Director
Labor Sub-Commission

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HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

File
JOB/maa 4692

Not used
10 November 1944

TEL: 550

REF: 4692

SUBJECT: Loading and Unloading Operations carried on
by Portual Companies in the Italian Ports

TO : The Ministry of Navy

1. This is in response to a memorandum dated 2 October 1944 which asks advice from the Allied Commission concerning official recognition of Portual Companies in the Italian Ports.

2. The Portual Companies mentioned in the communication are presumably known in the various ports as the stevedore's union.

3. If this presumption is correct the Allied Commission does not deem it advisable to ask the Allied Military and Naval authorities to give any official recognition to these portual companies.

4. The Allied Commission in cooperation with the Ministry of Industry, Commerce and Labor, has established Regional and Provincial Labor Offices with known dependent employment offices whose function is to recruit such labor. These employment offices are non-political and not dominated by any single union. They charge no fees and because they are set up under the Italian Government assure an open and free labor market.

A. G. ANTOLINI
Acting Deputy Chief of Staff
Economic Section

*See letter of Nov 21,
as rewritten by Economic Section*
2530

TRANSLATION by A. de Chanez

Ref : 812 - P - Div IV

6 November 1944

SUBJECT: Loading and Unloading of Ships
in Italian Naval Ports by Port Companies.

TO : Allied Commission,
Labor Sub-Commission.

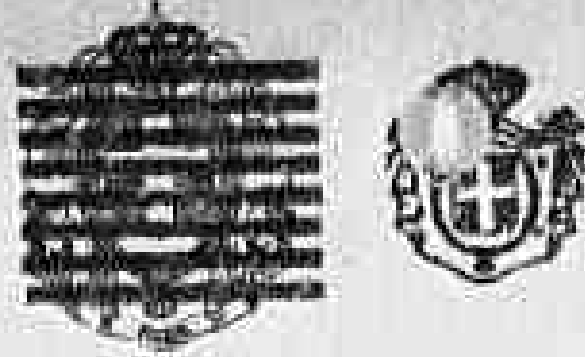
FROM : Ministry of Marine,
General Direction of Mercantile Marine.

1. Re: our letter No. 700 of 2 October 1944, this Ministry requests to be informed of decisions made by this Sub-Commission on the question mentioned.

2. A rapid solution of the above mentioned problem is more than ever necessary so as to avoid that the present situation may cause public demonstrations such as occurred recently in Palermo, where organized port workers marched to the Prefettura to express their annoyance at not yet having been recognized by the Allied authorities, and to protest against a number of private firms concerned with loading and unloading, which are accused of making money by speculating on the present labor situation, the workers of which are formed by elements which are foreign to dockyard work.

/s/ For THE MINISTER

Metteini.



Ministero della **MARINA**
 DIREZIONE GENERALE
 DELLA MARINA MERCANTILE

Roma, - 6 NOV. 1944 19 1

4692

ALL'ON.COMMISSIONE ALLEATA
 Sottocommissione per il lavoro

R O M A

Divisione IV
 Prot. N. 812-P Allegati

Risposta al f. del
 Div. Lex. N. 2

OGGETTO Esecuzione, da parte delle Compagnie portuali, delle operazioni di carico e scarico delle navi negli scali marittimi italiani

Questo Ministero gradirebbe aver notizia delle determinazioni adottate da codesta On.Commissione in merito al problema di cui alla precedente nota 2 ottobre u.s., n. 700.

Una sollecita definizione di tale problema si rende più che mai necessaria anche ad evitare che l'attuale situazione possa dar luogo a pubbliche dimostrazioni, come è recentemente avvenuto a Palermo, dove gli operai di quel porto si sono recati in corteo presso la R. Prefettura al fine di esprimere il loro disappunto per non aver ancora ottenuto il riconoscimento, da parte delle locali Autorità Alleate, della Compagnia in cui sono organizzati, e di protestare contro alcune imprese private di carico e scarico, accusate di realizzare cospicui guadagni speculando sulla attuale mano d'opera costituita da elementi estranei al lavoro portuale.

IL MINISTRO

[Handwritten signature]

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HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

JOB/maa

17 October 1944

Ref. Lab. 4692

SUBJECT: Loading and Unloading Operations carried on by Portual Companies in the Italian Ports

TO : Navy Sub-Commission

1. Attached is a memorandum from the Ministry of Navy which proposes the registering of workers by certain Italian Maritime Authorities in various ports throughout Italy.

2. The Labor Sub-Commission maintains Regional and Provincial Labor Offices and Collocamento in nearly all of the towns mentioned for the purpose of registering labor. It is the belief of the Labor Sub-Commission that no other offices should be established. This viewpoint was expressed fully in a memorandum addressed to your Sub-Commission under date of 30 August 1944, entitled "Employment Offices for Italian Merchant Seamen" File Reference Lab. 091.411.

3. The establishment of ports under the control of port Commandant is a problem which does not come under the jurisdiction of this Sub-Commission. The correspondence is, therefore, being referred to your Sub-Commission for appropriate action.

Junius R. Smith
JUNIUS R. SMITH
Colonel, QMC
Acting Director
Labor Sub-Commission

Attachment

*May 30, 1945
Oct. 3, 1945*

*The objection is raised by the Navy Sub-Commission
that the Navy Sub-Commission is not an employment agency*

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ation Carigiet.

C/c

Rome, October 2, 1944

MINISTRY OF THE NAVY
Prot. 700/P

TO : Allied Control Commission. Labor Sub- Commission = Rome
OBJECT : Loading and unloading operations carried on by Portual
Companies in the Italian ports.

==

The loading and unloading operations of all goods in the Italian ports, before the Allied occupation, were carried on under a Port Commandant's control, and executed by skilled workers registered in special rolls kept by the Maritime Authority and grouped in Companies having juridical characters and controlled by the same Authority.

According to the Italian legislation, the portual Companies did not only carry on the above mentioned operations, but, if technically equipped, they were entrusted for other activities in competition with private organizations.

Although the principal legislative provisions concerning the above mentioned question were issued from 1923 to 1929, the first portual labour arrangements were issued in quite a democratic regime in order to improve the moral and economic conditions of the workers, and to stop anarchy prevailing among the Italian portual workers.

Presently, this Ministry in accordance with the Ministry of Industry, Commerce and Labor is studying a legislative reform in this field in order to harmonise it with the new political systems. As these studies are very complicated they will not be concluded in a short period, therefore, the Authorities have disposed that the Portual Companies be kept working so as to help the portual workers in the following towns: Palermo, Naples, Messina, Bari, Cagliari, Siracusa, Catania, Taranto ecc.

Of course the activity of these Companies is subordinated to their defascistism and to the discharge of all those who have had directive situations during the fascism time, replacing skilled employees with the purpose of facilitating the execution of the

-2-

above mentioned criterion. It is also disposed-if necessary -that an extraordinary Commissioner may be elected.

The Port Captancies acting in the ports, again under the Italian Government, remark that no equal systems are adopted for portual work. The following classification is suggested:

a)= in the ports of Naples, Palermo, Salerno, Molfetta the Companies have not been recognised by the Allied Authorities who have employed men who are not registered in the rolls kept by the Italian Maritime Authorities, and that causes damages to workers engaged in the portual works.

b)= in the ports of Monopoli and Barletta, the Allied Authorities having not recognized the Companies employ workers registered in the rolls kept by the Italian Maritime Authorities, paying them directly with a daily wage without intervention of the Companies to which the workers belong.

c) =in the ports of Gallipoli and Torre Annunziata the Allied Authorities have stipulated contracts with private organizations, who ask the portual Companies for any portual work.

d) = in the ports of Cagliari, Bari, Brindisi, Taranto and Crotone, the Allied Authorities have recognized the Companies and have stipulated special piece-Work contracts.

In some ports as Cagliari and Bari the Allied Authorities have not agreed to the request made by the syndical working organization concerning the appointment of an extraordinary Commissioner substituting the "Console" or Chief of the Company.

If the Companies are not admitted by the Allied Authorities, there will be private organizations composed by uncontrolled workers who will work to the disadvantage of the workers incorporated and controlled by the Italian Maritime Authorities.

The Ministry of the Navy submits the question to the Allied Control Commission to have the Companies recognized with all those functions concerning the portual work.

2525



MARINA

*Ministero delle Comunicazioni*DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 2 OTT. 1944

Sottocommissione per il Lavoro

R O M ADivisione IV
Prot. N. 400/P
AllegatiRispett. all'f. del
Dir. Sec. N.

OCCETTO Esecuzione, da parte delle Compagnie portuali, delle operazioni di carico e scarico delle navi negli scali marittimi italiani

Le operazioni di imbarco, sbarco, deposito e movimento in genere delle merci e di ogni altro materiale nei porti italiani, prima dell'occupazione alleata, si svolgevano sotto la vigilanza del Comandante del porto e venivano eseguite da lavoratori specializzati, iscritti in appositi ruoli, tenuti dall'Autorità Marittima, ed aggruppati in "Compagnie" dotate di capacità giuridica e soggette al controllo dell'Autorità stessa.

Secondo la legislazione italiana, le Compagnie portuali non solo provvedevano in via esclusiva alla materiale esecuzioni delle suaccennate operazioni, ma, se tecnicamente attrezzate, avevano altresì la facoltà di svolgere attività di impresa in concorrenza con aziende private.

Sebbene i principali provvedimenti legislativi concernenti tale materia siano stati emanati dal 1923 al 1929, le prime basi di un ordinamento del lavoro nei porti furono, tuttavia, gettate in regime prettamente democratico, e ciò allo scopo preciso di eliminare i molteplici abusi che si opponevano all'elevazione economica e morale dei lavoratori, e di por termine allo stato di anarchia che regnava negli scali marittimi italiani, con grave pregiudizio del prestigio e dell'economia nazionale, alla cessazione della guerra 1915-18.

MINISTERO DELLA MARINA
GABINETTO
ARCHIVIO
8 OTT. 1944
N. di prot. 12/63

9 OTT 1944

2524

Questo Ministero sta ora studiando, d'accordo con quello l'Industria, del Commercio e del Lavoro, la riforma della legislazione vigente in questo campo al fine di armonizzarla con le nuove concezioni politiche. Poichè, però, tali studi, data la delicatezza e la complessità del problema, non potranno essere condotti a termine in breve volger di tempo, sono state, intanto, impartite disposizioni alle Autorità dipendenti affinché le Compagnie portuali vengano mantenute in vita o ripristinate, ove siano state eventualmente sopresse, e ciò anche per venire incontro ai lavoratori che in diverse località, come Palermo, Napoli, Messina, Bari, Trapani, Siracusa, Catania, Cagliari, Taranto, ecc., hanno espresso il desiderio della immediata ricostituzione degli enti anzidetti.

Naturalmente, sia il mantenimento in vita che il ripristino delle Compagnie sono stati subordinati alla loro defascistizzazione, ossia all'allontanamento dai posti direttivi di tutti coloro che tali posti conseguirono indebitamente per meriti fascisti, e alla loro sostituzione con elementi che diano pieno affidamento per rettitudine e capacità. Anzi, per facilitare l'attuazione di tali criteri si è anche disposto che, qualora sia necessario, la gestione delle Compagnie venga affidata a Commissari straordinari.

Senonché, dalle segnalazioni delle Capitanerie di porto aventi sede nel territorio restituito al Governo Italiano risulterebbe che non vengono dovunque seguiti i medesimi criteri per quanto concerne il lavoro portuale, talché, da questo punto di vista, i porti potrebbero essere classificati come segue:

a) porti - come Napoli, Palermo, Salerno, Molfetta - nei quali le locali Autorità Alleate, non avendo ritenuto di riconoscere le Compagnie, affidano le operazioni di carico e scarico delle navi ad elementi non iscritti nei ruoli tenuti dall'Autorità Marittima Italiana e, quindi, estranei alle Compagnie stesse, il che si risolve in un grave danno per le maestranze da anni addette al lavoro in porto;

b) porti - come Monopoli e Barletta - nei quali le locali Au-



-2-

Roma,

19 A

MARINA
Ministero delle Comunicazioni

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

M

Divisione

Sez.

Risposta al f. del

Prot. N°

Allegati

Dev.

Sez.

N°

OGGETTO Seguito del foglio N. 700 del 2 ottobre 1944

torità Alleate, pur non avendo riconosciuto le Compagnie, si avvalgono dell'opera dei lavoratori iscritti nei ruoli tenuti dall'Autorità Marittima Italiana, pagandoli direttamente con mercede fissa giornaliera senza alcuna ingerenza da parte della Compagnia di cui essi fanno parte;

c) porti - come Gallipoli e Torre Annunziata - nei quali le locali Autorità Alleate hanno stipulato contratti con imprese private che per la esecuzione materiale delle operazioni di carico e scarico ricorrono alle Compagnie portuali;

d) porti - come Cagliari, Bari, Brindisi, Taranto e Crotone - nei quali le locali Autorità Alleate hanno riconosciuto le Compagnie, con le quali anzi hanno stipulato appositi contratti a cottimo.

In alcuni porti, poi, come a Cagliari e a Bari, ove le organizzazioni sindacali operaie avevano prospettata l'opportunità di sostituire il Console o capo della locale Compagnia con un Commissario straordinario, le predette Autorità hanno dichiarato di non gradire tale sostituzione.

Evidentemente la esclusione dai porti delle Compagnie e la immissione, in loro vece, di elementi estranei e incontrollati favoriscono la ripresa di attività da parte di enti indesiderabili - come le imprese private - che lavorano a scapito degli operai incorporati nelle Compagnie ed appositamente vigilati e controllati dalle Autorità Marittime Italiane.

223

Questo Ministero prega, pertanto, codesta On. Commissione voler provvedere affinché, in attesa che la legislazione italiana sul lavoro portuale venga modificata, le Autorità Alleate locali riconoscano dovunque le Compagnie portuali, affidando ad esse le operazioni di carico e scarico; d'altro canto, lo scrivente si riserva di impartire disposizioni perché al cambiamento dei Consoli e alla nomina di Commissari straordinari si proceda solo dopo aver ottenuto il benestare delle predette Autorità.

Questo Ministero gradirà un cortese cenno di riscontro e sarà ben lieto di poter dare tutta la sua collaborazione per l'esame di tale problema.

IL MINISTRO



HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB COMMISSIONFile
JRS/ao

LAB 091.4692

12 November 1944

MEMORANDUM FOR FILE

SUBJECT: Port Captaincies

At a meeting held in this Office 9 November 1944, attended by Col. Smith, Major Babcock, Mr. Campbell, Mr. Mithcell, Mr. Bell and Captain Butler, U.S.N., of the Navy Sub-Commission, the following points were developed:

- (a) Port Captaincies are covered by Royal Decree of 27 Sept. 1925, Articles 2 and 4 and in the Organization chart of the Ministry of Marine. The following is the language used as to the personal functions of the Port Captaincies:

"Custody of Records and registries of vessels and floating equipment, recording Acts of transfer of ownership of ships and floating equipment, measurements of ships."
- (b) These offices vet individual records of all men who go to sea.
- (c) The port Captain is always an Italian Royal Navy Officer.
- (d) It appears that all men going to sea, from the Captain of the ship down to the lowest worker, must belong to the Seamen's Union, the "Gente del Mare".

LABOR SUB-COMMISSION
A.C.C.
Routing Slip

	Initials	Date
Colonel BAIN	JLB JTB	
Colonel SMITH		
Major BABCOCK		
Major ALBRIGHT		
Major SCICLUNA		
Capt. DORF	JTB	
Capt. TOPLISS		
Capt. GIANMARCO		
Capt. SOLENBERGER		
Mr. CROSETTO		
Mr. SACHS	JTB	
Mr. DI FEDE		
Mr. CERRITO		
Chief Clerk		

2521

RESTRICTED
ALLIED CONTROL COMMISSION
INCOMING MESSAGE

LABOUR 4692
copy in coming
 9777

TO: ALLIED LABOR COMMISSION ROME INFO CINE MED, COM 8TH FLEET, ALLIED COMMISSION
NAVY SUB COMMISSION ROME SIGNAL MESSAGE CENTER No: 45/02
 FROM: COM NOB PALERMO CLASSIFICATION: _____
 REFERENCE No: _____ PRECEDENCE: ROUTINE
 DATE AND TIME OF ORIGIN: NOV 100926 OFFICE OF ORIGIN: _____

ACTION

RESTRICTED.

Am sending officer representative to discuss necessity for increasing dockyard civilian basic wage rates over and above those recently authorized. Deem it necessary this request be given favorable consideration.

AC DIST

ACTION LABOUR SC (2)
 INFO A/CO
 ECON SEC
 NAVY SC (2)
 FILE (2)
 FLOAT

2520

RESTRICTED

NOV 021100

DATE and Time of RECEIPT _____

Distribution:



4692

FLAG OFFICER LIAISON, ITALY,
ALLIED COMMISSION,
HEADQUARTERS,
ROME.

30th October, 1944.

No. L.331/3.

MINISTRY OF MARINE,
ROME.

WAGES OF CIVILIAN EMPLOYEES.

It is understood that the wages of civilian and dockyard employees of the Italian Navy are to be raised shortly. If this is so, detailed information is requested as to the extent of this rise and the resultant wage scale of the various categories of civilian workers employed by the Ministry of Marine.

for REAR ADMIRAL.

(Copy to :- Labour Sub Commission,
Allied Commission.)

2519

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 894

File copy ☒

4692

15 October 1944

4692

SUBJECT: Employment of Merchant Seamen through Port
Captains.

TO: Navy Sub-Commission, ACC

1. Your letter of 31 October re the above
subject makes no reference to letter of this Sub-Commission
dated 3 October on the same subject, and copy of the
latter letter is herewith attached for your further
reference.

JUNIUS R. SMITH
Colonel, MAC
Acting Director
Labor Sub-Commission

*Heard the letter from Labord C. 3
 which 3 out. Out in reply
 to their previous communication.
 It is the letter which apparently
 they have not A.C.C. received*

Routing Slip

	Initials	Date
Colonel BAIN		
Colonel SMITH		
Major BARCOCK		
Major ALBRIGHT		
Major SCICLUNA		
Capt. DORF		
Capt. TOPLISS		
Capt. GIATTMARCO		
Capt. SOLENBERGER		
Mr. CROSETTO		
Mr. SACHS		
Mr. DI FEDE	2517	
Mr. CERRITO		
Chief Clerk		

HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
AFO 394

NSC/1033B

21 October 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Labor Sub-Commission, Hq. ACC.

Subject: Employment of Merchant Seamen through Port Captains.

1. Your letter LAB. 4692 of 17 October 1944, referred to the Navy Sub-Commission, ACC, a copy of the Ministry of Marine letter Prot 700/P of 2 October 1944 for action. As stated therein, the matter has previously been under discussion and a copy of Labor Sub-Commission letter LAB 091.411 of 30 August 1944, was referred to the Commander-in-Chief, Mediterranean to the MEDCO for comment. The original letter from MEDCO of 15 September 1944, and a copy of Commander-in-Chief, Mediterranean letter MED. 0060/8 of 30 September 1944 were delivered to Colonel BAIN by hand with the understanding that a reply would be made by the Labor Sub-Commission, ACC.

2. As no reply has been received, this Sub-Commission is unable to take any action on your letter of 17 October 1944, until a reply is made or the correspondence referred to above is returned to the Navy Sub-Commission, ACC.

H. R. J. Butler
H. R. JACLI,
Commander, U.S. Navy,
for Chief, Navy Sub-Commission, ACC.

2516

1740

HQ A.C.C. ECONOMIC SECTION

25th Jan
(Date)

Fr.	To
☒ ECONOMIC SECTION	
AGRICULTURE SUB-COMMISSION	
COMMERCE " "	
FINANCE " "	
FOOD " "	
INDUSTRY " "	
LABOR " "	☒
P.W. & U. " "	
REQUISITION DIVISION	
TRANSPORTATION SUB-COM.	
SHIPPING SUB-COMMISSION	
CHIEF COMMISSIONER	
CHIEF OF STAFF	
DEPUTY CHIEF OF STAFF	
CIVIL AFFAIRS SECTION	
ESTABLISHMENT SECTION	
For: Appropriate action	☒
Remarks/Recommendation	
Investigation & Report	
Information	
Noting and Return	
Noting and Retention	
Signature	
Dispatch	
File copy	
Noting & circulation	2515

Remarks:

3 attachments
CWA

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO

Ufficio Segreteria

Prot. N. 1083

Allegati N. 1

OGGETTO

ROMA, li 20 OTT. 1944
Via Boncompagni, 19
Telef. 480-151-2-3-4-5 - 480-951

ALLA COMMISSIONE ALLEATA DI CONTROLLO
ROMA

Trasmettiamo a codesto Comando una lettera pervenutaci dalla Camera Confederale del Lavoro di Bari, in merito alla situazione determinatasi presso i lavoratori delle banchine del porto della città, a seguito dell'assunzione dei lavori da parte di una impresa che, sfruttando i lavoratori stessi non pagandoli sulla base delle tariffe vigenti, sta realizzando dei guadagni non ammissibili.

Preghiamo vivamente codesta Commissione di voler attentamente esaminare la lettera qui unita, e di dare disposizioni perchè i lavori delle banchine del Porto di Bari vengano riaffidati alla Compagnia "Nazario Sauro" che, in precedenza già li aveva appaltati.

Restiamo in attesa di un cenno di riscontro.



Si prega di indicare nella risposta l'Ufficio scrivente e il numero di protocollo della lettera a cui risponde

20 OCT - 37

C.G.I.L.

CAMERA CONFEDERALE DEL LAVORO BARI E PROVINCIA

pr.n. 696

ALLA C.G.I.L.

ROMA.

Questa Camera Confederale, nell'espletamento delle sue funzioni nell'interesse delle classi lavoratrici, è venuta a conoscenza di una incresciosa situazione creatasi nei lavori di carico e scarico che si eseguono nelle banchine del porto di Bari per conto delle Autorità Militari Alleate.

Il Comando Militare Alleato ha gestito direttamente, fino al mese di luglio u.a. i lavori della terza sezione delle Banchine del Porto, adibendo a tali lavori, manovali e militari appartenenti alle nostre Forze Armate.

Allo scopo di semplificare le operazioni e per sottrarre al compito di direzione e di sorveglianza quegli elementi appartenenti alle proprie Forze Armate onde destinarli a compiti più importanti ed affini alle proprie esigenze militari, lo stesso Comando decideva di affidare tali operazioni alla Compagnia "Nazario Sauro" assicurando le medesime condizioni di cottimo già praticate con la stessa compagnia per le altre operazioni di carico e scarico.

Il Consiglio dei fiduciari della Compagnia, in seguito alle dichiarazioni del console sig. Capriati Gaetano, declinava l'incarico che le si voleva affidare dal Comando Alleato sollevando alcune difficoltà di ordine tecnico amministrativo che rendevano impossibile da parte loro l'assunzione di un impegno che alla stregua dei fatti si rendeva impossibile mantenere.

Le difficoltà prospettate dal Console Capriati consistevano nella riduzione dei componenti le squadre da 19 a 15 e l'aumento delle squadre stesse a circa 100; la necessità di creare un'amministrazione separata da quella della Compagnia, l'assunzione di nuovo personale amministrativo; l'apertura di nuovi uffici.

Tutto ciò comportava secondo il Capriati un aumento delle spese generali; tutto ciò riduceva la prospettiva di guadagno che si poteva ritenere molto limitata o addirittura nulla.

In seguito al rifiuto della Compagnia provocato dal Consiglio del proprio console Sig. Capriati, lo stesso si incaricava di stabilire contatti con il Comando alleato e un'impresa privata creatasi ad hoc **6513** cui fanno parte

un fratello del Capriati stesso, un vice console della compagnia, tale d'Elia Giuseppe, il segretario amministrativo, Florio Raffaele, e un impiegato, tale Orlando Giuseppe, tutti dipendenti della Nazario Sauro, che per l'occasione si dimettevano dai loro incarichi presso la Compagnia per dedicarsi esclusivamente alla nuova impresa.

Il Comando Alleato per i lavori di terza sezione pratica le tariffe di cottimo già praticate per gli altri lavori che esegue la Compagnia e cioè L. 70 per tonnellata.

La impresa assuntrice dei lavori, invece, corrisponde ai lavoratori una tariffa di cottimo di L. 32 in media per tonnellata. Detratte le spese generali, il guadagno di questa impresa improvvisata, che non ha impiegato alcun capitale, ma che sfrutta solo il lavoro di circa 600 operai si aggira intorno al 50% dei suoi incassi.

I soci della Compagnia Nazario Sauro, che mai in precedenza era stati informati dell'assunzione di questo nuovo lavoro, si rivolgono a V.E. per difendere un loro giusto diritto ed i diritti di tutti gli altri lavoratori che questo gruppo di speculatori sfrutta così indegnamente.

In base alle leggi vigenti il lavoro che si esplica nel recinto del Frotto di Bari è un diritto della Compagnia Nazario Sauro, e la Compagnia fa istanza perchè sia posto fine a questo stato di cose, perchè l'On.le Comando Alleato rifaccia il contratto per il lavoro di banchina con la Compagnia Nazario Sauro la quale provvederà ad usare il medesimo trattamento che usa ai suoi soci a tutti i lavoratori dipendenti.

IL SEGRETARIO

F. D. De Leonardis

Pr. 10' #

We are sending to this command a letter we have received from the Camera Confederale del Lavoro, fo Bari, about the actual situation of the workmen of the city harbour. There is a company there, who does not pay the workmen in the right way and gains to much money in an irregular way.

We pray this Commission to examine with attention the letter we are uniting here, and to state, if possible, the works of the Bary harbour be given again to the "Nazario Sauro" company, who, before, had yet engaged the workmen.

Longing for an answer.

The Secretary Office.

To the C.G.I.L.

This Camera Confederale, performing his working in the interests of the workmen, has heard of a bad situation risen between the workmen of the Bari's harbour, working for the Allied Military Authorities.

The Military Allied Command has had under its orders till the month of July the works of the third section of the benches of the harbour: the workmen were soldiers belonging to our Army.

In order to simplify those works and thinking it was better to send the soldiers away (they could be more useful in their own military works) the Command itself decided to trust those works to the "Nazario Sauro" company, assuring the same conditions the workmen had had till that moment.

The counsel of the company gave some oppositions and Mr. Capriati said it was impossible for them to promise what they really could not do for some technical difficulties.

Mr. Capriati said it was better to diminish the number of the workmen from 19 to 15; it was necessary to create a separated administration, to open new offices and to employ a bigger number of personnel.

All that, as Capriati's mind, augmented the general expenses; all that reduced every eventual gain yet very limited.

Then Mr. Capriati said he could signalize to the Allied Command a Private Company, and added some names, his own brother's name, that one of Elia Giuseppe, Florio Raffaele. All those people depended by the Nazario Sauro company, but, for the occasion, had decided to leave the company in order to belong definitively to the new company.

The Allied Command gives 70 liras for every tns.

But the new company gives 32 liras for every tns. So we find that its gain is above the 50/100 of her cashing.

The partners of the Nazario Sauro company, who never before had been informed of the beginning of this new work, are asking now you for being defended in their own interests and reasons against those speculators. And are asking this Allied Command for a new contract with the Nazario Sauro company shall give them

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And are asking this Allied Command for a new contract with the Nazario Sauro company assuring the Nazario Sauro company shall give them the same treatment it uses to give to its own partners and dependents.

The Secretary.

2512

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO

Ufficio SegreteriaROMA, li 20 OTT. 1944
VIA BONCOMPAGNI, 19
Telef. 480-151-9-3-4-5
480-951

194

Prot. N. 1034Allegati N. 1

OGGETTO:

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sezione Economica -R O M A

Trasmettiamo, con preghiera di farci conoscere le determinazioni che riterrete necessarie adottare nei confronti dei lavoratori alle dipendenze dei Comandi Alleati, copia di una lettera pervenutaci dalla Camera Confederale del Lavoro di Napoli in merito all'applicazione dei recenti aumenti e alla organizzazione dei lavoratori stessi in Sindacati.

Distinti saluti.-



LA SEGRETERIA

2511

Si prega di indicare nella risposta l'Ufficio scrivente e il numero di protocollo della lettera a cui risponde

2064
36

copia

CAMERA CONFEDERALE DEL LAVORO
Aderenti alla CONFEDERAZIONE GENERALE DEL LAVORO

N A P O L I

N.1115/AL/C2 di prot/

Napoli 3 ottobre 1944

Oggetto

Previdenza e carovita

Spett:

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO

R O M A

Richiamiamo l'attenzione di codesta Cn/le Confederazione sulla concessione del prossimo adeguamento salariale agli operai che lavorano alle dipendenze del Comando Alleato.

A parte tale concessione sarebbe cosa utile che l'interessamento di codesta Confederazione attraverso il Ministero del Lavoro cercasse di poter ottenere dal Ministero stesso la possibilità che questi operai alle dipendenze dei Comandi Alleati avessero la facoltà di costituirsi in Sindacati e poter così provvedere attraverso di essi alla tutela dei loro interessi ed a quelle opere di previdenza alle quali non provvedono i Comandi Alleati.

Noi riteniamo che un passo fatto dal Ministero del Lavoro potrebbe spianarci la via perchè mentre alcuni Comandi lo consentono, altri decisamente si oppongono o non permettono di poter provvedere alla organizzazione del personale da essi dipendente, anche in quei casi in cui abbiamo dimostrato che la organizzazione aveva il solo scopo di provvedere alla assistenza dei lavoratori nel campo previdenziale.

La cosa è di sommo interesse, perchè si tratta di diverse migliaia di lavoratori tentati lontani dalle organizzazioni e privi di ogni assistenza previdenziale perchè da soli non hanno la possibilità di provvedere.

In tale intesa sicuri che un V/ intervento varrà a far dare disposizioni nel senso da noi richiesti, attendiamo sentirVi in proposito.

Con stima ben distintamente Vi salutiamo.

2510

Spett.le

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO

R O M A

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In tale intesa sicuri che un V/ intervento varrà a far dare disposizioni nel senso da noi richiesto, attendiamo sentirVi in proposito.

Con stima ben distintamente Vi salutiamo.

IL SEGRETARIO

f.to A. Leonardi

2510

Pr.1904.

We are sending to you a copy of a letter that we have received from the "Camera Confederale del Lavoro" of Naples about the application of the recent increases and the organization of the workmen themselves in "Sindacati"

Please, let us know what you have decided about the workmen depending by the Allied Commands.

The Secretary Office.

Object: Providence and indemnities for the expensive life.

To : Confederazione Generale Italiana Del Lavoro. ROMA.

We call the attention of this Confederazione on the concession of the next indemnities to the workmen depending by the Allied Command.

If would be possible for these workmen to associate themselves in Sindacati, in order to provide to their own interests and to those providences not given by the Allied Commands.

We think that ~~the~~ Ministero del Lavoro could help us ; there are indeed some commands who approve us, and some other ones who donot like our purposes , even if we dimonstrate to them the only thing we are asking for, is to provide to the providences of the workmen.

The thing is very interesting because the workmen have no possibility for providing to their own necessities.

Hoping you can help us as best as you can.

2509

1750

Please, let us know what you have decided about the workmen depending by the Allied Commands.

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If would be possible for these workmen to associate themselves in Sindacati, in order to provide to their own interests and to those providences not given by the Allied Commands.

We think that ~~the~~ Ministero del Lavoro could help us ; there are indeed some commands who approve us, and some other ones who donot like our purposes, even if we dimonstrate to them the only thing we are asking for, is to provide to the providences of the workmen.

The thing is very interesting because the workmen have no possibility for providing to their own necessities.

Hoping you can help us as best as you can.....

The Secretary.



IL MINISTRO
DELL'INDUSTRIA DEL COMMERCIO E DEL LAVORO

Roma, 21 OTT 1944

Pa. Goh
COMMISSIONE ALLEATA DI CONTROLLO -
Sub-Commissione Lavoro
e p.c.
Direz. Sezione Economica

Oggetto: Ufficio Lavoro Perugia -

1°) -In accordo con il vostro stesso desiderio, io vado segnalando a codesta Sub Commissione, le persone che ritengo più adatte a coprire l'incarico di direzione degli Uffici del Lavoro nei territori ancora soggetti all'A.M.G.

2°) -In data 4 corrente segnalai a codesta Sub Commissione il nome del Dr. Luigi CONTENTI per l'annomina a Direttore dell'Ufficio del Lavoro suindicato.

3°) -Debbo ora constatare che la mia segnalazione non è stata tenuta in alcun conto.

2508

21.6.45
29

PR.904.

Object: Work Office of Perugia.

1)According with your own desire,I am si gnalizing to this Sub-Commission the persons I think are apter to be in the direction of the work offices in the countries still subjected to the A.M.G.

2)In October 4th,I signalized to this Sub-Commission the name of the Doctor Luigi Contenti for naming him Director of the Work Office of Pe

ugia:

3)Now I see that you did not care my signalizing.

2507

(IGV227) Wt 22313 D7977 60M P: 12/42 H & S, Ltd 232.

4692

For use in Signal Department only		4692				
Originators Instructions: (Indication of Priority, Intercept Group, etc.)		Codress/Plaindress		No. of Groups		
TO:		FROM:				
C. in C. MED (R) MEDCO		NAVY SUB COM.				
A C R O S S	REFER YOUR LETTER MED 0060/8 OF 30 SEPTEMBER LABOR SUB-COMMISSION					5
	AC ADHERES TO POSITION THAT MERCHANT SEAMEN MUST BE EMPLOYED					10
	THROUGH PROVINCIAL LABOR OFFICES AND NOT THROUGH PORT CAPTAINCIES X					15
	REQUEST CONFERENCE BETWEEN MEMBER YOUR STAFF, MEDCO AND LABOR					20
	SUB-COMMISSION, AC, TIME AND PLACE AT YOUR CONVENIENCE TO					25
W R I T E	ADJUST DIFFERENCES.					30
	2506					35
	Copy to:					40
	Chief of Staff, AC.					45
	Labor Sub-Commission, AC. ✓					50
System	P/L Code or Cypher	Time Receipt	of Despatch	Operator	P.O.O.W.	Date

HEADQUARTERS
ALLIED FORCE HEADQUARTERS
LABOR SUB-COMMISSION
AFU 594

JOB/ma

17 October 1944

SUBJECT: Port Labor Rates

TO : A.F.H.Q.
G-3 Section

1. This is in reference to your communication of 12 October 1944, above subject title, file number 091.4-1.
2. Attached correspondence to above communication would seem to indicate that problem is one of applying Provisions R.D. No. 23/B, 7 December 1943, otherwise known as the "70% Wage Increase Order" for the benefit of stevedores in Port of Cagliari.
3. Provisions of R.D. No. 23/B, 7 December 1943, are mandatory for state workers, permissive for workers under private contract. No clearance or concurrence is necessary, in either event, with A.C.C. in any territory where the order has been published.
4. If an increase in wages under the R.D. is deemed wise it may be given forthwith. If such increase requires a revision of the basic contract the Labor Sub-Commission, Headquarters, A.C.C. would raise no objection to such revision for such a purpose. Attention is called to the fact, however, that Labor Sub-Commission has no jurisdiction over contract revision. Such actions usually the responsibility of the original contracting authorities clearing through the appropriate Military Command in the area concerned in the case of all contracts in which the Allied Forces have a direct interest.
5. Attachments to your basic communication returned herewith.

JUNIOR E. SMITH
Colonel, GAO
Acting Director
Labor Sub-Commission

Attachments

2503

LABOR SUB-COMMISSION
A.C.C.
Routing Slip

	Initials	Date
~~Colonel BAIN~~		
Colonel SMITH	<i>JS</i>	
Major BABCOCK ←	<i>hct</i>	
Major ALBRIGHT		
Major SCICLUNA		
Capt. DORE		
Capt. TOPLISS		
Capt. GIAMMARCO		
Capt. SOLENBERGER		
Mr. CROSETTO		
Mr. SACHS		
Mr. DI FEDE		
Mr. CERRITO		
Chief Clerk		2504

Labor
S.C. 4692
535
ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

FJS/seb
12 October 1944

G-5: 091.4-1

SUBJECT: Port Labor Rates.

TO : Headquarters, Allied Control Commission
APO 394.

1. For necessary action.
2. Attention is invited to the statement contained in first sentence of Par. 3, letter Allied Garrison Sardinia

For the Asst. Chief of Staff, G-5:

H. J. Dwyer
U.S. SLIGHTER
Captain, AGD.

Incl:
as above.

HEADQUARTERS
1 OCT 1944
A C C

2503

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

JOB/naa

17 October 1944

TO : Navy Sub-Commission

Attached is a communication from the Ministry of the Navy which raises certain questions over which this Sub-Commission has no jurisdiction. It is, therefore, being referred to you for appropriate action.

JULIUS R. SMITH
Colonel, USN
Acting Director
Labor Sub-Commission

Attachment

2502

1758
Ambasciata Latorraca

MINISTRY OF THE NAVY

4692
2.10.94

SUBJECT: Unloading of coal at Messina
TO : Labor Sub-Commission A.C. Rome

This Ministry has been informed of the fact that the ships loaded with coal for the city of Messina are unloaded at Catania and the coal is then sent to Messina by train. This fact has caused disappointment among the stevedores of Messina who being without work are presently in bad economic conditions.

The stevedores of Messina are incorporated in the Messina Port Company which is officially recognised and controlled by Italian Naval Authorities; therefore the professional skill of the Messina stevedores is guaranteed;

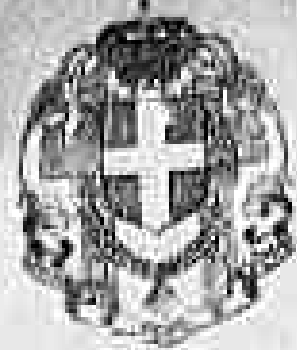
This Ministry begs the Labor Sub-Commission to examine the possibility of having the coal for the city of Messina unloaded in the same Port instead of at Catania.

I shall appreciate a reply.

THE MINISTER

te/

H 2501



M A R I N A

*Ministero delle Comunicazioni*DIREZIONE GENERALE
DELLA MARINA MERCANTILE*Labour Sub Com**Roma* 2- OTT. 1944 19-4

4692

ALLA COMMISSIONE ALLEATA
DI CONTROLLO

Sottocommissione per il lavoro

R O M A

Divisione IV

Lex

Prot. N. 899 P

Allegati

Risposta del

Dir.

Lex

N

OGGETTO Sbarco di carichi di carbone a Messina

A questo Ministero risulta che le navi con carbone destinato a Messina vengono scaricate nel porto di Catania, e il carbone stesso viene poi inoltrato a Messina per via ferroviaria; il che provoca vivo malcontento fra le maestranze di quest'ultimo scalo marittimo, le quali versano in gravi condizioni economiche a causa della completa disoccupazione in cui da molti mesi vivono in dipendenza delle attuali contingenze.

La Compagnia portuale di Messina, nella quale le predette maestranze sono incorporate, è un organismo che, essendo controllato dall'Autorità Marittima Italiana, offre ogni garanzia sia dal punto di vista della propria attrezzatura tecnica, sia sotto l'aspetto della capacità professionale dei suoi operai, che, addetti a tal genere di lavoro da anni, non sono meno provetti di quelli di Catania e danno pieno affidamento per quanto concerne la regolarità e la celerità delle operazioni.

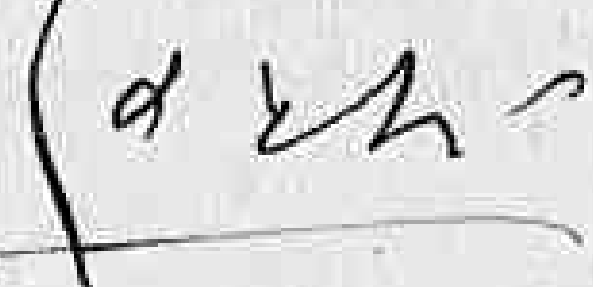
Questo Ministero prega, pertanto, codesta On. Commissione di voler esaminare la possibilità di venire incontro ai lavoratori portuali di Messina, disponendo - ove non esistano particolari difficoltà che lo scrivente ignora - che i carichi di carbone destinato a Messina siano ivi direttamente scaricati, anziché

RECEIVED
8 OTT 1944
12/65 - 9

2500

nel porto di Catania, come attualmente avviene.

Lo scrivente gradirà di essere informato delle a
minazioni che potranno essere prese in proposito.

 IL MINISTRO


JR SUB-COMMISSION
A.C.C.
Routing Slip

1/10

	Initials	Date
Colonel SMITH	JS	
Major BABCOCK		
Major SCICLUNA		
Capt. DORF		
Capt. TOPLISS		
Capt. SOLENBERGER		
Mr. CROSETTO		
Mr. SACHS		
Mr. DI FEDE		
Mr. CERRITO		
Chief Clerk		

2499

SECRET

C O P Y

TO: NATOUA ATTN COT FOR ACTION, COM ZONE NATOUA MAIN ATTN TO,
ACC, AAI, MOVWIT & POWIT FOR INFO

FROM: PBS-29279 REF No.

SECRET. Effective upon completion of discharge of vessels
now at satellite ports of CASTELLAMARE, TORRE ANNUNZIATA, AND
SALERNO these ports will cease operation. It is expected that
all personnel presently operating these ports may be released
by 20 October. This our PBS28835 supplements.

TO: Agriculture Sub Commission
Commerce Sub Commission
Finance Sub Commission
Food Sub Commission
Industry Sub Commission
Labor Sub Commission
Public Works & Utilities Sub Commission
Transportation Sub Commission
Shipping Sub Commission

Forwarded for information.

8 OCT. 44

C. W. Atkins
C. W. ATKINS, Lt. RA.
Staff Lieutenant
Economic Section

2498

SECRET

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

File

Ref. File No. ⁴⁶⁹²~~4695~~

5 October 1944

SUBJECT: Port of Civitavecchia, Mr. Blaise Digovic, Port Representative,
(War Shipping Administration Agent) in Civitavecchia, Telephone
Vital 5.

TO : File

This port is being opened for the purpose of loading civilian food supplies consigned to A.C.C. It is planned that unloading will be performed under contract on a tonnage basis. Mr. Digovic discussed several problems arising in this connection. The contractors represented that under a law promulgated August, 1933, they were required to withhold 60% of the employees' pay which would constitute a fund for the purpose of paying benefits to unemployed longshoremen throughout the Nation. Dr. La Loggia will run this down and render his opinion. Mr. Digovic was furnished with outstanding directives on contracts, rations and was provided with information concerning social security deductions.

D.C.B.

2497

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
A-0 394

4 October 1944

MEMORANDUM FOR FILE

SUBJECT: Stevedore Labor at Civitavecchia
(War Shipping Administration)

1. Mr. Digovic, representative of War Shipping Administration (U.S.) at Civitavecchia, whose chief is Mr. Kalloch at Caserta, is concerned about the proper unloading for quick turn-over of Lease-Lend materials coming by ship, at Civitavecchia. It appears that the duly designated agent for the War Shipping Administration at Civitavecchia is ACOMIN, of which Mr. Retti is the manager or agent (Col. Glanville - Shipping - ACC? is also interested.)

2. It appears that they need about 200 stevedores for the work and an ample supply is on hand. The question arises as to what wages shall be in effect for stevedores as part of the contract ACOMIN or War Shipping Administration is apparently going to enter into very shortly. I gave Mr. Digovic the new Army Wage Scale and suggested that the wages might be spelt out in the following manner:

for 8 continuous hours L. 120,
for 9 continuous hours L. 142.50
for 10 continuous hours L. 165
for 11 continuous hours L. 187.50
for 12 continuous hours L. 210

J. R. Smith
J. R. Smith,
Colonel,
Acting Director Labor Sub-Commission.

2496

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

JNA/EG

File
46145

Lab. 46145

3 October, 1944

SUBJECT: Employment Offices for Italian Merchant Seamen.

TO : Navy Sub-Commission, A.C.C.

1. With reference to the letter of the Chairman of the Mediterranean Shipping Board concerning the reinstitution of Port Captaincies as the Employment Offices for Italian Merchant Seamen, this Sub-Commission still holds to the policy set forth in letter of 30 August 1944 (LAB 091.411) addressed to the Navy Sub-Commission.

2. As stated in the above letter, the Port Offices were abolished because of complaints against their personnel and practice particularly in the type of control and in alleged fee-charging. The new Regional and Provincial Labor Offices, in cooperation with Social Security agencies, are in position to operate Special Port Offices wherever necessary and to give uniform, impartial, and full services to all types of job-seekers and employers, hold in job placement and social insurance.

3. It is repeated, that any change desired by the Italian Government should be proposed as a part of the basic law regulating Labor Offices, and not as a request to reestablish old offices now outside of the present system.

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

Copies to:

Economic Section AGC
R.C. Southern Region
Ministry of Industry, Commerce and Labor

106

Noted by [unclear] 30 October 1944

Subject: Employment Offices for Italian Merchant Seamen.
 To: Navy Subcommittee, ACC

1. With reference to the letter of the Chairman of the Mediterranean Shipping Board concerning the reinstitution of Port Offices as the Employment Offices for Italian Merchant Seamen, this Subcommittee still takes to the pending set forth in letter of 30 August 1944 (LAB 091.411) addressed to the Navy Subcommittee.
2. As stated in ^{the above} ~~that~~ letter, the Port Offices were abolished because of complaints against their personnel and practice, particularly in ^{the} type of control and in alleged fee-charging. The ^{new} ~~new~~ Regional and Provincial Labor Offices, in cooperation with Social Security ^{agencies} ~~agencies~~ 2494, are in position to ^{operate special Port offices where necessary and to} give uniform, impartial, and full service to all types of job-seekers and

played, led in job placement and social insurance.

3. It is reported, that any change desired by the Italian Government should be prepared as a part of the basic law regulating Labor Offices, and not as a request to reestablish old offices now outside of the present system.

J. T. R. Barn ^{Cal}
~~Director~~ Labor Sub Committee

Copies to
 Economic Section AEC
 R. C. Southern Region
 Ministry of Industry, Commerce & Labor

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
AFC 394

GDF/EG

LAs 091.46145

21 September, 1944

SUBJECT: Cassa Marittima Meridionale

TO : His Excellency, the Minister of Labor, Industry and Commerce

FROM : Director of Labor Sub-Commission

In view of the approaching liberation of the Northern regions of Italy the Allied Control Commission is considering steps to be taken in connection with the Cassa Marittima of Genova and Trieste. Since the administrations of the three Cassa in Italy were based on the Fascist Syndicates and since these Syndicates have been abolished by order of the Allied Command in Italy the Administrative Councils of these Cassa have ceased to have a legal basis.

We have decided, therefore, that as soon as Genova and Trieste are liberated we will recommend to the proper Allied military authority to appoint co-commissioners for each Cassa, one to be a representative of the Armatori and one to be a representative of the employees. Both commissioners will have equal power and they will replace the present administrative councils.

As your Excellency well knows, the administrative council of the Cassa Meridionale in Naples has been abolished. A commissioner was appointed by the Prefect of Naples. The present commissioner, Mr. Andalo', is a representative of the Armatori. We believe it advisable to suggest to your Excellency that as a temporary step co-commissioners be appointed for the Cassa Meridionale in order that we may have similar administrations in the three Cassa. We are aware of commissioner Andalo's qualifications for his present post. The decision of whether Commissioner Andalo' should be appointed by you as a co-commissioner will rest with you. We are only suggesting that the responsibility for the administration of the Cassa Meridionale should be shared by the employees association by appointing a co-commissioner who will represent the interests of the workers.

J. T. R. BAIN
Colonel
Director

710-46105
CASSE MARITTIME
ej
12/2/44

In the field of social insurance Italian law has always recognized and respected the semi-autonomous characteristics of various Funds (casse) which have traditionally provided some form of benefits to its members. The inception and development of these casse has been essentially local. For many years, however, the tendency has been toward Funds which are national in scope.

Among the strongest of these semi-autonomous casse have been the "Cassa Marittima Meridionale" with its main office in Naples, "Cassa Marittima Adriatica" with its main office in Trieste and "Cassa Marittima Tirrena" with its main office in Genova. The development of these Funds reflects the traditions of Italy as a maritime nation. In point of time the development of these institutions goes back to 1474.

When these Funds were established they were autonomous and free from any regulation by any governmental agencies - be they city or national. Of late, however, the national government, while acknowledging their legal status as semi-autonomous entities, has taken a more active participation in the administration of these Funds and in regulating their functions. This government intervention, however, has left much to be desired because no serious attempts have been made to eliminate obvious inequalities in the treatment of the beneficiaries by the various Funds. The complaint has frequently been voiced, and with complete justification, that the people in the Southern regions of Italy have received lower benefits than the Northern regions. A great deal of criticism has also been voiced because of the varying benefits received by people working on the same ships simply because they are members of different Funds. It is to be hoped that through a more direct participation by the government these inequalities can be corrected. We are of the opinion that the nationalization of these Funds and the integration of their functions into the national social security and social insurance programs would provide a sounder and less costly administration and would provide equality of treatment to all the employees intended to be covered.

These Maritime Funds are regulated by constitutions and by laws which differ very little in their legal provisions. Each Funds was administered by:

- 1) President - appointed by the ministers of corporations and communications;
- 2) Council - which included the president, a representative of the minister of corporations,

- 2 -

a representative of the minister of communications, the president of the employers' association, the secretary of the employee's association, six representatives selected by employers' association and seven representatives selected by employees' association;

- 3) Executive Board;
- 4) Executive Director;
- 5) Committee of Financial Control.

Since the liberation of the Southern and Central parts of Italy by the allied troops the administration in Naples, for instance, has operated on questionable legal authority. We do not have any definite information concerning the other two Funds. It is to be foreseen, however, that the same problem will occur as allied troops complete the liberation of the Northern part of Italy.

Because of the serious legal problems which have occurred and which will occur again as soon as Genoa and Trieste have been liberated it is absolutely essential that the Italian Government, and particularly the Minister of Labor, Industry and Commerce, take the necessary steps to appoint a commissioner for each Fund who will be in position to take over immediately in Naples and as soon as military operations permit in Genoa and Trieste in order to properly safeguard the existing assets and to supervise the functions of the Funds to the end that their obligation will be properly discharged. This should be a temporary arrangement and should remain in force until such time as the Italian Government has had a chance to study the whole set up anew and make the changes which they may deem beneficial to the employees affected in the light of a new national policy for social security and social insurance.

The three Casse, operating as semi-autonomous legal entities, have the responsibility to administer the Sick-benefits Insurance as well as the Insurance for accident which arise out of and in the course of the employment. The Casse at Trieste and Genoa have adopted, through collective agreements, a system of family assistance, war risks and vacation benefits. The Cassa at Naples has not adopted several of these benefits. It is generally recognized in Italy that the Cassa at Trieste is the strongest ~~and also~~ ^{and the most liberal. It reflects} the strong employees association which has operated in that region from the time of the Austrian rule. There has been some agitation by the workers engaged in navigation in the Southern region, and particularly in Bari, to be accorded the same treatment as the workers in Trieste.

The present administration of these Funds varies. In Naples a commissioner was appointed by the Prefect to supervise its functions. In Genoa the Fascist Republican Government removed some of the top officials and appointed a commissioner, who will have to be replaced by the allied auto-

- 3 -

rities when that city is liberated. In Trieste, according to the last information as of May 1944, the former administration has apparently remained in control.

ASSICURAZIONI DELLA GENTE DEL MARE

I. Health Insurance (Assicurazione contro le malattie).

This type of insurance is compulsory for all members of the crew. It applies to cases of sickness which are not compensated through the provisions of the workmen's compensation law (including the occupational disease law). Insurance benefits are to be paid for total or partial disability which render the assured unable to carry on his work and which require medical attention. The workers thus insured are covered from the day of embarkation up to the day of their return to the home port as well as for diseases or conditions which are diagnosed or are noted within 28 days of the date of return.

Benefits:

1. Medical and surgical assistance, including hospitalization, medicines and other therapeutic measures for all diseases, except venereal diseases, which are diagnosable or which appear during the trip (arruolamento) until clinical recovery has been effected or up to one year from the day of disembarkation.

2. Daily cash-benefits of 75 % of the salary beginning on the day of disembarkation and up to a period of one year. If the disease and disability begin after disembarkation benefits will begin four days after notice has been given to the Cassa.

3. For those who sail on boats over 200 tons and who sail beyond the straits of Gibraltar and Suez benefits are provided for venereal diseases and other related conditions which appear either during the trip or within 28 days hospitalization in limited to 28 days and cash benefits to 50 % of the salary and it must be shown that he did not work for others.

4. Obstretical services and daily cash benefits for a period of four weeks after birth or a therapeutic abortion.

5. If the Cassa can show that the illness is due to drunkenness or to self inflicted injuries it can refuse to pay any benefits to the insured. It may pay, however, 1/3 of his daily wage to his wife or dependents. 2489

6. Contributions to the Cassa are paid by the employer (armatori) for cases under subdivision 1 and 2 and by the employer and employees equally for cases under 1 and 3.

7. Medical benefits are also available to the

-4-

spouse and dependent children under the age of 18 as well as to children over that age, who are disabled, and to parents who are disabled and dependents of the insured.

8. These benefits are free from levy, assignment and liens and are not taxable.

9. In the event of death of the insured through the illness or condition which had been recognized as compensable, his spouse or dependents are entitled to one month's salary.

The employees are entitled to the benefits set forth in subdivisions 1 through 8 even when the employers have failed to make the proper contributions to the Cassa. It is also to be noted that when the employee is hospitalized the Cassa may reduce the daily cash benefits by 2/5 and pay the balance to his dependents. If the employee refuses to submit to necessary medical and or surgical treatment the Cassa may stop his benefits. Questions of medical controversies will be decided by a medical board of arbitration (3 doctors).

II. Old Age Pension. - Pensions are allowed to the following:

1. Those who have completed 20 years of service and have reached the age of 60.

a) If during 10 of the 20 years of service he was employed as a radio operator or as a machinist the retirement age can be lowered to 55.

b) If during the 20 years of service he was employed as a radio operator or as a machinist the retirement age can be lowered to 50.

2. Those who have become permanently disabled or unable to carry on their work as seamen will be intitled to a pension regardless of their age provided they have worked in connection with navigation for 20 years. If in such a case (of disability) it is shown that the worker spent 10 years in navigation and during the 10 years period prior to the submission of the application for a pension the applicant has spent at least two years in navigation he will be granted a pension.

3. Those who have been rendered permanently disabled and are therefore unable to continue their work because of an accident substained in the performance of their work.

4. Pensions are based on the average earnings of the three years which reflect the highest salary.

5. One is not entitled to a pension if he has been rendered unable to work because of a criminal act by him committed or because he has violated the law of the sea.

- 5 -

In such a case, however, his wife and his dependents will be paid his pension during the period of his life-time.

6. If the beneficiary of the pension is sentenced to jail for a definite period of time his pension benefits will be paid to his wife and children. If, however, he is sentenced to a life term his wife and dependent children will be treated as widow and orphans in accordance with the provisions of law applicable to such cases.

7. If a pensioner returns to the sea (to work) his pension benefits are suspended during the period of his employment.

8. In case of death his widow will be entitled to 1/2 of his pension - if there are minor children the amount will be increased by 10 % of the pension, but not to exceed 75 % of the total pension.

9. The widow's pension will terminate upon remarriage. If, however, she is under 35 on the date of remarriage and has no minor children by the previous marriage then she will receive one year's pension in a lump sum.

10. For the purpose of this decree minor children are considered to be boys up to the age of 18 and girls up to the age of 21 if unmarried.

11. The widow will not be entitled a pension unless she had been married to deceased more than two years, if the deceased had married her after he had attained the age of 50; the widow is not entitled to a pension if she had been, prior to his death, separated from him pursuant to a legal decree because of her own malfeasance.

12. If there is no widow but there are minor children, each child will receive 10 % of deceased's pension - up to 80 % of the total amount. If there are no children and no widow the dependent parents of the deceased - the father if he has reached the age of 65 and is unable to work or the mother if she has reached the age of 50 or is unable - will receive 1/3 of the pension.

JOSEPH DI FEDE
Labor Relation Advisor

2487

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394File 46145
JTRB/lmc

10 September 1944

TO : Minister of Labor, Industry and Commerce.
FROM : Director of Labor Subcommittee.
SUBJECT: Casse Marittime.

Since the liberation of Southern and Central Italy and the abolition of the Fascist Syndicates as well as the Ministry of Corporations, the administration of the Cassa Meridionale in Naples seems to rest on questionable legal authority. Until a more complete re-organization of the Casse Marittime generally has been decreed by proper changes in the law it seems advisable that your Excellency appoint provisional commissioners for the Cassa Marittima Meridionale, for the Cassa Marittima Tirrena and for the Cassa Marittima Adriatica. We suggest that such commissioners be given full authority to administer and control the present funds. We suggest also that the commissioner for the Cassa Meridionale be appointed as soon as possible to take office promptly since most of the territory over which he will operate has now been turned over to the Italian Government.

In as much as the same problem will arise when Genova and Trieste are liberated we feel it advisable to suggest that Commissioners be appointed for these two Casse in order that they may be ready to take office as soon as military operations will permit. If your Excellency should believe this to be proper procedure we will advise our A.M.G. authorities in the north to cooperate with your commissioners to the fullest extent.

We realize that this is only a temporary measure. The fundamental problems of equalizing the different treatment and benefits of the workers of the sea by the three different Casse and thus correcting many of the present difficulties should be one of the subjects to be discussed by the Royal Commission which will investigate the over-all structure and provisions of the present Social Insurance and Social Security system in Italy. We shall be happy to discuss some of these problems with your representatives and/or with members of the Royal Commission when they are ready to begin their work.

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

2486

LABOR SUB-COMMISSION
A.C.C.
Routing Slip

	Initials	Date
Colonel BAIN	10/9/54	
Colonel SMITH	M	
Major BABCOCK		
Major ALBRIGHT		
Major SOICLUNA		
Capt. DORF		
Capt. TOPLISS		
Capt. GIANMARCO		
Capt. SOLENBERGER		
Mr. CROSETTO		
Mr. SACHS		
Mr. DI FEDE		
Mr. CERRITO		
Chief Clerk		

2485

Office of Flag Officer,
Western Italy,
NAPLES.

24th September, 1944.

NO. 123-2-3
THE CLIFMAN, WANTS SUB-COMMITTEE,
ALLIED ARMS IN ITALY LABOUR UNION.

Copies to:-
The Commanding General, Peninsular Base Section
Allied Control Commission Labour Sub-Commission
Secretary, Allied Force Local Resources (Italian) Board).

PAY FOR OVERTIME AND BOATS CREW

It is felt that the position regarding the payment of overtime to schooners and boats crews is still far from clear.

2. In the original proposal submitted by the Officer Commanding 797 Company R.A.S.C. (Water Transport) dated 28th May, copy attached, a sum was included to include overtime and it was proposed that the rates should be published with a footnote "No overtime payable."

3. On the other hand the Allied Control Commission produced an undated document, copy attached, headed "Statement on overtime for Ships Crews" in which the payment of overtime was advocated.

4. As it is possible that the Italian Navy may be called upon to operate ports previously administered by the Allies, it is considered that it is important that the situation should be reviewed and clarified with special reference to conditions of service of schooners and boats crews operating for the Italian Navy, the Italian Merchant Service and the various Allied Services.

5. It is pointed out that the Royal Navy has been paying overtime on the "Ships of 500 tons or more" and "Ships under 500 tons" rates as previously published by A.A.I. and it is suggested that the rates paid should be 10% higher than those to encourage the men to accept what can only be considered as temporary employment.

FOR SUBCOMMITTEE AND STATE CHIEFS

It is felt that the position regarding the payment of overtime to schooners and boats crews is still far from clear.

2. In the original proposal submitted by the Officer Commanding 757 Company R.A.S.C. (Water Transport) dated 28th May, copy attached, a line was included to include overtime and it was proposed that the rates should be published with a footnote "No overtime payable."
3. On the other hand the Allied Control Commission produced an undated document, copy attached, headed "Statement on overtime for Ship's Crews" in which the payment of overtime was advocated.
4. As it is possible that the Italian Navy may be called upon to operate ports previously administered by the Allies, it is considered that it is important that the situation should be reviewed and clarified with special reference to conditions of service of schooners and boats crews operating for the Italian Navy, the Italian Merchant Service and the various Allied Services.
5. It is pointed out that the Royal Navy has been paying overtime on the "Ships of 300 tons or more" and "Ships under 300 tons" rates as previously published by A.A.I., and it is suggested that the rates paid should be 20% higher than Calcutta to encourage the men to accept what can only be considered as temporary employment.

2484
FOR HEAD ADMIRAL

SUBJECT: - Wages of Seagoing Personnel

Reference: 101

X-49-71.

NAME (Civil),
2909 Civil Labor Unit.

1. The scale of wages at present being paid by this unit to Italian personnel employed on submarine operations vary unfavorably with the scale paid down by the Italian Merchant Marine.

Difficulty has always been experienced in recruiting crews for vessels owing to the lower wage paid by the U.S. Navy. Recently, however, the Italians have increased their rate about 50%. Consequently it is now practically impossible to obtain crews and quite a number of our reliable personnel. The extreme cost of carrying different personnel at sea and the consequent danger to ship, cargo and life gives thought for much uneasy contemplation.

2. It is respectfully submitted that all past rates for submarine crews be cancelled and that one master rate be introduced to account more fully with the Italian rate for crews of ships from \$5 - \$1000 down.

For only reference the Italian rate (which all submarines are bound to pay), the old U.S. rate for master, 3000 per annum, and the proposed master rate are given as:

	Italian rate	Old U.S. rate	Proposed rate
Master	3000	3000	2250
Chief Engineer	2500	2500	2000
1st Officer	2500	2500	2000
1st Engineer	2500	2500	2000
Boat	1750	1750	1500
Cook	1500	1500	1200
Seaman	1450	1450	1100

3. The Italian scale would appear high compared with the scale of wages paid to Italian workers ashore. It should be borne in mind that the wage is made up of additions of 250% and 50% per mile. (This high wage is comparable with the high wages paid to Italian workers ashore).

Field,
28 May 44.

797 093 1000 (Under Through)
Base Commanding
2483

Difficulty has always been experienced in determining the wages of vessels owing to the lower wage paid by the U.S. Recently, however, the Italians have increased their rate about 60%. Consequently it is now practically impossible to obtain crew and make it possible to employ reliable personnel. The various crews of shipping companies employed at sea and the consequent danger to ship, cargo and life gives thought for much uneasy contemplation.

It is respectfully submitted that all past rates for seamen should be cancelled and that one master rate be authorized to cover all seamen and the Italian rate for crew of ships from 50 - 1500 tons.

For entry reference the Italian rate (which all ships must be bound to pay), the old U.S. rate for master 200 for seamen, and the proposed master rate are given:

	Italian rate	Old U.S. rate	Proposed
Master	300	250	250
Chief Engineer	280	180	250
1st Officer	250	160	250
2nd Officer	220	140	250
3rd Officer	170	80	250
Cook	150	80	250
Seaman	140	80	250

The Italian scale would appear high compared with the scale of wages paid to Italian seamen abroad. It should be borne in mind that the wage is made up of additions of 250 and 50 per month (which high wage is comparable with the high wages paid to British seamen).

Field.
28 May 44

737 Cox 2483 (Master Foreword)
2483

I. SEA-TONG RATES (SEAFARERS)

	Italian rate	Present rate	Proposed rate
	3003	150 - 180	250
Master			
Chief Engineer			
1st Officer	230	110 - 150	200
1st Engineer			
2nd Officer	223	110	180
2nd Engineer			
3rd Officer	210	110	170
3rd Engineer			
Boatman	162	110	140
Cook	140	80 - 90	130
Seaman	133	80	120

- Note: 1. The "Italian Rates" shown do not include family allowances.
 2. The "Proposed Rates" shown will be subject to a reduction of 30 lire for rations provided.
 3. No overtime payable.
 4. Cancel present rates for ships over and under 360 tons.

II. "HARBOR" RATES
For "Bosco" and "Craff"

	Present Rate	Proposed Rate
	100 - 130	150 (+30)
Master	80 - 130	110 (+30)
1st Engineer	30 - 120	110 (+30)
Cook	70 - 80	80 (+30)
Seaman		110

- Note: (1) The proposed rates shown will be subject to a deduction of 30 lire for rations provided.
 (2) No overtime payable.
 (3) Cancel present rates for Able Seaman, Tugboat Engineer and Tugboat Master.

III. RATES AND ALLOWANCES

Master
 Tugboat Engineer

70 - 90 } previously authorized under
 80 - 110 } E.O. 12356 letter ref 7/4/54
 3/4 20 Jan 54

Note: See also rates. It will be seen that the "proposed rates" have been 2482
 It was considered that the higher rates were excessive in comparison with the "Harbor Rates".

1st on board				180
2nd Officer	223	110		
2nd Engineer	210	110		170
3rd Officer				
3rd Engineer	102	110		140
Boat	102	80 - 90		130
Cook	102	80		120
Boatman	102			

Note: 1. The "Station Rates" shown do not include family allowances.
 2. The "Proposed Rates" shown will be subject to a deduction of 30 lire for rationing provided.
 3. No overtime payable.
 4. General present rates for all ranks over and under 300 tons.

III. "PROPOSED RATES"
For all ranks over and under 300 tons.

Master
 Mate
 Engineer
 Cook
 Boatman

	Present Rate	Proposed Rate
Master	100 - 120	130 (+30)
Mate	80 - 100	110 (+30)
Engineer	70 - 120	140 (+30)
Cook	70 - 90	80 (+10)
Boatman	70 - 90	80 (+10)

Note: (1) The proposed rates shown will be subject to a deduction of 30 lire for rationing provided.
 (2) No overtime payable.
 (3) General present rates for all ranks over and under 300 tons.

IV. "PROPOSED RATES"

70 - 90 } Previously authorized under
 80 - 110 } E.O. 12356, Letter ref 7/4/51
 3/4 20 Jan 44.

Note: Consolidated Rates.
 It will be seen that the "proposed rates" have been 2482
 It was considered that the higher rates were excessive in comparison with the "proposed rates".
Master Rates.
 Under "A" - Craft. The 30 lire shown in parenthesis represents the amount authorized by Area Commander to cover all overtime worked. Therefore the new proposed rates merely consolidate the existing rates.

STATEMENT ON OVERTIME FOR SHIPS CREWS

PART I - OVERTIME WORK - SHIPS OVER 50 TONS

1. Overtime work, for the crew of the ships over 50 tons, is ruled by collective contracts.
2. Usually, the working time, in the ports, is 8 hours. During the time at sea, or in the ports, while on a regular shipping run, the working time of the personnel of harbor, engine room 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 ship is determined by the granting of a special indemnity "a rest" as a premium of industriousness and activity" in the amount of 5% 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:

Harbor-missioned officers	L. 4.40
Non-missioned men	L. 2.50
Boys, tender-men	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:

2481

A. THE PORTS AND FLOTTING

- (1) day labor: L. 5.12 per hour to the boat engineers and masters
L. 4.42 per hour to other personnel
- (2) night labor: L. 10.20 per hour to the boat engineers and masters
L. 7.62 per hour to other personnel

B. LOCAL SHIPS (small motor-boats, messengers and trawls)

- (1) day labor: L. 5.03 per hour to captains and engineers

the time at sea, or in the port, while on a regular working run, the working time of the personnel of various, engine room and kitchen may be longer but it is not to exceed 10 hours. The working time of officers and of apprentice officers on the shore is determined by the granting of a special indenture "a French" as a provision of satisfactoriness and activity" in the amount of 8 of base pay (base salary plus conventional fixed indemnity). In other cases it may be as high as 5.

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

Transmitted officers	1. 4.40
Non-transmitted men	1. 3.50
Boys, cadets	1. 2.50

Part II - Other rules 50 hours

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:

2481

a. Day labor and floating

(1) day labor: 1. 5.42 per hour to tug boat engineers and masters
1. 4.42 per hour to other personnel

(2) night labor: 1. 10.20 per hour to tug boat engineers and masters
1. 7.65 per hour to other personnel

b. Local labor (sundry subcontractors, passengers and boats)

(1) day labor: 1. 9.95 per hour to engineers and engineers
1. 2.55 per hour to other personnel

(2) night labor: 1. 7.65 per hour to engineers and engineers
1. 5.00 per hour to other personnel

c. Motor-boat labor

(1) day labor: 1. 8.50 per hour to engineers and engineers
1. 6.50 per hour to other personnel

(2) night labor: 1. 16.20 per hour to engineers and engineers
1. 8.20 per hour to other personnel

d. Motor sailing ships

(1) Day labour 50% of the hourly pay

(2) Night labour 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 3 and increase that hourly rate by 50%.

2480

1785

Ref: 307

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JRT/1nb

ES/20

23 AUG 44

SUBJECT: Use of Port of Fiumicino.

TO : Food Sub-Commission
Transportation Sub-Commission
Commerce Sub-Commission (Petrol)
Industry Sub-Commission (Mining)
Labour Sub-Commission
Public Works and Utilities

1. Ref attached letter AAI/550.2/DCAO (of which Transportation and Public Works & Utilities S/C's already have copies) a representative of the Economic Section will attend the conference at AAI at 1100 hrs 24 Aug 44.

2. In order that the views of interested sub-commissions can be obtained, a discussion will take place in the office of the Executive Director at 1700 hrs, today, 23 Aug 44. Addressees will attend.

3. It will be noted that the ACC representative is requested to talk on the following points:

- a. Facilities for handling coal from ships.
- b. Repair work to port and equipment required.
- c. Ability to handle volume of supplies.
- d. Availability of supervision of labour.

J. Bruce Thompson Major RA
J. BRUCE THOMPSON, Major, RA,
S.O.2 (CA), Economic Section.

1 Incl a/m - dtd 18 Aug 44,
AAI/550.2/DCAO

2479

HEADQUARTERS
ALLIED ARMIES IN ITALY
Administrative Section
APO 400

ALH/rjs
18 August 44

AM/550.2/DCAD

SUBJECT: Use of Port of Fiumicino.

TO : All Addressees.

1. Requests have been received from DGARS and ACC for the acceptance of commodities thru the port of Fiumicino, which makes it desirable that all interested parties should be heard in conference. Therefore, a meeting will be held at 1100 hours in the Administrative War room, Headquarters Allied Armies in Italy, on Thursday, 24 August 1944.
2. The request of the DGARS states that his monthly requirements are 3,500,000 gallons of fuel oil for locomotives; that storage is available for 5,600,000 gallons; that oil is received from ships docked 3/4 mile off shore thru a 10" pipe line which is in good condition. He further undertakes to repair oil facilities and the rail line to Rome.
3. The request from ACC is indirect thru DGARS and bids for approximately 400 tons of coal per day from Sardinia. No information is available from ACC as to the state of the facilities for handling coal from ships, as to the repair work and equipment required, or their ability to handle the requested volume.
4. Approximately four hundred tons of Sardinian coal are required per day to supply the Rome electrical plants. Approximately the same amount or a little less gas coal, which must be imported, is required for Rome gas works. The ability of Fiumicino to accept deep draft ships is doubted. Word has been received that Civitavecchia will be in operation for coal discharge on 15 September for Rome coal. What the ultimate capacity will be is not yet firm, but initially it is reported that one berth only will be available. It is presumed that ACC will handle this coal. Huge quantities of lignite are available north of Rome. ACC is preparing to move sufficient tonnage to meet the Rome power needs. Thus it appears that lignite from north of Rome and imported gas coal from Civitavecchia will meet Rome coal demands without use of Fiumicino. It is for consideration whether Sardinian coal or Italian lignite shall be used for Rome power needs.
5. Some of the matters for consideration are:
 - a. DGARS's firm requirements of fuel oil at Fiumicino; 2478
 - b. Whether other more economical methods to furnish oil at Civitavecchia or other northern ports cannot be found;
 - c. What other demands for fuel oil at Fiumicino;
 - d. Who will put installations in repair. It is reported that the Fiumicino tanks are very dirty and no facilities for discharge from storage to rail cistern wagons are available.
 - e. Who will operate the installations if put in good order;
 - f. Whether black oil tankers of suitable draft are available.
 - g. Eventually, but not until firm opinions are reached, to inquire if RM is willing to sail and discharge ships under existing conditions.
 - h. Whether dock facilities and quays are available for unloading coal and transferring into railway wagons;
 - i. Who will make any necessary repairs and operate the transfer

able for shore to repair oil facilities thru a 10" pipe. No information is available for handling coal from the ACC is indirect thru Cardinia. for handling ability to

[illegible][illegible]

will move. The cardinal's position on whether consideration should be given to the matter for consideration of power needs. The matter for consideration of power needs.

Some of our requirements of methods to increase
D&R's firm requirements of methods to increase
a. D&R's firm requirements of methods to increase
a. D&R's firm requirements of methods to increase

whether other ports can supply oil at competitive prices. It is reported from some dispatches that demands for fuel oil are increasing rapidly.

What other conditions in facilities for
Civilians?
S: Who will put installations in good order?
d: Who will put dirty and unusable. Is not in good order?

[illegible]

who want black oil cargo
whether black, but not until firm opinion
eventually, but not until firm opinion
eventually, but not until firm opinion

quire if R.R. is willing to build facilities and quays and operate the transfer wagons; whether dock facilities are available; whether dock facilities are available; whether dock facilities are available.

Whether does it into railway wagon and open
 h. transferring any necessary repairs and supervision is required
 i. who will make any repairs or maintenance
 j. transport or supervision is required

[illegible]

from military courses. It is necessary, advisable and if equipment is required; K. It is possible simultaneously for both

required, K. Whistler, P. Finnico and Civitavecchia are available for both labour and supervision

P.T.O.

1. Whether lignite is still required if coal is brought in from Sardinia.

6. Will all representatives assure that the views they present have been carefully considered and adjusted within their staffs, sections and commissions so that contrary views may not be expected from those whom they represent at a later date.

A. L. Hamblen

T. 200 20132, 20044 917 94000-0
 HANDEL THE

Brigadier General, U.S.A.
DCAO

100

DISCUSSION

DO NOT WRITE IN THESE SPACES

Q34/A1

MOV AX, ACC

62 AL 183

21

ABOH SUB-COMMISSION

A.C.C.

Routing Slip

From	To
Colonel BAIN	
Colonel SMITH	
Major BABCOCK	
✓ Major ALBRIGHT	
Capt. DORF	
Capt. SCICLUNA	✓
Capt. ADAMS	
Capt. TOPLISS	
Capt. WILLIAMS	
Lt. GIAMMARCO	
Lt. SOLENBERGER	
Chief Clerk	

REMARKS :

*Col Bain suggests
we work on
this -*

File

Karin Albright

H. Speck


1987-10-14J.D.B. major.

49

2476

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

22 August 1944

SUBJECT: Port Laborers (Sicily) and Prisoners of War
on Port duties.

TO : Director Labor Sub-Commission.

FROM : Labor Relations Officer.

1. At a three-day meeting of the Sicilian Port Laborers a number of important resolutions were passed, amongst which the following are of particular interest to this Sub-Commission:-

a) Resolution No 1 - Vote of thanks to Regional Labor Office for services rendered, emphasising at the same time the wide spread unemployment of port workers particularly at Palermo, and the urgency of action being taken by the competent authorities.

b) Resolution No 2 - Sicilian Port Laborers Union place their Services at the disposal of the Allied Forces for duties in the forward areas.

c) Resolution No 6 - Request for Italian Gov.t and ACC. intervention in the enactment of regulations to govern port labor activities.

d) Resolution No 10 - Protest against the action of certain individuals who, masquerading as champions of port workers, were in effect attempting to exploit the situation for their personal gains and advantage.

2. The Director Regional Office Sicily draws the attention of this Sub-Commission to the fact that the Allied Forces are still making use of Prisoners of War for practically all port activities in Palermo. This fact has a definite bearing on the question of unemployment amongst Palermo port workers and the Regional Labor Director Sicily strongly urges that the use of there P. of W. be discontinued at the earliest possible time as has been already done in all other ports in Sicily and in almost all other ports in Italian Gov.t territory. The following reasons are submitted:-

(a) for political and moral considerations that are too obvious to require further elucidation;

(b) for practical considerations in that most port

46/45

2475

works is a skilled occupation and P. of W. have not been trained for these activities, which means a waste of man-power and of expenditure;

(c) for sociological and psychological considerations in that the use of P. of W. has displaced the port of workers from their normal activities, depriving them of their means of lively hood.

From a point of view of Labor Relations and of industrial peace, I would strongly advocate that this Sub-Commission, contact the Army and Navy authorities with a view to arranging for (a) the immediate transfer of P. of W. to the forward areas; and (b) their replacement by civilian port laborers who can be recruited forthwith through the existing State Employment Office of the "Capitaneria del Porto".

Copy to: Economic Section
L. O. Italian Gov.t
(For information of the
Ministry of Industry,
Commerce and Labor^o

E. Scicluna Capt

E. SCICLUNA
Captain,
Labor Relations Officer.

2474

HEADQUARTERS
LIED ARMIES IN ITALY
LABOUR BRANCH

Rabari 46145
JVA
394

SUBJECT:- Delays in Correspondence.

LAB/212

Labour Sub-Commission,
H.Q., A.C.C.

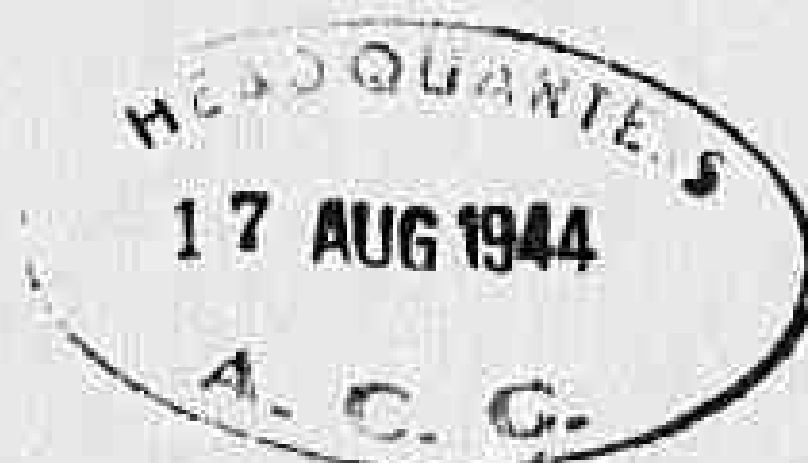
Tel.No:
FILEPOT 283

(For attention Col. J.R. SMITH)

1. Your memo dated 1 Aug 44 forwarding correspondence on the subject of the attempted dismissal of Console de Porto - BARI - arrived in this office on 14 Aug 44.
2. As there is apparently some delay in transmission of correspondence between our respective offices, we propose in future to deliver our mail to your office by hand, and it would be appreciated if you could effect a similar arrangement.

15th Aug 44.
/WH.

W. Z. Lyde
for Brigadier,
Deputy Director of Labour.
2473



46745 /lc

1 August 1944

Col. LYDE -

Navy Sub-Commission - A.C.C., has taken up
with Italian Merchant Marine and will advise.

J. R. SMITH
Colonel,
Labor Sub-Commission

2472

/lc

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION 2

REF/ A/36/25

17 July 1944

SUBJECT: Attempted dismissal of Console de Porto - BARI

TO : R.C. & M.G. SECTION
HQ. A.C.C. APO. 394

1. Attached correspondence is forwarded with strong recommendation that action be taken to prevent the Ministry of Marine from removing a/m official.

2. Importance of smooth working of port of Bari cannot be too highly stressed and views expressed in attached correspondence are endorsed by this HQ.

3. Para 3 (b) of attached letter 37/2909/55 dated 13th July is incorrect. Camera del Lavoro is a legally constituted body under Italian Law.

JOHN T. ZELLARS
Col. Inf.
Regional Commissioner

Copies to: - D.L. A.A.I.
Labour Sub-Commission
Internal Sub-Commission

2471

/10

ALLIED CONTROL COMMISSION
PROVINCIAL COMMISSIONERS OFFICE - BARI

COPY

15/7/44
BX/2/33

SUBJECT: Attempted dismissal of Console
de Porto - Bari

TO : Regional Commissioner - Region 2

Reference the attached copy of letter 37/2909/55, dated
13 July 44 from D.A.D.L. (Civil)

In view of the strong views expressed by the Military Port
Authorities I recommend that the case be represented urgently so
as to avoid the action apparently contemplated by the Italian
Government which can only lead in my opinion, to friction and con-
sequent loss to the War-effort.

I am also passing a copy of the above letter to the Prefect.

(sgd) Lt.Col. ORPWOOD
Provincial Commissioner
Palazzo del Governo - Bari

2470

C O P YCONFIDENTIAL

SUBJECT: - Attempted Dismissal of CAPRIATI
Console del Porto di Bari

Ref. 37/2909/55
Tel. No 11755

Provincial Commissioner
Allied Control Commission
Palazzo del Governo, BARI

1. Reference telephone conversation of even date (Lt.Col. Orpwood - Major Horsburgh).
2. The Capitaneria of the Port of Bari received on 12 July 1944 an instruction from the Ministero della Marina, Sotto-Segretario della Marina Mercantile, that a rate of pay be fixed, in consultation with the Camera del Lavoro of BARI, for a Commissario Straordinario now in the process of being nominated for the Compagnia Portuale Nazario Sauro (BARI Stevedores) Such an appointment would involve the dismissal of the present Console (Head Stevedore) Signor Gaetano CAPRIATI. The British Authorities interested (S.S. T.O. and Docks Superintendent) indicated to the Capitaneria their satisfaction with the work of the Stevedores and their Console. This opinion is shared by the Capitaneria, who has therefore telegraphed reply as follows:-

"MARINERCAANT NAPOLI"

" Riferimento fono 014312 corrente undici alt Locali Autorità Alleste già at conoscenza nomina in corso del Commissario straordinario questa Compagnia Portuale hanno comunicato loro assoluta opposizione qualsiasi sostituzione attuale dirigente alt Riservomi precisazioni con lettera alt".

TRANSLATION Reference..... the Allied Authorities here know already that a Commissario Straordinario for this Docker's Company is being nominated. They have declared that they are absolutely opposed to any change in the present direction. Details follow by letter.

3. It is pointed out that:

246!!

a. This attempt to remove the present Console has been sustained over a period of four months. When last March the Capitaneria was approached by the Secretary of the Camera del Lavoro, Province of Bari on the subject, no motive was produced by the latter to support the attempt. On that occasion also the Ministry communicated direct with the Capitaneria, but on being given a similar reply to that quoted in 2, agreed that the matter should be dropped so long as the present laws remained in force.

b. The Camera del Lavoro is not a legally constituted body. The Compagnia Nazario Sauro however is so constituted, and any negotiation between the Capitaneria and the Dockers would naturally be made direct with the Company or through the Union of

consultation with the Camera del Lavoro di Bari, for the extraordinary now in the process of being nominated for the Compagnia Portuale Nazario Sauro (BARI Stevedores) Such an appointment would involve the dismissal of the present Console (Head Stevedore) Signor Gaetano CAPRIATI. The British Authorities interested (S.S.T.O. and Docks Superintendent) indicated to the Capitaneria their satisfaction with the work of the Stevedores and their Console. This opinion is shared by the Capitaneria, who has therefore telegraphed reply as follows:-

"MARIMERCANT NAPOLI"

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TRANSLATION Reference..... the Allied Authorities here know already that a Commissario Straordinario for this Docker's Company is being nominated. They have declared that they are absolutely opposed to any change in the present direction. Details follow by letter.

2461

3. It is pointed out that:

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b. The Camera del Lavoro is not a legally constituted body. The Compagnia Nazario Sauro however is so constituted, and any negotiation between the Capitaneria and the Dockers would naturally be made direct with the Company or through the Union of Industrial Workers.

2. The Compagnia is strictly controlled by the Capitaneria and its accounts are audited quarterly. Any suspicion of financial dishonesty or indeed of any kind of malpractice on the part of the Compagnia could therefore only be referred to the Capitaneria for investigation.

4. This attack on the present Console the result of a vendetta on the part of certain stevedores, as the Console thinks, or a manoeuvre by certain political parties, or both combined, will if successful completely upset the present smooth working of the Port

./.

of Bari. Should a Commissario Straordinario be appointed, the Allied Authorities are in a position to cancel the present contract and either employ the Stevedores direct or, alternatively, allow the stevedores to reform as a new Company operating under a similar contract.

5. It is requested therefore, that, in order to avoid trouble between the Allied Authorities controlling the Port of BARI and the Italian Government, steps be taken to persuade the Ministry in question to desist from attempts to alter the present direction of the Stevedores Company.

sgd. Horsburgh
Major
D.A.D.L. (Civil)
2909 Civil Labour Unit

Field
13 July 44.
TH/HF

2468

1 August 1944

Col. LYDE -

Navy Sub-Commission - A.C.C., has taken up
with Italian Merchant Marine and will advise.

J. R. SMITH
Colonel,
Labor Sub-Commission

2467

/lc

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION 2

REF/ A/36/25

17 July 1944

SUBJECT: Attempted dismissal of Console de Porto - BARI

TO : R.C. & M.G. SECTION
HQ. A.C.C. APO. 394

1. Attached correspondence is forwarded with strong recommendation that action be taken to prevent the Ministry of Marine from removing a/m official.

2. Importance of smooth working of port of Bari cannot be too highly stressed and views expressed in attached correspondence are endorsed by this HQ.

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JOHN T. ZELLARS
Col. Inf.
Regional Commissioner

Copies to: - D.L. A.A.I.
Labour Sub-Commission
Internal Sub-Commission

2466

/1c

ALLIED CONTROL COMMISSION
PROVINCIAL COMMISSIONERS OFFICE - BARI

COPY

15/7/44
BX/2/33

SUBJECT: Attempted dismissal of Console
de Porto - Bari

TO : Regional Commissioner - Region 2

Reference the attached copy of letter 37/2909/55, dated
13 July 44 from D.A.D.L. (Civil)

In view of the strong views expressed by the Military Port
Authorities I recommend that the case be represented urgently so
as to avoid the action apparently contemplated by the Italian
Government which can only lead in my opinion, to friction and con-
sequent loss to the War-effort.

I am also passing a copy of the above letter to the Prefect.

(sgd) Lt.Col. ORPWOOD
Provincial Commissioner
Palazzo del Governo - Bari

2465

CONFIDENTIALC O P YRef. 37/2909/55
Tel. No 11755SUBJECT: - Attempted Dismissal of CAPRIATI
Console del Port. di BariProvincial Commissioner
Allied Control Commission
Palazzo del Governo, BARI

1. Reference telephone conversation of even date (Lt.Col. Orpwood - Major Horsburgh).
2. The Capitaneria of the Port of Bari received on 12 July 1944 an instruction from the Ministero della Marina, Sotto-Segretario della Marina Mercantile, that a rate of pay be fixed, in consultation with the Camera del Lavoro of BARI, for a Commissario Straordinario now in the process of being nominated for the Compagnia Portuale Nazario Sauro (BARI Stevedores) Such an appointment would involve the dismissal of the present Console (Head Stevedore) Signor Gaetano CAPRIATI. The British Authorities interested (S.S.-T.O. and Docks Superintendent) indicated to the Capitaneria their satisfaction with the work of the Stevedores and their Console. This opinion is shared by the Capitaneria, who has therefore telegraphed reply as follows:-

"MARIMERCANT NAPOLI"

" Riferimento fono 014312 corrente undici alt Locali Autorità Alleate già at conoscenza nomina in corso del Commissario Straordinario questa Compagnia Portuale hanno comunicato loro assoluta opposizione qualsiasi sostituzione attuale dirigente alt Riservomi precisazioni con lettera alt".

TRANSLATION Reference..... the Allied Authorities here know already that a Commissario Straordinario for this Docker's Company is being nominated. They have declared that they are absolutely opposed to any change in the present direction. Details follow by letter.

3. It is pointed out that:

a. This attempt to remove the present Console has been sustained over a period of four months. When last March the Capitaneria was approached by the Secretary of the Camera del Lavoro, Province of Bari on the subject, no motive was produced by the latter to support the attempt. On that occasion also the Ministry communicated direct with the Capitaneria, but on being given a similar reply to that quoted in 2, agreed that the matter should be dropped so long as the present laws remained in force.

b. The Camera del Lavoro is not a legally constituted body. The Compagnia Nazario Sauro however is so constituted, and any negotiation between the Capitaneria and the Dockers would naturally be made direct with the Company or through the Union of Industrial Workers.

2464

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b. The Camera del Lavoro is not a legally constituted body. The Compagnia Nazario Sauro however is so constituted, and any negotiation between the Capitaneria and the Dockers would naturally be made direct with the Company or through the Union of Industrial Workers.

c. The Compagnia is strictly controlled by the Capitaneria and its accounts are audited quarterly. Any suspicion of financial dishonesty or indeed of any kind of malpractice on the part of the Compagnia could therefore only be referred to the Capitaneria for investigation.

4. This attack on the present Console the result of a vendetta on the part of certain stevedores, as the Console thinks, or a manoeuvre by certain political parties, or both combined, will if successful completely upset the present smooth working of the Port

./.

of Bari. Should a Commissario Straordinario be appointed, the Allied Authorities are in a position to cancel the present contract and either employ the Stevedores direct or, alternatively, allow the stevedores to reform as a new Company operating under a similar contract.

5. It is requested therefore, that, in order to avoid trouble between the Allied Authorities controlling the Port of BARI and the Italian Government, steps be taken to persuade the Ministry in question to desist from attempts to alter the present direction of the Stevedores Company.

sgd. Horsburgh
Major
D.A.D.L. (Civil)
2909 Civil Labour Unit

Field
13 July 44.
TH/HF

2463

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

File

LAB 091.46145

RMA/fg

25 July, 1944

SUBJECT : Taranto Working Conditions at Taranto Docks
TO : Regional Labor Officer, Region II

1. The Italian Ministry of Industry, Commerce and Labor has submitted to the Labor Sub-Commission a detailed statement of the recent increase in wages at Taranto Docks, and has advised the Taranto authorities that no increases may be made in the future without the prior approval of both the Ministry and the A.C.C. The unauthorized increase of June has been permitted to continue in effect, however, by agreement between the Italian Ministry and the A.C.C.

2. It is the suggestion of the Ministry that any future dissatisfaction at Taranto would be avoided if the local authorities, both Allied and Italian, could arrange transportation and release of certain unrationed food supplies so that the port authorities could operate a non-profit supply store for the workers.

3. Please discuss this problem with the appropriate local authorities and advise this Headquarters.

/b
J.T.R. BAIN
Colonel
Director Labor Sub-Commission

2662

Ogyle

Subject: Servants working and living at Servants' Bachelors -
 To: Major Bacher - Labor Regional Labor Officer, Region II

1. The Director ~~of the Ministry of Industry~~ Ministry of Industry, Government and Labor has submitted to the Labor Subcommission a detailed statement of the present increase in wages at Servants' Bachelors, and has advised the Servants' authorities that ~~no~~ ^{no} increase ~~may be made~~ in the future without the prior approval of both the Ministry and the ALCC. The ~~unauthorized~~ ^{unauthorized} increase of wages ~~is~~ ^{is} ~~being~~ ^{being} ~~by agreement~~ ^{by agreement} ~~with~~ ^{with} the Director Ministry and the ALCC.

2461

2. It is the suggestion of the Ministry that ~~that~~ ^{that} ~~the~~ ^{the} ~~future~~ ^{future} ~~most~~ ^{most} ~~discussions~~ ^{discussions} at Servants' Bachelors be avoided if the ~~local~~ ^{local} ~~authorities~~ ^{authorities}, ~~the~~ ^{the} ~~authorities~~ ^{authorities} ~~transmission~~ ^{transmission}

1. The Italian ~~Government~~ Ministry of Economy,
 Commerce and Labor has submitted to the Labor
 Intercommission a detailed statement of the
 present situation in respect of Imports, Exports, and
 foreign exchange. The statement indicates that ~~there~~ ^{no} increase
 has occurred in the foreign trade without the prior
~~approval~~ ^{approval} of the Ministry and the AEE. The
 approval of the Ministry and the AEE. The
~~statement~~ ^{statement} maintained increase of foreign ~~exchange~~
 permitted to continue in effect ~~under~~ ^{by agreement with} the Italian
 Ministry and the AEE.

2461

2. It is the suggestion of the Ministry that ~~nothing~~
 future ~~discussions~~ ^{discussions} and discussions would
 be avoided if the ~~local~~ ^{local} authorities, ~~the~~ local
 authorities could arrange transportation
 and release of Italian unutilized food supplies
 so that the ~~local~~ authorities could operate a
 non-profit supply store for the workers - (over)

1810

3. Please discuss this problem with the
Appropriate base authorities and advise the
HQ -

Carl Dan

Translator Latorraca

Vietri sul mare

To Allied Control Commission

Labor Sub Commission

(c/o Major Albright)

According to agreements with this Allied Sub Commission the Ministry of Industry, Commerce and Labor has forwarded precise dispositions to the labor representatives and to the employers, who are in contact with them, so that no changes in general workers allowances may be made, even for the purpose and by the Labor Sub Commission A.C.C.

It is understood that the task of guaranteeing the labor continuity which in Taranto is totally dedicated to warfare, and the public order in the city would be more easily maintained and agitations caused by lack of food, would be avoided if the Allied authorities would provide transportation means and give authorization to release unrationed food stuffs so that a firm food supply store could be opened for the workers.

File

2460



Ministero dell'Industria del Commercio e del Lavoro

Vietri S/Mare 11 194

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione del Lavoro
(affidata alla cura del Maggiore Albright)

Divisione N. di prot. Risposta a nota Allegati S E D E

OGGETTO

Secondo gli accordi intervenuti con codesta Sottocommissione Alleata di Controllo il Ministero dell'Industria, Commercio e Lavoro ha impartito precise e categoriche disposizioni ai rappresentanti dei lavoratori e dei datori di lavoro di Taranto e alle Pubbliche Autorità che sono con essi in contatto perchè nessun mutamento negli assegni complessivi dei lavoratori, nemmeno sotto forma di equiparazione venga stabilito senza aver prima sentito il Ministero del Lavoro e la Sottocommissione del Lavoro dell'A.C.O.

Si ritiene che il compito di coloro che debbono garantire la continuità del lavoro, che a Taranto è per la totalità destinato a fini diretti di guerra, e l'ordine pubblico nella piazzaforte marittima sarebbe grandemente facilitato e le agitazioni che hanno carattere alimentare sarebbero evitate qualora le Autorità Alleate potessero facilitare con mezzi di trasporto e con autorizzazione di sblocco di viveri non contingentati la costituzione e il funzionamento di spacci aziendali di tali viveri a favore degli operai dipendenti da ciascuna impresa.

2459

IL MINISTRO

File
972 46145

LABOR SUB-COMMISSION

24 JULY 1944

RESTRICTED

204

ROUTINE

COL. BAIN

DISTWO

FORWARD IMMEDIATELY PAREN TO DISTWO FOR ACC REGION TWO FROM ACC
MAIN SIGNED STONE PAREN DETAILS OF WAGES PAID IN TOSI DOCKYARDS

2458

L.E. MONTAULT,
1st Lt., AGD,
Adjutant

Econ. Sec. (Labour)
4-3/76

46145

Labour



ALLIED CONTROL COMMISSION
Region II

28 th June 1944.

SUBJECT. Wage Rates.-Standard Procedure
To. Labour Sub-Commission.

1. In accordance with instructions journeys were made to Taranto on 25 th and 27 th June and the full procedure carefully explained to the Provincial Commissioner, Admiral Correale and Ing. Bauer (of Tosi Dock-yards).-
2. They anticipated difficulties in arriving at classifications of workers under para I (a) but it was explained that the representative of the Regional Labour Office (in the absence of a Provincial Office in Taranto) would help in this. Finally the procedure appeared to be fully understood.-
3. It was not possible to see the British Naval Authorities as they were engaged in operational conferences but the P.C. undertook to explain matters and report to them the result of the conferences. He is also obtaining a translation for circulation by the Prefect on his return from Rome.-

Denis L. Botham, Capt. R.A.
Denis L. BOTHAM Capt. R.A.
Assistant Labour Officer.

2457

30 June 74

LABOUR Sub. Com

From CAB

for information

30/6

L

1460 #3 CABR 2499 46192
3600

CSAQ V MEAV NR280 IMPORTANT

T

TO ACC MAIN NAPLES

FROM HQ ACC REGION 2

QQX GR-- BT

RT/500 27-6

REWTRICTED

SITRI" 85430 43&39, 2 JUNE ZERBRA ONE EASY FOX SLIGHT UNREST STIL

BT ~~NO~~ TROUBLE STUDENT DEMONSTRATIONS LESS

ACTIVE TWO BAKER THREE EASY FOX WINE

SURPLUS AWAITING EXPORT

IN TARANTO AND LECCE CAUSING ANXIETY STOP

EIGHTY

PER CENT GRAIN REAPED MATERA FOUR BAKER FIVE BAKER SIX EASY SEVEN EASY

EIGHT EASY NINE FOOT AND MOUTH DISEASE TARANTO

NOW CONFINED TO TRIANGLE

MOTTOLA CMA SAN BASILIO CMA CASTELLANETA

STOP WORKERS OF TOSI SHIPYARD

TATANTO HELD SIT DOWN STRIKE THREE DAYS STOP GRANTED

30 LIRE PER DAY

INDEMNITY AND 15 LIRE PER DAY IF UNDER 13 YEARS

OF AGE STOP PASTA RATION WITHHELD FOR

THESE THREE DAYS STOP

THI 291135

SENT SLIM BBE

R NAB

1245B

ACTION COPY



ACC. DIST

ACTION - C.A. Bv(2)

2058 DEAC. FILE

ALLIED CONTROL COMMISSION
REGION II

28th June 1944.

SUBJECT. Sitrep on Tosi Dockyard Strike

To. Labour Sub-Commission

I. At 12,30 hours on 20th June at the Tosi Dock-yard a "sit-down" strike was staged on the ground that War Indemnities were not high enough. A demand was made for 40 lire per day increase for all workers at the yard.

2. The matter was taken to the Prefect and he is stated to have received Government authority for a War Indemnity of 30 lire per day for all workers of 18 years or over dating from 1st April 1944. Indemnity to workers under 18 was 15 lire per day also from 1st April 1944.

3. This was announced on 22nd June and at 1500 hours on that day work was resumed.

4. The P.C. has ordered that the extra pasta ration for the two days of the strike be disallowed on the ground that it is only issuable after completion of work and that no work was done. He received a deputation yesterday upon this point but maintained his attitude. The deputation did not appear likely to cause further trouble over this.

5. The situation now is stated to be quiet and normal, but the management of Tosi, the Italian Navy and the British Navy have been warned by the P.C. that the firm of Tosi must in future be treated as unreliable and allowances made for this in future contracts.

6. The Camera del Lavoro is believed to be responsible for this particular strike and it is stated that the ringleader was a member of it. **2455**

7. Tosi workers are stated to be extremely well organized but equally badly led, and until the dissolution of the Sindacati and Camera del Lavoro is an accomplished fact, further trouble is anticipated. The workers themselves state that they did not want to strike (as usual they were apparently forced into it by their leaders).

8. Full report has apparently been sent to H.Q. A.C.C. by Provincial Commissioner.

Denis L. Botham
Capt. R.A.
Denis L. BOTHAM. Capt. R.A.
Assistant Labour Officer.

Can Sec (Labor) (11-3477)

46/46

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Dennis L. ROTHAM. Capt. R.A.
Assistant Labour Officer.

30 June 1944

C O R Y

ALLIED CONTROL COMMISSION
Region II

28th June 1944

SUBJECT: Wage Rates - Standard procedure

TO : Labor Sub-Commission

1. In accordance with instructions journeys were made to Taranto on 25th and 27th June and the full procedure carefully explained to the Provincial Commissioner, Amiral Correale and Ing. Baner (of Tosi Dock-yards).-
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s/ Denis L. BOTHAM Capt. R.A.
t/ Denis L. BOTHAM Capt. R.A.
Assistant Labor Officer

2434

1820

C O P Y

MJ AQ V MEAV NR 280 IMPORTANT
T
TO ACC MAIN NAPLES
FROM HQ ACC REGION 2
QQX GR-- BT
RT/500 27-6
REWTRICTED

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s/ Denis L. BOTHAM Capt. R.A.
t/ Denis L. BOTHAM Capt. R.A.
Assistant Labor Officer.

2452

1822