

acc 10000/148/233 325/TN/1

SHIPPING SUB-COMMISSION

Dec. 1943 - Jan. 1946

INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

TN.

Originator's Reference:
Date/Time of Origin: JAN 121750A

Message Centre No: G / 7225
Date Time Rec'd: JAN 120900
Precedence: ROUTINE

FROM: BRZ BELGRADE
TO : C IN C MED , INFO: FOHL C IN C MED (M) CAPTAIN I/C TARANTO

CONFIDENTIAL

CONFIDENTIAL:

lift arranged 23rd December 1945 as reported in my 231105. Your instructions in 041438A acknowledged.

325/m1

INFO ACTION

AC DIST
INFO ACTION : NAVY SC
TR SC 2
INFO : CHIEF COMMISSIONER
EX COMMR 2
ECON SEC 2
FILE

RECEIVED
12 JAN 1946

CONFIDENTIAL

CIPHER TELEGRAM

This message will not be distributed outside British or U.S. Government Departments or Headquarters or retransmitted even in Cipher without being paraphrased. (Messages marked O.T.P. need not be paraphrased).

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDGB/lrv

4372

Ref. 325/23/Tn 1

29 October 1945

SUBJECT: Completion of 4000 Ton Refrigerating Vessel

TO : Navy Sub-Commission

1. With reference to your letter NSC/3563 of 15 September 1945, and your two previous letters on this subject to Commander-in-Chief, Mediterranean dated 29 June and 15 September.

2. It is requested that you will inform this Sub-Commission as to how this matter now stands, and when a reply may be expected to the proposal.



P.D.G. BUCHANAN, Colonel
Acting Director

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel: 220

4071
FU/hl

30 Aug. 1945

TO : Colonel Buchanan

RE: Summary of Notation from MEDBO
Meeting Tuesday, August 28th.

With reference to Minute No. 2337 of August 21st meeting of MEDBO, I have covered this again by memo with the Director, Public Works & Utilities Sub-Commission, with copy to Economic Section, which I personally drew to the attention of Colonel Walton. According to my note, AC was requested to take certain action.

With reference to Minute No. 2329 of August 21st meeting, this had to do with Italian stevedores contract. It was noted, I believe, that the Italian Government should take strong measures re Italian labor for this port work.

There was also a question referred to AC regarding the general shipping situation, ocean and coastwise.

Would you be good enough, at your convenience, to see that Major Larman is following up on these points?

FRANK UFFMAN, Jr.
Director.

325/22

UNCLASSIFIED

This is for SET. Refer COM message 000.

September shipping program.

Following is list of ships sailed September complete through

September 30.

The number is code assigned to ship sailing either Y or IB cargo. For further details consult WDA representative IFAX.

Tabulation runs in 2 columns as follows:

IS NUMBER NAME SAILING DATE

6	JOHN A. ALLEN	9/10/40
11	JOHN A. ALLEN (sailed from New Orleans)	9/12/40
17	ALAN ALLEN R. HATFIELD	9/14/40
18	ALAN ALLEN R. HATFIELD	9/21/40
19	ALAN ALLEN R. HATFIELD	9/21/40
20	ALAN ALLEN R. HATFIELD	9/21/40
24	ALAN ALLEN R. HATFIELD	9/21/40
27	ALAN ALLEN R. HATFIELD	9/21/40
28	ALAN ALLEN R. HATFIELD	9/21/40
32	ALAN ALLEN R. HATFIELD	9/21/40
33	ALAN ALLEN R. HATFIELD	9/21/40
34	ALAN ALLEN R. HATFIELD	9/21/40
35	ALAN ALLEN R. HATFIELD	9/21/40
36	ALAN ALLEN R. HATFIELD	9/21/40
37	ALAN ALLEN R. HATFIELD	9/21/40

ILLUSTRATION

NO. 1111

INFORMATION: TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

INFORMATION: TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

TO 1/11

12/5/40

INDUSTRY 1/11

AGRICULTURE 1/11

REF 291500A

REF 291200A
ADVISOR

AFHQ

ACTION ALL LAG ADMINISTRATORS, ALL KAF ADMINISTRATORS INFO ALCOHOLIC AGA
WRT VICTORIA GDFAS; STA MAIN FOR MIL GOVT STAFF, PHEASER

DECLASSIFIED

This is LAG 1312 and ALSO KAF 71.

1. Arrangements are being made whereby PHEASER assumes respon-
sibility for calling forward civilian supplies allotted to this thea-
tre.

2. Request therefore that PHEASER (2 copies) be added to the
distribution of all copies of approved programs for civilian supplies
on both Italian and Austrian (BX Rome) account.

List

33 List:

Info/Action: Commerce SO	+ 2
Food SO	- 2
Ind SO	- 2
Trans SO	- 4
Agri SO	- 1
Finance SO	- 2
Labor SO	- 1
P & S SO	- 1
British Embassy	- 2
Am Embassy	- 2
Mr. Caracciolo -	
(Int Gen)	- 1
ICM (AG Liaison)	- 1
Col. Fooby	- 1
Brig. Anderson	- 1
Gen. McKinley	- 1
Col. Walton	- 1
Regn. Br.	- 4

Info-Action - Reg Br 2
Info - Chief Commissioner
Secn Sec 2
File 2 Fleet

PK 4265
REF 261512A

8/9176
SEP 271130

ROUTINE

URGENT 261512Z SEP 69

ALL LAG AMEMBASSY WFO 40 13 CORRU AND

4008

SECRET.

Ref TAC 690. This is LAG 1311 sub: VENETIA CIVILIA and UNICEF.

1. Agree that civil supplies for subject areas will be military responsibility.
2. Understood here that OCS will take action on leading period September-December as per monthly accounts set out para 3 MAY 68.

3. Pending arrival these military loadings arrangements have been made with ALDO to provide from civilian requisitions. ALDO will account for supplies and receive repayment in kind.

NOTE: Requirements for these areas September-December included in civilian requisitions put forward by ALDO, so that after repayment has been effected Italian Govt should have a surplus supplies for a population equivalent to that of VENETIA CIVILIA and DUE surplus to current needs.

4. action has been initiated to insure maximum utilization of Italian resources.
5. program for 1st 6 months 1965 will be submitted earliest.
6. It is also understood that supply responsibility for other area in ITALY will confer to OCS decision on MAY 1969 and 1971.

W/C MURK: No trace of TAC 690.

WEST

INFO-ACVION: Reg Div
INFO: Chief Commission
Room 500 2
Comms 50
File 2
Plant

NR 11661

INFO/ACT/CH:	Com SC	Food SC	Ind SC	En SC	Agri SC	Fin SC	Lab SC	W & U SC	Dr Subway	Dr Caricola (Int Ops)	Int (AC Liaison)	CEL MOBY	DRG JEMOBY	CEL JEMOBY	CEL JEMOBY	CEL JEMOBY
	- 2	- 2	- 2	- 2	- 1	- 2	- 1	- 1	- 2	- 1	- 1	- 1	- 1	- 1	- 1	- 1

SECRET.

Ref 204 690. This is LAG 1311 sub: VENEZUELA CIVILIAN AND MILITARY.

1. Agree that civil supplies for subject areas will be military responsibility.

2. Understand here that COM will take action on loading period September-December as per monthly amounts set out para 3 REF 693.

3. Pending arrival these military loadings arrangements have been made with ALCON to provide from civilian requisitions. ALCON will account for supplies and receive repayment in kind.

NOTE: Requirements for these areas September-December included in civilian requisitions put forward by ALCON, so that after repayment has been effected Italian Govt should have 4 months supplies for a population equivalent to that of VENEZUELA CIVILIAN AND MILITARY supplies to current needs.

4. Action has been initiated to insure maximum utilization of Italian resources.

5. Program for last 6 months 1966 will be submitted earliest.

6. It is also understood that supply responsibility for other ANG areas in ITALY will confirm to COM decision on MAY 1969 and 1971.

R/C NOTE: No trace of REF 690.NR DATA

INSTR/ACTIONS	Com 50	- 2
	Food 50	- 2
	Ind 50	- 2
	En 50	- 2
	Agrie 50	- 1
	Fin 50	- 2
	Labour 50	- 1
	W & U 50	- 1
	Dr Embassy	- 2
	Dr Caribola (Int Com)	- 1
	Int (AG Liaison)	- 1
	Col. Staff	- 1
	Brig Admin	- 1
	Gen Admin	- 1
	Col. Walter	- 1
	Ref Br	- 4
	Am End	- 2

NOTE

INSTR/ACTIONS: Ref 693

INFO: Chief Commissioner

Room 200 2

Commodore 50

File 2

Plant

- ONLY -

277616

1997

100

Lucy

3. While the DOD has been notified that civilian supplies for UNHCR and other agencies will remain a military responsibility and that UNHCR would continue to be responsible for supplies in theatre.

2. Representations given in AFMOR letters 10-02/AM of 24 August were corrected by letter of 26-02-0. In the latter edition a statement that those representations had already been published in AFMOR publications (1950-51) was added. The period 1950-51 was corrected to 1950-52. The author however states that they propose to supply those representations through London. The author themselves and their advice or location will be sent in 1950.

3. Available funds will be used to pay claims from Italian Government stocks received supplies for these arms and such supplies are immediately shipped by military outposts as result of action in zone 2 will be used for replacement to extent that can be drawn on Italian Government stocks. Any balance will be applied against future ~~Italian~~ Italian and other war requirements. Future Italian requirements will be adjusted ~~to~~ accordingly.

the two women still a real enemy will cooperate fully with the classification of any letter and planning of future regulations to meet the situation of Indian women.

It is suggested that the following be included in the report to the Board of Directors for the year ending 1961:

2000

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0070 00	000 00	0
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0074 00	000 00	0
0075 00	000 00	0
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0080 00	000 00	0
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0084 00	000 00	0
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0086 00	000 00	0
0087 00	000 00	0
0088 00	000 00	0
0089 00	000 00	0
0090 00	000 00	0
0091 00	000 00	0
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0096 00	000 00	0
0097 00	000 00	0
0098 00	000 00	0
0099 00	000 00	0
0100 00	000 00	0
0101 00	000 00	0
0102 00	000 00	0
0103 00	000 00	0
0104 00	000 00	0

[illegible]

Year	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
Year	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
Year	1900	1901																																																																																																																																																																																																							

COMBINED CHIEFS OF STAFFCOMBINED CIVIL AFFAIRS COMMITTEE

4965

CCM Airgram 57, 21 September 1945, Washington, D. C.

From: CCAC for CLAC
 To: AC repeated FHCEC
 Subject: Basic Program for Italy

Enclosed are three copies of procedures on documentation covering basic program for Italy, which explain to you documentation and routing of all papers covering this program.

J. F. WILSON
 Group Captain

W. M. CAMERON
 Lt. Col., CSC

Combined Secretariat

15 copies - AC with enclosure
 6 copies - FHCEC
 2 copies - Cabinet Secretariat

RE DISTRIBUTION

Finance S/O	2
Trans. S/O	4 ✓
RS	4
Col. Tooby	1
NSA (Rome)	2
NSA (Med. Mr. Smith)	4
British Embassy	1
American Embassy	1
Agric. S/O	1
Food S/O	2
Industry S/O	2
Commerce S/O	2
P & U S/O	1
Civil Affairs	1
Brig. McKinley	1
Col. Walton	1
Brig. Anderson	1
IGS (Liaison)	3
Mr. Caraciola	1

September 15, 1945

MEMORANDUM COVERING DOCUMENTATION OF SUPPLIES REQUISITIONED
FOR ITALY UNDER YB SERIES

4964

Documentation covering shipments to Italy under YB requisitions will be different from that described for Italian YB Requisitions and the following procedure will apply:

REQUISITIONS FOR PROCUREMENT BY TREASURY DEPARTMENT

1. Contracts. Treasury Procurement will send 1 copy to the Movement and Records Staff, European Branch, FEA, 2 copies to the Italian Division, European Branch, FEA.
2. Invoices, Packing Lists, and Inland Bills of Lading
Treasury Procurement will instruct vendors to send:
1 copy of invoice, packing list, and inland bill of lading to the Movement and Records Staff, European Branch.
3. Vendor's Application for Shipping Instructions. Ten days before the vendor is ready to make shipment from his plant, he will apply for shipping instructions to Treasury Procurement, New York. Treasury Procurement will give the application a serial number and send:
one copy to WSA. One copy to Export Shipping Section, Transportation Division, F. E. A.

If items are to be called forward to shipside, F. E. A. will issue a P. A. S. and will make the following distribution:

- 1 copy to Treasury Procurement, New York City.
- 1 copy to Export Shipping Section, Transportation Division, FEA, Washington.
- 1 copy to Movement and Records Staff, European Branch, FEA, Washington.
- 2 copies to Italian Division, European Branch, F. E. A.

If the items are not to be called forward to shipside, WSA will advise Treasury Procurement which will then issue shipping instructions to the vendor calling the supplies forward into Treasury warehouse. These shipping instructions will carry the same serial number as was given to the vendor's application.

- 2 -

Treasury Procurement will give the following distribution of the shipping instructions:

- 2 copies to Italian Division, European Branch, F. B. A.
 - 1 copy to Export Shipping Section, Transportation Division, FBA, Washington.
 - 1 copy to Movement and Records Staff, European Branch, FBA, Washington.
 - 1 copy to Division of Cargo Control, WSA, 29 Broadway, N.Y.C.
4. Availability Notice. When supplies are received at Treasury warehouse, Treasury Procurement, New York City, will issue a serially numbered succeeding Availability Notice. The notice will show requisition number, contract number, vendor's name and address, commodity, quantity, number and kind of packages, case numbers, weight, cube, name and location of warehouse and will indicate serial number used on vendor's application and shipping instructions (see para. 3)

Treasury Procurement will give the following distribution of the availability notice:

- 2 copies to the Italian Division, European Branch, F. B. A.
 - 1 copy to Export Shipping Section, Transportation Division, FBA.
 - 1 copy to Movement and Records Staff, European Branch, FBA.
 - 1 copy to Division of Cargo Control, WSA.
5. Ocean Shipment of Supplies on Availability Notices. Based on priorities furnished by the Transportation Division, FBA, War Shipping Administration will issue F. A. S. calling lots forward shown on availability notices. Copies of F. A. S. will be distributed by W. S. A. as shown under paragraph 4 above.
6. Ocean Shipping Documents. Treasury Procurement will send 6 copies of vendor's invoice and also 11 or 8 copies of Treasury Procurement Invoice (Form 712-D) to WSA for transmittal to the freight forwarder. The freight forwarder will obtain from the steamship company 5 signed and 11 unsigned copies of the ocean bill of lading together with 10 copies of the ship's manifest or extract thereon. The Consignor will be War Shipping Administration for account of FBA. The Consignee will be War Shipping Administration on behalf of U. S. War Department. The bill of lading will carry the following clause: "Transfer of property to U. S. War Department will take place at end of ship's tackle at port of destination".

- 3 -

The following will also require copies of items listed above to be placed in my own record. All records should be maintained in my own record, and distribution of all documents should be made.

It will also require distribution as follows: (See distribution)

I will send by the following, in copy:

- | | |
|---------------------------------|----------------------------|
| 2 Vendor's Invoices | } on two Treasury Invoices |
| 2 Vendor's Invoices in List | |
| 1 Signed Ocean Bill of Lading | |
| 1 Unsigned Ocean Bill of Lading | |
| 2 3 1/2" x 5 1/2" Envelopes | |
| 2 Red Envelopes of Cash | |
| 2 Unregistered Letters | |

To U. S. A. Representative at Port of New York, N.Y. U.S.A. representative will certify receipt of U. S. War Department one signed ocean bill of lading and one unsigned ocean bill of lading and will send to U. S. Agent, Port of New York, N.Y., New York, D. C., for from 1941 to present Classification and, Department Division, Treasury Department, Washington, D. C.

II. Will send:

- | | |
|-------------------------------|---------------------------|
| 1 Vendor's Invoice | } on one Treasury Invoice |
| 1 Vendor's Invoice in List | |
| 1 Signed Ocean Bill of Lading | |
| 1 3 1/2" x 5 1/2" Envelope | |
| 1 Red Envelope of Cash | |
| 1 Unregistered Letter | |

To New York Fiscal Division, Office of Finance, U. S. A. and to the U.S. Agent at New York, D. C.

- | | |
|-------------------------------|---------------------------|
| III. 1 Vendor's Invoice | } on one Treasury Invoice |
| 1 Vendor's Invoice in List | |
| 1 Signed Ocean Bill of Lading | |
| 1 3 1/2" x 5 1/2" Envelope | |
| 1 Red Envelope of Cash | |
| 1 Unregistered Letter | |

To Department and Treasury Staff, New York Office, U. S. A. Treasury Department, 1000 Constitution Ave., Washington, D.C.

- | | |
|---|----------------------------|
| IV. 2 Vendor's Invoices | } on two Treasury Invoices |
| 2 Vendor's Invoices in List | |
| 2 Signed Ocean Bills of Lading - one labeled "On Board" | |
| 1 Unsigned Ocean Bill of Lading | |

To U.S. Representative at New York, New York.

- 4 -

- V 2 Vendor's Invoices } or two Inventory
2 Vendor's Invoice Lists } Inventories
2 Assigned Ocean Bill of Lading
2 Ship's Manifest
2 Reproduction of Cargo
2 Long Hand Letters

to Pacific Division, War Relocation Authority, P.O. Box 1000
Division will also mail 1 copy of each of the above to Allied
Commissioners of War Relocation, War Relocation Authority, P.O. Box 1000.

- VI 1 Assigned Ocean Bill of Lading
1 Ship's Manifest
1 copy of all received Letters

to United States Section, War Relocation Authority, P.O. Box 1000
Secretary of War Relocation, War Relocation Authority, P.O. Box 1000.

- VII 1 Assigned Ocean Bill of Lading
1 Reproduction of Cargo

to Division of Cargo Control, War Relocation Administration,
39 Broadway, New York City.

- VIII 1 Assigned Ocean Bill of Lading marked "Q. 10000"
1 Reproduction of Cargo

to Division of Cargo Control, U. I. R. S., War Relocation
Administration 39 Broadway, New York City.

- IX 1 Assigned Ocean Bill of Lading
1 Reproduction of Cargo to Colonel Arthur H. Hays, International
Division, A.S.P., War Relocation, Washington, D.C.

7. Ocean Shipments

4962

Upon advice of a new allocation, the Chief of the Export Shipping Section, Bureau of Ocean and Steam Transport, WSA, will contact Department of Agriculture to get availability and then will arrange for space with WSA. WSA will issue PAS to Department of Agriculture to call commodities forward to shipping. WSA will distribute copies as follows:

- 1 copy to Dept. of Agriculture (Shipping and Commerce Branch)
- 1 copy to Export Shipping Section Bureau of Ocean Division, P.E.A., Washington.
- 1 copy to Bureau of Ocean and Steam Transport, WSA, Washington.
- 2 copies to Import Division, Bureau Branch, P.E.A., Washington.

8. Shipping Documents

Department of Agriculture will have inland loading manifests made up in 3 copies and 3 copies to the freight forwarder. (The loading manifest is a detailed packing list of commodities shipped to embargo).

Part of the freight forwarder's duties will be to secure from the local agents a report of discrepancies between the inland loading manifest and the local agents' shipping report. In case of differences he will report to the Bureau, Shipping, and Commerce Report in original and 3 copies.

The freight forwarder will obtain from the shipping company 5 original and 12 unsigned copies of the ocean bill of lading, together with 3 copies of the inland manifest or extract thereof. The Comptroller will be for the Administration for the account of WSA. The Comptroller will be for the Administration as agent for U. S. War Department. The bill of lading will carry the following clause: "Transfer of cargo to U. S. War Department will take place at port of destination or port of destination". The freight forwarder will also secure 3 copies of receipt for cargo loaded to any one vessel and account to be listed later giving receipt for cargo if all cargo is not loaded.

He will then take the following as follows: (See chart attached)

- 1. Bill sent by the local carrying the cargo
- 2. Inland Loading Manifests
- 3. Signed Ocean Bills of Lading
- 4. Unsigned Ocean Bills of Lading
- 5. BSA's Manifests
- 6. Receipts for cargo
- 7. Transmittal letters

to War Shipping Administration to representative at port of
disembarkation. The WSA representative will certify on signed
copy and on unassigned copy of bill of lading and will to
G. H. Alcock, Trans-Atlantic Division, WSA, Washington, D.C.,
for transmittal to H. T. Hagan, Chief, Foreign Accounting
Section, Federal Reserve Credit Corporation, Room 605, 150 Broadway,
New York City, N.Y.

II He will mail:

- 1 Inland Loading Manifest
- 1 Signed Ocean Bill of Lading
- 1 Ship's Manifest
- 1 Recapitulation of Cargo
- 1 Transmittal Letter

To Land Branch Fiscal Division, Office of Finance, WSA, Washington
Gas Light Building, Washington, D. C.

III 1 Inland Loading Manifest
1 Unassigned Ocean Bill of Lading
1 Ship's Manifest
1 Recapitulation of Cargo
1 Transmittal Letter

To Movement and to order Office, Bureau and Branch, WSA, Warrenton
Building, 14th and Cornhill Streets, Washington, D. C.

IV 2 signed "On Board" Ocean Bills of Lading
2 Unassigned Ocean Bills of Lading
4 Ocean B, Box 1 to 4 and 5 to 8 (if any)

To U. S. Post to nearest time of the Department of Post Office.

V 2 Inland Loading Manifests
2 Unassigned Ocean Bills of Lading
2 Ship's Manifests
2 Recapitulation of Cargo
2 Transmittal Letters

To Station Division, Bureau and Branch, WSA, Washington

(who will mail
1 not to Allied
Commission,
Reno.)

VI 1 Unassigned Ocean Bill of Lading
1 Ship's Manifest
1 copy of all other bills of lading

To Report & Accounting Section, Trans-Atlantic Division, WSA,
Warrenton Building, 14th and Cornhill Streets, Washington, D.C.

VII 1 Unassigned Ocean Bill of Lading
1 Recapitulation of Cargo

To Division of Cargo Control, War Shipping Administration
29 Broadway, New York City, N. Y.

4961

VIII 1 Original Bill of Lading, endorsed "On Board"
1 Receipt of Cargo

to Division of Cargo Control, U. S. S., San Francisco
Administration, 99 Broadway, New York City.

IX 1 Original Bill of Lading
1 Receipt of Cargo to Colonel Arthur Miller
International Division, ASF, Arlington, Washington, D. C.

CUSTOMS RECEIPT AND INVOICE (INVOICE).

5. The Department of Agriculture will make up a Commodity Receipt
and Invoice which will cover and comply by bond and by
regulation based upon bills of lading and filed by the Freight
Forwarder. The Receipt and Invoice will show weight and value.

The Department of Agriculture will make distribution as follows:

- 1 copy to Land Lease Fiscal Division, Office of Finance, LSA,
Washington for Light Inland, Washington, D. C.
- 1 copy to Department and Receipt Station, Bureau of Land, LSA,
Land and Conservation, Washington, D. C.
- 1 copy to Finance Division, Bureau of Land, LSA, Land and
Conservation, Washington, D. C.

10037-1 DIS FROM THE FBI TO THE FBI ON 12/2/70						
Destination	CLASSIFICATION					
	Unrec'd	Signal	Unrec'd	Unrec'd	Unrec'd	Unrec'd
	and	Section	Section	Section	Section	Section
	Section	/Landing	/Landing	Section	Section	Section
	Unrec'd	Unrec'd	Unrec'd	Unrec'd	Unrec'd	Unrec'd
Mr. G. H. R. Administration						
Representative at port of discharge	2	3	3	2	2	2
Italian Division, New York Office, FIA	2	-	0	2	2	2
Head Lease Placed in Office of Director FIA New York City 11th Building, New York	1	1	-	1	3	1
Representative of Records Staff, New York Office, FIA New York, D. C.	1	-	1	1	1	1
Port Representative of Embassy New York	2	2	1	-	-	-
		"On Board"				
Report Staff in Section New York Office, Division, FIA, New York, D. C.	-	-	1	-	1	1 of all 1,000
Division of Cargo Control WSA, New York, N.Y.C.	-	-	1	1	-	-
Division of Cargo Control, U.I.R.S., WSA, New York, N.Y.C.	-	-	1	1	-	-
			"On Board"			
Colonel Arthur J. Silver International Division A.S.P., New York, New York, D. C.	-	-	1	-	1	-
Totals	5	6	11	2	10	-

4969

DOCS. AND DISPOSITIONS OF LETTERS FORWARDED FOR SUBS. DISPOSITIONS OF LETTERS FORWARDED TO VARIOUS AGENCIES						
Destination	Domestic Merchant	Foreign Merchant	Designated Ocean 1/Letter	Receiv- er of Cargo	Sub's Mani- fest	Trans- mitted Letter
War Rel. Admin. Division Representative at Port of Discharge.	2	3	5	2	2	2
Postal Division, Euro. War Branch, WPA, Washington, D.C.	1	-	2	2	2	2
Land Lease Fiscal Div. Office of Finance, WPA, War Rel. Admin. Div. Light Building, Washington	1	1	-	1	5	1
Movement & Record Staff, Euro. War Branch, WPA, Washington, D. C.	1	-	1	1	1	1
U.S. Port Representative, Dept. of Agriculture	-	2 "O. Board"	2 (4 O.S. AD. Reports, if any)	-	-	-
Export Sales Section Comptroller Division, WPA, Washington, D.C.	-	-	1	-	1	1 of all letters
Division of Cargo Control, WPA, 70 Broadway, N.Y.C.	-	-	1	1	-	-
Division of Cargo Control U.S.S., WPA, 70 Broadway, New York City, New York	-	-	1 "O. Board"	1	-	-
Colonial Affairs Officer International Division A.S.P., Washington, Washington, D.C.	-	-	1	1	-	-
Totals	5	4	12	5	9	-----

*Director, Tn S/c*HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

4359

Tel. 290
Ref. AC/38.1/10/Tn6RMB/mvm
24 August 1945

SUBJECT: REPORT OF INLAND WATERWAYS SURVEY

TO : See Distribution

1. General

a. An extensive survey of the present condition of available means of transportation on the Po River, tributary rivers and joining canals was made. Several meetings were held and parties interested in this navigation were contacted, after which a conclusion was reached that all Italian interested parties, particularly Italian Government officials, are working on an overall plan to rebuild fully not only all the damage along the river, but also at the same time take advantage of modern means to improve greatly navigation facilities in comparison with pre-war standards. Such a program necessarily would require several years for completion. In the meantime, particularly the present and very near future, very little additional traffic could be developed.

b. Since it is intended to improve transportation conditions in Northern Italy now by using all possible means, it was recommended and requested of all concerned that immediate attention be given to repairs, even if on a temporary basis, of all bridges, canals and locks, as well as the salvaging and building of barges and tugs for the Po River service. In this connection, we understand that several shipyards and other similar building companies have sent to the Industry Sub Commission Office in Milan lists of their requirements which, it is presumed, are based on the overall needs for the program of complete rebuilding and improvement of navigation facilities on the Po River. Possibly, because of the extent of these requirements, no immediate action will be taken by the Industry Sub Commission, thereby interfering with the temporary program which is necessary in order to increase the Po River navigation at this time. It is suggested that, as a matter of collaboration, the Industry Sub Commission keep the Transportation Sub Commission informed of shipbuilding material requirements requested through them in order that recommendations be made by the Transportation Sub Commission to coordinate efforts for the fullest utilization of the Po River navigation, now and in the very near future.

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2. Milan Meetings

a. A meeting was held in the office of the Transportation Sub Commission Advanced Echelon in Milan on 4 August with Lt. Col. Harris, Major Talbot and Major Constable of that office present. Others present were Ing. Eugenio Salvi of the Genio Civile Milan Office, Captain A. Tosi, Italian Ministry of Marine Liaison Officer to Movements Division, AC Rome and Mr. R. M. Bazzanella, Chief, Ports & Warehouse Division, AC Rome.

b. Another meeting was held in the same office on 6 August with only Major Constable of that office present due to the fact that Lt. Col. Harris and Major Talbot had left for Rome. Also attending this meeting were: Ing. Lauzi of the Italian Ministry of Public Works and Ing. Ughi of Genio Civile.

c. Information gathered shows that in the region directly under the immediate supervision of Milan (including Lago Maggiore, East of the Ticino River, North of the Po River between junctions of the Ticino-Po Rivers and Oglio-Po Rivers on to Lago Garda), there is at present little traffic due mainly to shallow waters which are as low as 70 cms. between Pavia and Cremona. Traffic between Milan-Lago Maggiore is southbound one-way traffic.

d. The lock at Miorina is in need of gates. We were informed that some lock gates for another lock had been built and were available in Bologna. While at Bologna, this was investigated and it was found that the firm of Alessandro Calzoni had built these gates for the Miorina Lock. The gates were fully completed and ready for installation. In 1941, these gates were ordered built by the Consorzio del Ticino who later stated that the gates were no longer needed and could be sold by the builders elsewhere. We secured blue prints of the gates and same are being sent to Lt. Col. Harris, with copy of this report, in order that the matter may be taken up with Consorzio del Ticino and Genio Civile and the gates installed. An extension on each side of the inside wall of the Miorina Lock is also necessary.

e. At Tornavento, there is an incomplete lock which should be completed if the Lago Maggiore Navigation is to be increased. At present, only one wall of the lock is built. Another wall and the gates need to be constructed. This will take between 5 and 6 months to complete. Perhaps the gates built for the Miorina Lock could be used instead at the Tornavento Lock as this lock is more important. This, however, is a technical matter for the Genio Civile to decide.

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f. Extensive dredging is required north of the Miorina Lock and minor dredging at other points on the Lago Maggiore route. There are several obstructions, some of which have already been removed.

g. Traffic on Lago Maggiore southbound to Milan consists of chalk, firewood and granite and from other points on the same route, particularly Turbigo, sand and gravel badly needed for reconstruction work. This traffic is only feasible southbound because of the strong current which makes it possible for loaded barges to navigate without any other assistance. Northbound, the empty barges are brought up towed by tractors. It is estimated that between 35 and 40 - 100 ton barges and 4 to 5 tractors are now available for this traffic. This is a part of the proposed Navigation Plan of 1941. Navigation from Venice to Locarno would have made possible shipments of coal from the Ruhr Valley, via water to Basel, thence via rail to Locarno, thence via barges all the way to Venice.

h. At present, there is an active movement from Turbigo to Milan via the Naviglio Grande. Two-way traffic between Milan and Pavia with barges up to 100 tons is now in operation. Northbound barges are pulled by manpower, horses and other means but southbound barges need no assistance.

i. Calls were made on Comitato Industriale delle Costruzioni Navali and Compagnia Industrie Navali Armamento. These firms are primarily interested in shipbuilding on a large scale. It is estimated that 4 - 100 ton steel barges, 30 meters long, 5 meters beam, 1.25 meters deep with a 1 meter draft can be built per month, provided the necessary materials are available.

j. Barge Owners Pool Operation: The Transportation Sub Commission Advanced Echelon in Milan has held some meetings with eight barge owners in an effort to form an association which would be called "Consorzio per la Navigazione Interna Alta Italia" with headquarters in Milan. Up to the time this survey was made (6 August) no definite arrangements had been made to form this consorzio. Lt. Col. Harris tried to contact some of the proposed members while we were in Milan in order that we could discuss this matter with them, but they could not be located. However, Lt. Col. Harris is doing all possible to bring about the definite formation and operation of this Consorzio. When it is done, a full report will be sent to this office.

k. Lt. Col. Harris suggested that a call be made on Col. C. P. Bolick, Public Works Sub Commission, Milan, to acquaint him with our survey work in order that he would be in a position to render all possible assistance in connection with reconstruction work. Col. Bolick assured us that his office had and would continue to cooperate with the Genio Civile.

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3. Venice Meetings

a. On our way to Venice, a stop was made at Verona to call on Ing. Agostini, with the Italian Ministry of Transport in charge of reconstruction survey of the Po River, who had asked AC Rome that this be done. Ing. Agostini was having difficulty in obtaining a Circulation Permit from AMG Verona. While there, this matter was arranged for him. This permit, however, allocates to him only 100 liters of gasoline per month. In view of the vast territory he has to cover and the bad condition of some of the roads along the Po River, this allocation is not sufficient to meet his needs. Therefore, arrangements should be made by the Italian Ministry of Transport to supply him with the necessary additional gasoline to enable him to do his work.

b. Ing. Agostini was requested to meet us in Venice to attend a meeting and also to accompany us on a further survey of the Po River from Venice to Parma and other points concerned with inland navigation.

c. A meeting was called on 11 August at the office of the Magistrato alle Acque in Venice. This office is in charge of inland waterways from Porto Sdobbba to the Mincio River, north of the Po River. The Po River is not under the jurisdiction of the Magistrato alle Acque. However, due to a general strike of Government employees in Venice, it was not possible to hold this meeting. The meeting was postponed until the afternoon of 14 August, upon our return from Trieste. When the meeting was held, the following were present:

Ing. Tognozzi, President, Magistrato alle Acque
Dott. Boni, Vice-President, Magistrato alle Acque
Ing. Sacchi, General Inspector
Ing. Paveini, General Inspector
Ing. Pavanello, General Inspector
Ing. Brunelli, Chief Engineer, Rovigo Province
Ing. Agostini, Italian Ministry of Transport
Major McClure, AC Port Liaison Officer
Captain Tosi, Ministry of Marine Liaison Officer
Mr. Bazzanella, Ports & Warehouse Division, AC.

d. Information obtained at this meeting indicated the following services now in operation.

1) The Venice-Porto Sdobbba canal was recently put into operation as far as Grado, although this navigation is affected by narrow passages which have been opened through obstructions caused by demolitions. Before this

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canal was damaged by war action, 600 ton barges operated freely. However, at present only 300 ton barges are in operation. Draft along the canal is reported to vary between 3 and 3½ meters. During the months of May and June 1945, it is reported that 27,356 metric tons moved over this inland canal. This canal connects with the Sile River, Piave River, Livenza River, Lemene River, Tagliamento River, Stella River and the ~~Alsa~~ River.

2) The Venice-Chioggia-Brondolo-Po Canal is now operating as far as Cavanella/D'Adige and from this point cargo has to be transshipped and carried overland a distance of about 400 meters. In May/June 1945, the traffic on this canal amounted to 2,961 metric tons. Damage by war action is heavy along this route from and including Cavanella/D'Adige to where this canal joins the Po River. The draft along this canal is reported to be 2 meters.

3) The Venice-Padua-Este Canal is operating only from Venice to Padua with 100 ton barges, due to shallow draft. However, 300 ton barges can operate when conditions permit. The Padua-Este line is not in operation due to war damage.

4) The Battaglia-Brondolo Canal is not in operation also due to war damage. The Adige River service from the sea to Legnago is operating between Badia and Cavanella/D'Adige. However, traffic is carried on only between short sections along the route with 50 and 100 ton barges.

e) We were informed that during the month of July, traffic had increased greatly and reconstruction work was and will continue to be given high priority. It appears that the territory under the jurisdiction of the Magistrato alle Acque is now operating as well as can be expected under the existing conditions and it is presumed that as time goes on, it will continue to improve.

f) The recently formed Associazione Nazionale Navigazione Interna, composed of barge owners, is in operation in accordance with AMG Order #21 of 3 August 1945 and appears to be functioning well. It was not possible to secure tariffs but some rates now in effect were secured and are as follows:

Light weight cargo (straw/hay)	2 lire per quintal per ton				
Heavy weight cargo, full load	.50	"	"	"	"
Low priced cargo	.45	"	"	"	"
General cargo	.75	"	"	"	"

Barges under 50 tons capacity are charged the above rates plus 10%. Barges up to 50 tons capacity are allowed one day

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for loading and one day for discharging; up to 120 tons capacity, two days; up to 200 tons capacity, three days; after which periods, demurrage is charged at the rate of 1 lira per quintal per day.

g) Subsequent to this meeting, a tour of inspection was made with Ing. Agostini from Venice to Bologna, stopping at Cavanella/D'Adige. At this place, present means of cargo transshipment were surveyed. Cargo comes down the Adige River and is discharged on the left bank of the river where it is loaded into carts or carried by manpower a distance of about 1 kilometer to the Canale di Valle where it is again loaded into barges. It is proposed to build a Decauville line from the left bank of the Adige River direct to loading place on the right bank of Canale di Valle, a distance of about 400 meters. This would save a lot of time and labor and would have a tendency to increase traffic. Approximately 30 days would be required to finish this project, after approval by Genio Civile has been secured and after the field through which this Decauville track would be laid is cleared of mines. The firm interested in the job has all necessary materials to do the work. However, mine clearing is up to the Military Authorities. The rates being charged for this transshipment of cargo are: 50 Lire for light weight cargoes such as hay and straw and 25 Lire for heavier or bagged commodities. If the proposed Decauville line is built, these rates would be greatly reduced.

h) Other short stops were made to look over war destruction of bridges and obstructions to navigation lying on the beds of the River and Canals.

4. Bologna - We called on the firm of Alessandro Calzoni. We were informed that notwithstanding war action, the damage to their plant had not been serious and they are now in a position to resume operations up to 90% of their pre-war activities. In order to avoid destruction by the Germans, the machinery was dismantled and sent to different places for hiding. Most of the machinery has been returned and set up. They only need window glass to finish putting their plant in working condition ready for operation, and raw materials to begin operations. A list of the raw materials needed has already been submitted to the Industry Sub Commission in Milan. After this call, we proceeded to Parma where a meeting in the office of Genio Civile was held.

5. Parma

a. The Parma office, known as Circolo Superiore D'Ispedizione per il Po, informed us that they have complete jurisdiction of all maintenance of inland waterways from

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where the Po meets the Adriatic Sea to Alessandria, Piedmont Province, as well as connecting rivers and canals along this route, including Lago Maggiore/Milan, Lecco/Milan and Canale Ferraresi. The branch offices at Ferrara, Reggio Emilia, Modena, Piacenza, Alessandria, Pavia, Milan, Cremona and Mantova must report to Parma regarding work to be done in their immediate territory so that the proper survey may be made before work is authorized. Dredging in the Po River and the Mincio River as far as Mantova and on the Ferrara Canals is directly under the Parma office, but dredging in Lago Maggiore/Milan and Milan/Lecco is under the supervision of the local Genio Civile offices.

b. At present, there are 3 suction dredges available and no bucket dredges, out of 13 suction dredges and 3 bucket dredges which were available in pre-war days. There are only 2 tugs available in working condition. There are 7 or 8 sunken tugs, seriously damaged and without motors.

c. The lack of coordination between the Parma-Po Office and the Italian State Railways has been eliminated insofar as rebuilding of the Piacenza, Cremona and Casalmaggiore bridges is concerned. The Parma office is greatly handicapped in their work due to lack of means of transportation which is essential in connection with surveys and supervision of reconstruction work. Therefore, it is very necessary that they be supplied with ample facilities to carry on with their work.

d. Po River navigation under Parma jurisdiction is now operating from the Ticino-Po junction to Piacenza with barges drawing 70 cmts., from Piacenza to Cremona with barges drawing 70 cmts., from Cremona to Casalmaggiore with barges drawing 80 cmts., from Casalmaggiore to Borgoforte with barges drawing 80 cmts., from Borgoforte to Ostiglia, as far as Governolo with barges drawing 80 cmts., and from Governolo to Ostiglia with barges drawing 120 cmts. However, when obstructions on the river at Ostiglia are removed, the draft on the river from Governolo to Volta Grimana will be increased to 180 cmts. Cargo is transshipped at Piacenza, Cremona, Casalmaggiore, Borgoforte and Ostiglia. However, when removal of obstructions at Ostiglia (now being done) is completed, the Po River will be navigable from Borgoforte to Volta Grimana without transshipment at Ostiglia.

e. Several other small canals which have been put out of operation by war damage were also discussed. It was strongly recommended that reconstruction work on the Po River and other connecting navigable ways be given immediate attention and that necessary repairs, even though on a temporary basis, be carried

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out at once in order to increase traffic. It was definitely pointed out that all possible should be done to speed up work as it is essential that the Po River and connecting waterways be put into maximum operation without delay.

6. Cantiere di Boretto - There is a shipyard here under direct control of the Parma office. An inspection of this shipyard was made together with officials from Parma. It was found that it is fairly well equipped and substantial work can be done here. At present, they are working on the suction dredge "Oglio" which has a dredging capacity of 500 cubic meters per hour and is almost ready for operation, awaiting only for the River to rise in order that she may be floated. They are also repairing the bucket dredger "Lombardia" with a dredging capacity of 40 cubic meters per hour. It will be about a month before this dredger is ready for operation. This shipyard employs 55 laborers at present. However, this number could be increased if all the necessary raw materials were available. There is a great need for a 100 ton floating crane which, under present inland navigation conditions, could be sent there. However, it was suggested that a 25 ton crane be secured and sent there and they could easily build the required pontoons. It is believed that this would be more feasible.

7. Mantova - This is the River terminal for barges carrying coal from Venice. It is a small river port; however, it could be used as a distributing point for coal destined for factories and plants in the surrounding area, thereby saving rail transportation to some extent.

8. Pontelagoscuro - The bridges at this point have been reconstructed and now it is possible for barges to discharge at this terminal which was a very important one before the war. Between Pontelagoscuro and Ferrara, there was an important industrial section which is being reconstructed gradually. Therefore, coal shipments, which now can be discharged at Pontelagoscuro, will be very essential in the reconstruction of this industrial section.

9. Recommendations

a. It is recommended that special attention be given to the supervision of the activities of all Italian agencies in connection with the rehabilitation of the inland waterways mentioned in this report. During visit made, all concerned were requested to give this reconstruction work highest priority since it is very important that all possible work be done now before winter conditions interfere. As stated

1305

- 2 -

herein, the programs and plans made by the Italian Government agencies are based on a complete rehabilitation of the inland waterways which is a very necessary project. However, if we are to get any use from the inland waterways, it is necessary that the Italian Government agencies make plans for temporary repairs which will facilitate inland waterway navigation now, even though later on when conditions permit, these temporary repairs may have to be done away with in favor of permanent reconstruction.

b. It is also recommended that in line with the suggestion of Lt. Col. Harris, Advanced Echelon of the Transportation Sub Commission in Milan, that some member of AC, preferably a member of the Public Works Sub Commission be assigned to the Milan Advanced Echelon to take full charge of the supervision and activation of this reconstruction work. Otherwise, it is feared that the enthusiasm and offer of cooperation developed during the making of this survey may not give us the required results.

10. In conclusion, we wish to report that the cooperation and assistance rendered by Captain A. Tosi, Ministry of Marine Liaison Officer with Movements Division, was of great value in securing information herein submitted.

R. M. Bazzanella
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

DISTRIBUTIONExternal

Col. C. P. Bolick, Public Works S/C, Milan
Lt. Col. M. Harris, Transportation S/C, Milan
Major E. B. Corby, Transportation Officer, Venezia Region
Italian Ministry of Public Works, Rome
Italian Ministry of Transport, Rome

Internal

Director, Transportation S/C *Shepard - 24 Aug.*
Industry S/C
Public Works S/C (Att. Capt. Shepard)
Movements Division, Tn S/C
Shipping Branch, Tn S/C
Captain A. Tosi, Ministry of Marine Liaison Officer

NOTE: Maps of the different inland waterways navigation are now available at the Ports & Warehouse Division Office.

— 9c
Each check on unrelated person
in unrelated that has not been distributed
—

Letter from H. H. AF110

\$25,000,00 A. R. Stole
for sale to Italian Govt
It is assumed they would
have funds provided for.

Harley, called Dickson &
Major Long together in
quick chat to the point
Italian

248 Locos. for road
quick access
to portland
MRS.
Elig. Comm.
for W. asking
L. R.

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

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

Present:

Mr. Ian D. Campbell
 Lieut. De Maestri U.S.N.
 Colonel P.D.G. Buchanan
 Major M.P. Laraman
 Mr. L. Hart
 Mr. A.C. Hogarth
 Mr. J.A. Macdonochie
 Mr. A.G. Bell
 Mr. R. B. Scriven
 Mr. C. Crooks
 Lt. Gen. C. Matteini

Chairman
 Navy Sub-Commission
 Transportation S/Commission
 " " (Shipping)

W.S.A.
 D.M.W.T.R.
 D.M.W.T.R.
 D.M.W.T.R.
 Coal Section, A.C.
 Ports & Warehouses Div.A.C.
 Dir:Gen:Italian Merchant
 Marine.

Chief of Div: Ministry of
 Marine

It. Inspector of Port
 Operations

M.W.F. Liaison
 Liaison, A.C.

Dr. Cambioli,

Col. Lauricello

Cdr. E. Mattoli
 Lt. A. Marsena

98.

Postal Facilities. Referring to Minute 95 of the last meeting Colonel Buchanan said that the Italian authorities were held up for machinery for making mail contracts with shipping companies, and he had raised the question at MEDBO as to whether M.W.T. and W.S.A. would make a standard form of contract to cover all shipping companies. MEDBO considered that this was outwith their jurisdiction and said that the Ministry of Marine should make their own contracts with individual shipping companies. General Matteini noted.

99.

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

100.

National Tariff. Arising out of the above the Chairman asked whether the tariff referred to had been finally approved and accepted. Gen. Matteini said that it had been circulated to all Captains of the Ports with the request that the Ministry of Marine be advised of any difficulties, which would immediately be discussed with the Representatives of the interested Parties. As there had been only one objection from Genoa, and this had been settled, it could be considered that the tariff has been accepted.

101.

Classification of Ports. Gen. Matteini said that he had received a report from the Captain of the Port at Palermo to the effect that the tariff had been

Mr. J.A. Macdonald
 Mr. A.G. Bell
 Mr. R. B. Scriven
 Mr. C. Crooks
 Lt. Gen. C. Matteini
 Dr. Gambioli
 Col. Lauricello
 Cdr. E. Mattoli
 Lt. A. Marena
 D.M.W.T.R.
 D.M.W.T.R.
 Coal Section, A.C.
 Ports & Warehouses Div.A.C.
 Dir:Gen:Italian Merchant Marine.
 Chief of Div: Ministry of Marine
 It. Inspector of Port Operations
 M.W.T. Liaison
 Liaison, A.C.

98. Postal Facilities. Referring to Minute 96 of the last meeting Colonel Buchanan said that the Italian authorities were held up for machinery for making mail contracts with shipping companies, and he had raised the question at MEDBO as to whether M.W.T. and W.S.A. would make a standard form of contract to cover all shipping companies. MEDBO considered that this was outwith their jurisdiction and said that the Ministry of Marine should make their own contracts with individual shipping companies. General Matteini noted.
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101. Classification of Ports. Gen. Matteini said that he had received a report from the Captain of the Port at Palermo to the effect that he had been informed by the American Port Officer that the port was to pass from Category "D" to "A", and asked for some clarification. The Chairman pointed out that COMNAVNAV had asked that owing to the considerable American interest in Palermo the port should revert to Category "C", which had been agreed. Lieut. De Maestri, Navy Sub-Commission, considered that U.S. Navy interests were too large to allow for reversion to Category "A" (port under entirely Italian control) and it was agreed that Palermo should be considered Category "C" as arranged.

102. Messina Agents. Mr. Hart, W.S.A., drew the attention of the meeting to a letter W.S.A. had received from their agents in Messina complaining that it had been laid down that ships must carry regular Custom House manifests in accordance with Italian law. Gen. Matteini said that nothing officially had been issued on this point, and thought that as the port had just reverted to category "A" the Captain of the Port might be over-zealous in bringing in pre-war formalities. He agreed to take the matter up.
103. Campbell Committee. The Chairman drew the attention of the Committee to the probability of the closing down of the Mediterranean Shipping Board, and the obvious requirement of some form of administrative liaison between the Allied Shipping Authorities and the Italian Government. He reported that the matter had been discussed at MEDBO, and in commenting Mr. Maconochie said that he considered the title of the present Committee should be altered to the MEDBO Rome Sub-Committee, and that when the Mediterranean Shipping Board was wound up it should be known as the Rome Shipping Committee, thus affording some continuity until the announcement of the peace terms.
The Committee considered that the interim period between the dissolution of MEDBO and the announcement of the peace terms was the only period on which they could make any recommendations to the Boards.
Taking from experience in N.W. Europe, Mr. Maconochie further pointed out that a similar action had been taken which resulted in the National Government assuming the chairmanship of a Shipping Committee, which he could envisage in Italy continuing under the chairmanship of a nominee of the Italian Merchant Marine.
In discussing the membership of the proposed Committee it was considered that it should continue with the representation as nominated; however, it was for consideration by the Mediterranean Shipping Board if representatives from U.M.R.R.A. and I.C.E. should be invited to attend.
The Chairman stated that he considered it would be more practicable to alternate the chairmanship of the proposed interim Committee between W.S.A. and M.W.T., to which the Committee agreed.
In view of deployment and the termination of the functions of the various Allied Bodies, the question of secretariat of the proposed Committee was left to the decision of the Mediterranean Shipping Board.
On behalf of W.S.A., Mr. Hart said he was in agreement with the suggestions put forward, and that he considered it essential that some body remained in Rome to co-ordinate and control the shipping interests involved. General Matteini also stated that he was in complete agreement with the proposals.
The Chairman advised that the Mediterranean Shipping Board had decided that the Port Working Committees, as at present constituted, from the Allied viewpoint should terminate forthwith, and suggested that any matters of importance affecting the Allies should be raised at the Rome Committee through the Ministry of Marine.
In closing this last meeting of the Campbell Committee the Chairman thanked the Members for their assistance so willingly given at all times, as a result of which he felt that some achievement had been made in getting the Italian ports back to normal control.
Colonel Buchanan on behalf of the Allied Commission extended appreciation and thanks to the Chairman and Members for services rendered to the Commission, and General Matteini presented his personal gratitude to the Chairman for the invaluable help he had given both to the Italian Ministry of Marine and himself.

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MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

No.12.

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

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

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

Classification of Ports.

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

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

Lt. Col. Russell pointed out that if the port were regarded as Category C, labour would be controlled by the civilian authorities and Army would bid in the normal way for labour through the Compensia Portuale, but he insisted that the Army must retain the right to operate a British Military controlled area. This would, in effect, put Bari in the same class as Naples, with the Italian acting as Sub-area Commander. It was recommended that the Capitano di Porto be requested to attend the Port Control Committee meetings.

It was agreed that this proposal be adopted, but the Chairman was somewhat exorcised as to whether the Italians were in a position to take over immediately the civilian portion, and Col. Pottle agreed that from experience

Lt. C.B. Sullivan, R.N.R.
 Mr. S. A. Regan
 Mr. R.A. Bassanella
 Mr. H.J. Richardson
 Mr. A.J. Harvey
 Lt. Gen. C. Matteini
 Sea Transport
 W.S.A.
 Ports & Warehouses Div., A.C.
 Rep. D.O.H.C.
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 Chief of Div: Ministry Marine
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 M.W.F. Liaison
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It was agreed that this proposal be adopted, but the Chairman was somewhat exercised as to whether the Italians were in a position to take over immediately the civilian portion, and Col. Pottle agreed that from experience TN(Br.) had found that an efficient organization had not yet been set in all ports. Gen. Matteini confirmed that he was not prepared to take complete control of all ports yet, but advised that Col. Lauricello is preparing such an organization. With this in view Col. Lauricello is travelling to Bari immediately to organize civilian control of that port, while similar visits would be made to Brindisi and Taranto at the same time, in order that these ports can be transferred at the earliest possible date.

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

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

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

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

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

Col. Russell further stated that a Military Liaison Officer would be left at all ports which had a military commitment.

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

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

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

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

Colonel Pottle asked that it be recorded that when the ports have been handed over to civilian control as Category A there would remain certain military equipment.

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

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

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

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91. Communications. Major Laraman asked the source of information for ships coming into civilian controlled ports with military cargo, and was advised that G.4. would signal the M.I.O. at the port and repeat to A.C., A.C. Officers should therefore contact M.I.O. Mr. Regan said that the present system was not a good one, and invariably led to the Italian authorities being unaware of ships' arrival. The Chairman referred to the Italian Intelligence Centre which had been set up in Rome, and asked that signals should be repeated to A.C. and funnelled through to the Intelligence Centre.
- General Matteini pointed out that difficulty had been experienced with communications north of the Gothic Line, which had led to almost complete failure of normal channels. He had therefore made proposals requesting that a wireless link be set up - this method having been agreed previously as an emergency measure, in certain instances. Captain Butler said he would take this new suggestion up with the Navy Sub-Commission. Cdr. Battoli said that Cdr. Sharp, S.O.S. to C in C. Med. is aware of the proposal and had agreed to raise the point at AMDEO.
- Colonel Buchanan later asked whether some improvement could be made in the rendering of SITREPs from Genoa, and pending the settlement of the above proposition Colonel Pottle arranged that a copy of TW(Br.) signals which were received direct from Genoa would be sent to both A.C. and W.S.A.
92. Transportation. Colonel Pottle asked whether A.C. could assist in providing road transport for the Italian authorities, which up to now had been supplied by TW(Br.) Gen. Matteini said that a big demand for transport had been included in the list he had compiled of equipment required, and Col. Buchanan said he would look into the matter. *Major Laraman has cleared by*
93. Stevedoring wages. Gen. Matteini pointed out that as a result of correspondence between Transportation S/Com. A.C., discussions had taken place regarding stevedores wages and the fixing of a daily rate. An agreement had been reached, but before approaching the Representatives of the Workers the proposal was put to Labour Sub-Commission for approval. This Sub-Commission now stated that this is a domestic question and not one for their settlement. Gen. Matteini said that the Italian authorities were anxious to get this matter settled, as troubles were likely to arise with the stevedores if no agreement was reached, and wanted to know definitely whether the Allies were concerned or not with what wage was laid down, before finally making a decision with A.C. Mr. Regan considered that M.W.T. and W.S.A. should make their views known.
- The Chairman, speaking for M.W.T., said that all that was expected was complete freedom to make stevedoring contracts as and when they pleased commercially. He considered that the daily basic wage which the Italian Govt. agreed with A.C. would affect the total cost of contract, but felt that it was a domestic affair for the Italian Govt. to fix their own minimum wages. Mr. Regan agreed, but said that the resultant effect in shipping programmes would have to be considered. He said W.S.A. had already given their views to A.C. in a general way.
- Major Laraman presumed it was an A.C. responsibility to make their own contracts based on the minimum wage of 250 lire per day, but as an explanation the Chairman said that the Italian Govt. were trying to determine a new living wage for the stevedores, and when that was fixed it would lie with the stevedores to work out the cost of handling cargoes thus it was the Master Stevedores in whom W.S.A. and M.W.T. were mainly interested.
- It. Butler asked if any forecast could be made as to a possible date when

a wireless link to set up - this method having been agreed previously as an emergency measure. In certain instances, Captain Butler said he would take this new suggestion up with the Navy Sub-Commission. Cdr. Mattoli said that Cdr. Sharp, S.O.S. to C in G. Med. is aware of the proposal and had agreed to raise the point at MUDBO.

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

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

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

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

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95. Postal Services. Transportation Sub-Commission also advised that Italian Postal services would take over from A.P.O.'s on 1st. October.
96. Salvage. The Chairman stated that it had been decided by the Mediterranean Salvage Committee that the Sub-Committee recommended in the Campbell Committee Report should not function, but that the representatives would be invited to attend the main Salvage Committee on the 19th September, to be held in Rome. It was noticed, however, that the organization chiefly interested in the arrangement of priorities for non-operational salvage for Italian requirements, Divisione Ricupero, had not been included in those invited to attend.
Captain Butler informed the meeting that the Navy Sub-Commission had recommended that the Sub-committee be activated, but that the C in C. Med., in a communication now in circulation had decided that the functions could be performed by the Mediterranean Salvage Committee. Navy Sub-Commission were still of the opinion, however, that as the original Campbell Report had been approved by AFHQ, any recommendations for change should be taken up with AFHQ. This communication was on its way to the Campbell Committee, and when received would be discussed at a further meeting of the Committee.
97. Bunkering of Italian coasters. Major Laraman reported that as a result of shortage of coal in Genoa bunkering of Italian ships was becoming a serious problem. The Chairman pointed out that it was not the policy of M.W.F. to open up new bunker dumps, and stated that it was up to the operators of the ships to allocate voyages efficiently and see that vessels are bunkered to bring them to the next existing bunker depot.

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

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

Category.

All ports from the Italian/French Frontier to GENOA, but excluding GENOA

GENOA A (no change)
 SPEZIA A (from B)
 LEGHORN A (no change)
 D (no change)

VIA REGGIO, CIVITAVECCHIA and Subsidiary ports to NAPLES (excluding Reggoli)

NAPLES (including REGGOLI) C (no change)
 TORRE ANNUNZIATA A (from B) 4350
 CASTELLARE A (from B)

SALERNO }
 REGGIO }
 CROTONE

Taranto Mercantile port C reverting to A on 1st October (from C)

Taranto Arsenal D (no change)

GALLIFOLI }
 MONOPOLI }

BRINDISI C reverting to A on 1st October (from C)

BARI

MOLFETTA }
 BARLETTA }

D reverting to C on 1st October (from D)

A (no change)
 A (from B)

MANFREDONIA

ORTONA and all ports up to but excluding ANCONA

A (no change)

C reverting to A on 1st October (from C)

ANCONA

SPAZIA

LECHORY

VIA FERRIO, CIVITAVECCHIA,
and Subsidiary ports to
NAPLES (excluding Regnoli)

NAPLES (including BAGNOLI)

FORTE ANNUNZIATA

CASTELLARE

SALENO }
REGGIO }

CROTONE

TARANTO Mercantile port

TARANTO Arsenal

GALLIPOLI }
MONOPOLI }

BRINDISI

BARI

MOLFETTA }
BARONETTA }

MANFREDONIA

ORTONA and all ports up to but
excluding ANCONA

ANCONA

All ports north of ANCONA up to
but excluding VENICE

VENICE

TRIESTE and ports to the EAST

SARDINIA

MESSINA
AUGUSTA
PALERMO

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

D (no change)

A (no change)

C (no change)

A (from B) **4950**

A (from B)

A (no change)

A (from B)

C reverting to A on
1st October (from C)

D (no change)

A (no change)

C reverting to A on
1st October (from C)

D reverting to C on
1st October (from D)

A (no change)

A (from B)

A (no change)

C reverting to A on
1st October (from C)

A (no change)

C reverting to A on
1st October (from C)

No change.

A (no change)

A (from B)
A (from B)
C (from A)

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE

No. 11.

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

Present:

Mr. Ian D. Campbell
Colonel G. Pottle
Colonel P.D.G. Buchanan
Lt. Col. L.C. Pannell
Lt. Col. C. Essely
Maj. M.P. Laraman
Maj. G.R.T. Schultz
Lt. Bullen R.M.V.R.
Mr. R. Nicol
Mr. S.A. Regan
Mr. C. Hart
Mr. R.M. Bazzanella
Mr. A. Allman
Mr. U. Ghilardi
Mr. F. Proctor
Gen. C. Matteini

Chairman

D.D.T.N., AFHQ.
Transportation S/Com.
ADTN (Finance)
ADL, R.A.A.C.
Transportation S/Com.
TN, A.F.H.Q.
Rep. P.S.T.O. Med.
Reg. Dir. W.S.A.
Rep. W.S.A. Rome.
W. A.
Ports & Warehouse Div., A.C.
" " " "
" " " "
Labour Sub-Commission
Dir: Gen. Italian Merchant Marine.
It. Inspector of Port Operation
Chief of Div: Ministry Marine
M.W.F. Liaison
Liaison, A.C.

Col. Lauricello
Dr. Gambioli
Car. E. Mettoli
Lt. A. Marella

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

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

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

Referring to Min. 87 of the Campbell Committee meeting of 13th July, (Gen. Matteini said that while he had been asked to examine the matter, he had not yet had time to do so.

Lt. Bullen R.N.V.R.
 Mr. R. Nicol
 Mr. S.A. Regan
 Mr. C. Hart
 Mr. R.M. Razzanella
 Mr. A. Allman
 Mr. U. Chillard
 Mr. F. Proctor
 Gen. C. Matteini
 Col. Lauricello
 Dr. Gambioli
 Cdr. E. Mattoli
 Lt. A. Marens

Rep. P.S.T.C. Med.
 Reg. Dir. W.S.A.
 Rep. W.S.A. Rome.
 W. A.
 P. S. & Warehouse Div., A.C.
 " " " "
 " " " "
 Labour Sub-Commission
 Dir: Gen: Italian Merchant Marine.
 Lt. Inspector of Port Operation
 Chief of Div: Ministry Marine
 M.W.T. Liaison
 Liaison, A.C.

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

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

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

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

325/17

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

In answering Colonel Buchanan the Chairman stated that the ship would pay the dock labour employed to the end of ship's tackle, thereafter the cost would be with the receiver or receiving agent. He explained that in the civilian operated areas of category C ports, MW/WSA were responsible for charges to the end of ship's tackle, and thereafter the receivers, and again referred to Min. 67 of the meeting of 15th July which stated that arrangements would be made for payment of labour for British Military Authorities. This gave rise to the fact that rates of pay by British Military Authorities differed from the Italian rates, and it was agreed that a uniform daily rate should be established and paid by all parties. Some discussion ensued over the proposed Italian rate of 625 lire per day maximum for a period of 12 working days which had been suggested to give a guaranteed daily wage of 250 lire per day over a month's working. Mr. Proctor pointed out that it was not intended that each worker would be paid 625 lire per day, but for each day worked 250 lire. The balance would go into the fund to make up the amount necessary to ensure every worker receiving a daily wage. Colonel Pannell said that in some cases the men refused to accept a standard rate.

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

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

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

It. Bullen considered that a guaranteed daily rate of pay whether a man worked or not would have the effect of reducing the standard of work. The Chairman replied that at this stage of the war reliance must be placed on the Italian Government to produce the best labour they could. Colonel Pattle thought that the stevedores, being skilled labour, would not agree, and that strikes and delays to shipping would result. The Chairman pointed out that commercial practice must be resumed as soon as possible, and that as far as the meeting was concerned, it should agree that whatever authority engages labour, it must be on the same maximum basic terms. This principle was accepted.

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

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

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

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

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

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

General Matteini asked that the following statement be noted:

TRANSLATION:

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

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

For the operation of loading and discharging the Italian Maritime Authority could avail themselves of contractors regularly authorised, or of the Compagnia Portuale which according to the present Italian law are authorised to undertake the duties of Contractors.

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

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

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

Lt. Col. Esely, for Labour Dir. A.F.H.Q., asked whether in the event of military labour not being available for military ships, civilian

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Lt. Col. Esely, for Labour Dir: A.V.H.C., asked whether in the event of military labour not being available for military ships, civilian labour would be employed, and the Chairman replied that the Shipping authority would be aware of ships' arrival and if no military labour was available the ship would require to be discharged elsewhere.

4947

Tel: 550

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

EB/maa

Ref: 1.38/ES

24 July 45

SUBJECT: Shipping Sub-Commission, AC

TO : Executive Commissioner

1. Reference 1.38/ES of 13 July 45.

2. Approval from G-5, AFHQ has been given to the proposal that the Shipping Sub-Commission be abolished and its functions be assigned to the Transportation Sub-Commission (C-9 of 16 July 45, copy attached).

3. It is recommended that the following executive memorandum be published effecting this transfer:

" Pursuant to authority in letter, G-5 Sec, AFHQ, 3 July 45, Ref: C-9; the Shipping Sub-Commission, AC is abolished.

The functions and activities of the Shipping Commission are assigned to Transportation Sub-Commission."

4. With the promulgation of the above order it is important that consideration be given to amending AC office Memo No. 20, dated 21 December 44, as proposed in letter 3 July 45 (Ref: 1.04/ES). The amendment provides for direct contact by Sections and Sub-Commissions of AC with representatives of the Ministry of Marine on routine matter of which the Navy Sub-Commission has been cognizant.

(Signed)
CHARLES W. WALTON

Col. E. B. McKINLEY Division
Chief, Supply
Brigadier General, USA
Acting Vice President

cc:
Transportation S/C
Shipping S/C
Navy S/C

4916

copy

Supply file # 1.38

COPY

ALLIED FORCE HEADQUARTERS
C-5 SECTION
APO 512

Ref : C-9

SUBJECT : Shipping Sub-Commission AC

16 July 1945

TO : Headquarters, Allied Commission,
APO 394

Reference your 1.38/ES dated 13 July 1945.

1. Approval is given to the proposal that the Shipping Sub-Commission be abolished and its functions assigned to the Transportation Sub-Commission.
2. MTF and JBA at this Headquarters have expressed their agreement in this matter.

(s) A. L. Hamblen

A. L. HAMBLER,
Brigadier General, G.S.C.,
Assistant Chief of Staff, C-5.

TN s/c

copy

49:5

COPY

Ref. 1.33/ES

13 July 1945

SUBJECT: Shipping Sub-Commission, Allied Commission.

TO : G-5 Section
A.F.R.Q.

1. It is recommended that:
 - a. The Shipping Sub-Commission be abolished.
 - b. The functions and activities of the Shipping Sub-Commission be assigned to the Transportation Sub-Commission.
2. The recommendation is made because the functions and activities of the Shipping Sub-Commission have for some time been carried on in the Transportation Sub-Commission and there appears to be no need for continuation of the Shipping Sub-Commission. No transfers of personnel or duties are involved.
3. Mr. Campbell of MEDBO and the Shipping Sub-Commission has been consulted and agrees to the above recommendation.
4. Your approval is requested.

Sgd. Ellery W. Stone
ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

cc. Transportation Sub-Commission
Mr. Ian Campbell
25 Corso d'Italia
Navy Sub-Commission

4924
325/TN
(12)

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 994
TRANSPORTATION SUB-COMMISSION

MHT/eh

325/9/Tn 1

19 June 1945

SUBJECT: Shipping Sub-Commission and
Addition to AG Office Memorandum No. 20

TO : Economic Section

1. Reference the attached file, there appear to be two separate subjects, the abolition of the Shipping Sub-Commission, and Office Memorandum No. 20.

2. With regard to the first subject, this Sub-Commission has no comments to offer on your memorandum of 13 June, reference 1.38/28, but as the subject was started by the Economic Section and as it involves the abolition of another Sub-Commission, it is felt that any letter to AFHQ should be drafted by you and not by us. ~~There is~~ No doubt you will send us and the Shipping Sub-Commission a copy of any communication that is sent. Attached at Appendix A is a list of the duties of the Shipping Sub-Commission for easy reference.

3. With regard to Office Memorandum No. 20, this subject has been discussed with the Navy Sub-Commission, who have agreed to the inclusion of an additional paragraph, as shown in Appendix B attached. This need not, of course, be referred to AFHQ, and no doubt you will arrange for Office Memorandum No. 20 to be amended accordingly straight away.

MHT

M. B. THOMAS, Colonel
Deputy Director

- 2 Incls (and 2/S file)
Appendix A - Composition and Functions of (Merchant) Shipping Sub-Commission
Appendix B - R & W, 19 June, subj: Addition to AG Office Memo. No. 20

cc: Shipping Sub-Commission

File

43:3

ALLIED FORCE HEADQUARTERS.
Military Government Section.

U.S. SECRET
Equals British Most
JCH/IE/jw Secret.

24th December, 1945.

Subject: Composition and Functions of (Merchant) Shipping
Sub-Commission.

To: Major General Kenyon A. Joyce, Acting Deputy President,
Allied Control Commission.

1. Copy of directive regarding the composition and functions of the Shipping Sub-Commission, as agreed at this Headquarters with C in C Mediterranean and MWT/WSA, is enclosed herewith for your guidance and for necessary action.
2. It will be noted that the Sub-commission is to consist of the senior representatives of War Shipping Administration and Ministry of War Transport, namely, Mr. C. W. Kallach, Regional Director WSA, North Africa and Mr. J. G. Graham, and necessary staff. The following have been designated as the staff personnel,

Ion D. Campbell (Naples)
Robert Nicol (Naples) (WSA Representative Italy)

It is anticipated that these designees will prepare appropriate detailed instructions for your issuance, implementing the basic directive.

3. The position of Major Hickinbotham (and any other officers now acting in the Shipping Sub-Commission) and the definition of their duties will be as directed by you, on the advice of the senior representatives MWT/WSA, and Flag Officer Taranto, Adriatic, and Lissone, Italy.

J. C. HOLMES
Brigadier General, C.S.C.
Chief, Military Government Section.

Copy to:
HQ. A.M.G.
AFHQ Adv. Am. Ech. (Att. Major Todd)
C in C Med
M.W.T.
W.S.A.

4382

U.S.A. SECRET
Excl's BRITISH MOST SECRET.

SHIPPING SUB-COMMISSION.

1. The Shipping Sub-Commission of Allied Control Commission is established as part of the Communications Section.
2. It will be composed of the Senior Representative of the War Shipping Administration and the Senior Representative of the Ministry of War Transport at Allied Force Headquarters and necessary staff.
3. It will deal with matters affecting the use of Italian merchant ships, exercising its functions through appropriate representatives in Italy, subject to the limitations in paragraph 4.
4. All matters relating to the movement and control of ships in port or at sea are subject to the orders of the Commander in Chief, Mediterranean.
5. During such time as matters affecting Italian Merchant Shipping are handled by the Italian Minister of Marine, all such matters will be dealt with through the Flag Officer Taranto, Adriatic and Liaison Italy Direct, or via the Naval Sub-Commission.

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WMT/eh

325/s/Tn 1

4 June 1948

SUBJECT: Shipping Sub-Commission

TO : Economic Section

1. Further to our letter of 2 May, and confirming conversation with Colonel Walton, it is requested that a reply may now be given.
2. It is understood that the Vice President, Economic Section, recently had conversations with the Chairman of MEDCO regarding the Shipping Sub-Commission in AC and he will presumably now be in a position to issue the necessary instructions. May this Sub-Commission see a draft of any instructions before they are actually issued; no doubt the Navy Sub-Commission will also be interested.
3. In view of the proposed changes it may be necessary to revise Office Memorandum No. 30, 21 December 1944, which lays down that the Navy Sub-Commission shall be the sole channel of communication with the Ministry of Marine.



M. B. THOMAS, Colonel
Deputy Director

cc: Shipping Sub-Commission

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

325/5/Tn 1

8 May 1945

SUBJECT: Shipping Sub-Commission

TO : Economic Section

1. Further to our memorandum of 5 March 1945, subject as above, reference 325/5/Tn 1, it is noticed that in the Economic Section Organization Chart recently circulated, Transportation and Shipping are shown as one Sub-Commission.

2. May further information be supplied as to this reorganization?

M.B.T.
M. B. THOMAS, Colonel
Deputy Director

cc: Shipping Sub-Commission

4949

Ext. 576

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

325/3/Tn 1

5 March 1945

SUBJECT: Shipping Sub-Commission

TO : Economic Section

1. Reference letter of 26 February from Mr. Gibson Graham and inclosure, it is agreed that the functions outlined in paragraph 2 (a) of the inclosure are the responsibility of this Sub-Commission; those in 2 (b) are not.

2. These 2 (b) functions should remain with COGENA; they must, however, for the reasons given in Mr. Gibson Graham's memorandum, remain subject to the over-all direction of MEDBO.

3. It seems, therefore, that there is little left for a Shipping Sub-Commission in the current sense of the word "Sub-Commission," and that it would be better if the representatives referred to in paragraph 2 (b) of the memo were, in fact, called representatives or liaison officers, or some such term; they should not be called a Sub-Commission, since their main allegiance is not to Allied Commission, but to authorities outside it.

4. The 2 (b) functions of COGENA (including schooners) are supervised by MEDBO; Allied Commission should not be concerned with this aspect of the work.

5. The above plan would establish a clear line (ship's side) between the 'representatives' and this Sub-Commission.

6. The Schooner Control Committee at Naples is a Sub-Committee of MEDBO. The A.C. representative on it (Capt. F.H. Smith) should continue to sit on it to deal with the "2 (a)" functions in the same way as another officer from this Sub-Commission sits on MEDBO. It is considered that the Schooner Control Committee might be strengthened in order to secure a greater measure of control of the operations of schooners.

7. Any alteration in the freight rates of schooners should be subject to agreement with this Sub-Commission since such alterations react on corresponding rates by rail or road.

8. The above has been discussed with Mr. Ian Campbell, who agrees with it in principle. Mr. Campbell makes the point that if the MWT/WSA representatives cease to constitute the Shipping Sub-Commission, no other officers or civilians should later be appointed with that title in A.C.

File

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- 2 -

9. It is recommended that an executive order be drafted in the light of the above and of Mr. Gibson Graham's letter. It should presumably be cleared with Mr. Gibson Graham in his capacity of MEED Chairman before issue.

R. B. THOMAS, Colonel,
Deputy Director
Transportation Sub-Commission.

1 Incl.
Cy ltr 26 Feb 45 Mr. J. Gibson Graham
w. draft

cc: Mr. Ian Campbell

4338

C O P Y

Mediterranean Shipping Board
A.F.H.Q. C.M.F.
26 February 1945

Dear Admiral Stone,

Many thanks for your letter of 23rd February

This has been a most tiresome problem, and I thank
you for your forbearance.

I Have studied the paper drawn up by the Economic
Section and have drawn up the attached draft which I Hope
will form a basis for the future.

Ian Campbell is presently in Rome, and I am sure
will be only too glad to discuss any points on which you may
require further information.

Yours sincerely,

J. GIBSON GRAHAM.

Rear Admiral E.W. Stone, USNR,
H.Q. Allied Commission

1945
1

SHIPPING SUB-COMMISSION

1. The status of the Shipping Sub-Commission being unclear is I submit due to the fundamental misunderstanding which appears to exist over the word "Shipping" and I feel that this should be clarified so far as possible.
2. Shipping and the use of the word covers a large field and to simplify what could become a most intricate subject it can for present purposes be divided into two parts:-
 - (a) The shipping of goods, i.e. the calling forward and receiving of these goods at the ports of loading and discharge.
 - (b) The operation, maintenance, management, and control of the ships themselves.
3. As regards (a) this could be conveniently a matter for the Transportation Sub-Commission, and should entail such matters as ensuring that the cargoes bid were available at the ports and the reception of the cargo and then removed from the quays at ports of discharge.
4. It is when the subject under (b) is examined however, that some confusion may arise if authorities become concerned in a matter over which executive control cannot be given to other authorities then the W.S.A. or the M.W.T. without submission to the Combined Shipping Adjutant Board.
5. An examination of the document drawn up by the Economic Section of the Allied Commission does nothing to clear up the situation. In fact, it commences with a controversial use of the word 'Shipping' which I have mentioned.
6. Paragraph 5 is really the crux of the matter, and my submission is that on matters concerning the Italian Ships and Schooners themselves as stated in para 2 (b) it would be impossible for a Shipping Sub-Commission to take any executive action without consultation with the representatives of the C.S.A.B or submission to Medbo.
7. It was realised however, that the Allied Commission⁴⁹³⁶ must be properly advised on all Italian matters, and for that purpose representatives of M.W.T. and W.S.A. were, and are still, attached to the Allied Commission for this purpose. Over and

above this MEDBO invited the Allied Commission to be represented on that Board for a similar reason.

8. I submit therefore, that :-

(a) Concentration of all A.C. Functions on shipping as laid down in para 2. a in the Transportation S/C

(b) The Shipping S/C to remain as at present, but to consist of Representatives of M.W.T.R. and W.S.A.R. domiciled in AC and to deal with any day to day basis in relation to the Italian merchant fleet, its management and employment.

Instructions will be issued that these Representatives in Rome take an interest in all matters which might be related to the Italian Merchant Fleet, but it is also requested that they be included in all discussions both in reference to (a) and (b).

C O P Y

Mediterranean Shipping Board
A.F.H.Q. C.M.F.
26 February 1945

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Yours sincerely,

J. GIBSON GRAHAM.

Rear Admiral E.W. Stone, USNR,
H.Q. Allied Commission

4332

HC:LDD:es

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FEB 23 1945

6 COPIES

My dear Mr. Graham:

You requested that "the Economic Section of the Allied Commission should give a directive as to the functions which they would expect to be fulfilled by the Shipping Sub-Commission".

The Economic Section has reviewed this matter carefully, and has summarized its views in the attached memorandum. The recommendations appear in paragraph 6 of this memorandum.

Before basing any action on these recommendations, however, I should very much like to have your comments and suggestions on the status of the Shipping Sub-Commission, in the light of the attached memorandum.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Mr. J. Gibson Graham
Chairman, Mediterranean Shipping Board

Incl. Draft Memo, Subject: Shipping Sub-Commission
with Appendices "A" and "B"

Copy: Navy Sub-Commission
Distribution:

Transportation S/C ✓
Shipping S/C
COS Files
Econ Sec Files
Exec. Direc., Econ Sec

4233
2

Mr. Taylor

DRAFT

SUBJECT: SHIPPING SUB-COMMISSION

1. The present status of the Shipping Sub-Commission is unclear. Certain shipping functions are being performed by the transportation Sub-Commission -- e.g., the bidding for port acceptance and movement by schooners. On the other hand the members of the Shipping Sub-Commission are in fact acting as representatives of the Ministry of War Transport and the U.S. War Shipping Administration, rather than as members of the Allied Commission.

2. The question of the Shipping Sub-Commission's functions is pointed up by two memoranda received from the Chairman of the Mediterranean Shipping Board, Mr. J. Gibson Graham, who also acts as Director of the Shipping Sub-Commission. These letters are attached as Appendices "A" and "B". In the letter of 12 December 1944 (Appendix "A"), the S/C Director specifically requests that the Economic Section "should give a directive as to the functions which they would expect to be fulfilled by the Shipping Sub-Commission".

3. As Mr. Graham indicates in both of these attached letters, difficulty is caused by the fact that the Shipping Sub-Commission is composed of the MWT and WSA representatives who also represent the Combined Shipping Adjustment Board in this area. He is concerned that the S/C directive requested in the letter of 12 Dec 44 might run counter to the MWT/WSA functions as representing CSAB.

4. The Shipping S/C was originally established by a letter from Military Government Section, AFHQ, dated 24 Dec 43, which is attached as Appendix "C". The terms of reference of the S/C were limited to "materials effecting the use of Italian merchant ships;" and even these terms were

Commission -- e.g., the bidding for port acceptance and movement by schooners. On the other hand the members of the Shipping Sub-Commission are in fact acting as representatives of the Ministry of War Transport and the U.S. War Shipping Administration, rather than as members of the Allied Commission.

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3. As Mr. Graham indicates in both of these attached letters, difficulty is caused by the fact that the Shipping Sub-Commission is composed of the MWT and WSA representatives who also represent the Combined Shipping Adjustment Board in this area. He is concerned that the S/C directive requested in the letter of 12 Dec 44 might run counter to the MWT/WSA functions as representing COMAB.

4. The Shipping S/C was originally established by a letter from Military Government Section, AFHQ, dated 24 Dec 43, which is attached as Appendix "C". The terms of reference of the S/C were limited to "matters affecting the use of Italian merchant ships;" and even these terms were further limited by paragraphs requiring clearances with appropriate Naval authorities on "movement and control of ships in port or at sea" and on

matters handled by the Italian Minister of Marine. The basic function of dealing with Italian merchant shipping problems does not appear to have been changed by more recent editions of these terms of reference, such as that attached to the letter of 12 Dec 44 (Appendix "A").

5. In point of fact, the Shipping S/C has never acted as an effective part of the AC machinery. Executive functions with respect to Italian merchant shipping have been performed in practice, on the Allied side, either by the Transportation S/C of AC or by the MMT/NSA representatives in their own right or as the Mediterranean Shipping Board.

6. It is believed that present responsibilities and jurisdiction of the groups involved would be very little affected by the following steps being taken:

- a. Concentration of all AC executive functions on shipping in the Transportation S/C
- b. Strengthening of the MMT/NSA representation in ROME, in order to handle on a day-to-day basis the relationships on shipping problems between AC/Italian Government and MMT/NSA/MDPO/CSAB. In this capacity it is recommended that the MMT/NSA representatives in ROME take a more active interest in all AC problems which need to be dealt with through the shipping authorities of the United Nations.
- c. Abolition of the Shipping S/C as such.

R-4331

copy

APPENDIX "A"

To the High Commissioner of the Allied Commission
(Copy to the Chief Administrative Officer, A.F.H.Q.
Head of the Economic Section of the Allied Commission

From the Shipping Sub Commission.

Many discussions have been and are still taking place on the subject of shipping and its relation to the Allied Commission.

It is felt that there may be misunderstandings on this subject in the minds of various sections of the Allied Commission and, in order that this point may be cleared up, it is requested that the Economic Section of the Allied Commission should give a directive as to the functions which they would expect to be fulfilled by the Shipping Sub Commission.

On receipt, these can be examined by the shipping authorities appointed by this A.F.H.Q. to form the Shipping Sub Commission, order that it may be established whether they fall within and are not contrary to their other duties as representing the Combined Shipping Adjustment Board.

(Signed)
Director, Shipping Sub Commission

copy

APPENDIX "A" (Con't.)

MERCHANT SHIPPING SUB-COMMISSION

1. The Office of the Shipping Sub-Commission will be that of the Mediterranean Shipping Board (Italy), 2nd floor (ammessato), Via del Chiostro 9, Naples, telephone FLAMEO 179.

2. Responsibility of provision of staff will be the function of Ministry of War Transport and U.S. War Shipping Administration, who may call upon Allied Control Commission to provide suitable competent officers to act on behalf of the Sub-Commission in the various regions as designated by the Military Government Section.

3. Subject to the terms of references indicated above, the responsibilities of the Shipping Sub-Commission will be:-

- (a) Liaison with the Under-Secretary of the Italian Merchant Marine.
- (b) Liaison and co-operation with Mediterranean Shipping Board (Italy).
- (c) To co-ordinate in conjunction with the competent authorities and G-4 Movements and Transportation Section matters referring to the use of all Italian vessels in the movement of service or civilian cargoes.
- (d) To supervise and advise the working of the Italian ship operating committee formed by the Under-Secretary of the Italian Merchant Marine, known as Comitato Armatoriale Italiano.
- (e) To supervise and control all matters referring to Italian Shipping in accordance with policies and directives of the Allied Control Commission.

4. Matters affecting Italian Merchant Shipping which require the intervention of the Italian Minister of Marine will be dealt with through the Naval Sub-Commission and the Flag Officer, Taranto, Adriatic and Liaison Italy.

COPYAPPENDIX "B"

MEDITERRANEAN SHIPPING BOARD

AFHQ, CMF

14th Dec 44.

To: The Chief Commissioner, A.C.

From: Shipping Sub-Commission.

FUNCTIONAL REPORT.

In answer to the request made on your behalf that a clear statement be made as to the responsibility which each Sub Commission bears today, and when they propose to pass this over to the Italians, some misunderstandings have arisen on the functions and duties of the Shipping Sub Commission.

This has always been a difficult problem, due principally to the fact that the Shipping Sub Commission is constituted as to members by the Senior Representatives of the War Shipping Administration and the Ministry of War Transport, representing in this area, the Combined Shipping Adjustment Board.

It is felt that on occasions the duties of these members in relation to the Allied Commission has, on occasions, run contrary to their duties over the wider sphere of representing the Combined Shipping Adjustment Board in the Mediterranean. I feel, and I say this on behalf of my colleague and myself, that this Shipping Sub Commission would probably be better acting in an advisory capacity to the Allied Commission on all matters relating to shipping, and could, in fact, perform these duties better from that aspect than in an executive capacity. Certain other duties however, can well be done, although it is felt that these executive duties would be better formed within the Mediterranean Shipping Board in view of their responsibilities and inter-relation with other shipping matters within the Mediterranean.

Particular reference is made to the use of coasting tonnage for civil requirements in Italy, and the use of schooners for a similar purpose. These matters are dealt with by the MEDBO Schooner Control Board which is constituted to transmit to the Italian shipping authorities the wishes and desires of the Allied Commission. In view of the fact however, that the Italians themselves operate all vessels so far as management is concerned, such as crews wages, stores, etc., it is felt that all matters in connection with Italian shipping can, at this time, be handed over to the Italian Authorities under the express understanding that they are obedient to the needs as expressed by the Mediterranean Shipping Board on behalf of the Supreme Allied Commander.

The only remaining point is the liaison on shipping matters between the Allied Commission and the Minister of Marine, and it is felt in view of the complexity of the situation in relation to world shipping, that these matters should in all cases be referred to the Representatives of the Combined Shipping Adjustment Board acting as the Shipping Sub Commission in order that they may be dealt with in a manner which does not conflict with the general shipping policy.

(signed)

Chairman, Shipping Sub Commission.

copy

ALLIED FORCE HEADQUARTERS
Military Government Section

~~TOP SECRET~~

JCH/HP/jw

24 Dec 48

SUBJECT: Composition and Functions of (Merchant)
Shipping Sub-Commission

TO : Major General Kenyon A. Joyce, Acting Deputy President,
Allied Control Commission.

1. Copy of directive regarding the composition and functions of the Shipping Sub-Commission, as agreed at this Headquarters with C in C Mediterranean and MWT/WSA, is enclosed herewith for your guidance and for necessary action.

2. It will be noted that the Sub-Commission is to consist of the senior representatives of War Shipping Administration and Ministry of War Transport, namely, Mr. C. W. Kallcock, Regional Director, WSA, North Africa and Mr. J. G. Graham, and necessary staff. The following have been designated as the staff personnel:

Ian D. Campbell (Naples)
Robert Nicol (Naples) (WSA Representative, Italy)

It is anticipated that these designees will prepare appropriate detailed instructions for your issuance, implementing the basic directive.

3. The position of Major Hickingbotham (and any other officers now acting in the Shipping Sub-Commission) and the definition of their duties will be as directed by you, on the advice of the senior representatives MWT/WSA, and Flag Officer, Taranto, Adriatic, and Liaison, Italy.

(Signed)

J. C. HOLMES

Brigadier General, G.S.C.
Chief, Military Government Section

Copy to:
HQ AMG
AFHQ Adv. Adm. Ech. (Att: Maj. Todd)
Cinc MED
MWT
WSA

Incl. as above.

~~TOP SECRET~~

Copy

APPENDIX "C" (Con't).

SHIPPING SUB-COMMISSION

1. The Shipping Sub-Commission of Allied Control Commission is established as part of the Communications Section.
2. It will be composed of the Senior Representative of the War Shipping Administration and the Senior Representative of the Ministry of War Transport of Allied Force Headquarters and necessary staff.
3. It will deal with matters affecting the use of Italian merchant ships, exercising its functions through appropriate representatives in Italy, subject to the limitations in paragraph 4.
4. All matters relating to the movement and control of ships in port or at sea are subject to the orders of the Commander in Chief, Mediterranean.
5. During such time as matters affecting Italian Merchant Shipping are handled by the Italian Minister of Marine, all such matters will be dealt with through the Flag Officer, Taranto, Adriatic and Lielson, Italy direct, or via the Naval Sub-Commission.

EXH. SECRET

copy

APPENDIX "A"

To the High Commissioner of the Allied Commission
(Copy to the Chief Administrative Officer, A.F.N.Q.
Head of the Economic Section of the Allied Commission

From the Shipping Sub Commission.

Many discussions have been and are still taking place on the subject of shipping and its relation to the Allied Commission.

It is felt that there may be misunderstandings on this subject in the minds of various sections of the Allied Commission and, in order that this point may be cleared up, it is requested that the Economic Section of the Allied Commission should give a directive as to the functions which they would expect to be fulfilled by the Shipping Sub Commission.

On receipt, these can be examined by the shipping authorities appointed by this A.F.N.Q. to form the Shipping Sub Commission, ^{and} order that it may be established whether they fall within and are not contrary to their other duties as representing the Combined Shipping Adjustment Board.

(Signed)
Director, Shipping Sub Commission

COPY

ALLIED CONTROL COMMISSION) OUTGOING MESSAGE AG4/hjp/none

N/C No : 12/31

REF NO : 1723

FILED : DEC 31 1459A

CLASS : SECRET

PREC : ROUTINE

FROM : PATRICK

TO : WHEATON

REITERATION COMPOSITION OF SHIPPING SUBCOMMISSION PLEASE INVESTIGATE WHETHER MISTER
KALLOK OR MISTER GRAHAM IS TO BE HEAD OF THE SUBCOMMISSION TO PAY TO
FREEDOM FROM PATRICK SIGNED JOXGA PARM SUGGEST THE LATTER PART OF QUESTION
OF RETENTION OF MAJOR HICKINGBOTTOM WHO HAS BEEN REQUESTED BY MONTEREY FOR UK

AUTHENTICATED:

MAXWELL D. TAYLOR
Brigadier General, USA

DISTRIBUTION:

- 2 - All Files
- 1 - Diary
- 1 - Capt. Stone

4031

High Commission
1/11/44

HEADQUARTERS, FORWARD ECHELON
ALLIED MILITARY GOVERNMENT
SHIPPING SUB-COMMISSION

A.P.O. 394

1535 17/6
Rec'd 0845
11 JAN 44

10 January 1944

SUBJECT: INTERNAL WORKING OF PORTS.

TO : Internal Transportation Sub-Commission, AFHQ, Adv. Adm.
ATT: COL. FITCH.

1. Reference is made to your ACC/Tn/17/5 and attached copy of letter from Under-Secretary of State, Sig. Gen. di Raimondo.
2. As of this date the information requested from Ammiraglio Barone re Responsibility for Internal Working of Ports has not been received; but will be forwarded as soon as made available.

Joseph C. Hickingbotham
JOSEPH C. HICKINGBOTHAM,
Major, Acting Director,
Shipping Sub-Commission.

4923

HEADQUARTERS, FORWARD ECHESON
ALLIED MILITARY GOVERNMENT
SHIPPING SUB-COMMISSION

A.P.O. 394

10 January 1944

SUBJECT: INTERNAL WORKING OF PORTS.

TO : Internal Transportation Sub-Commission, APHQ, Adv. Adm.
ATT: COL. FITCH.

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JOSEPH C. HICKINGBOTHAM,
Major, Acting Director,
Shipping Sub-Commission.

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tr.,
AFHQ Advanced Administrative Echelon,
C.M.F. 17/5

Our reference : ACC Tn/17/5

Date : 8 Jan 44.

TO : Shipping Sub-Commission.

SUBJECT : Responsibility for internal working of Ports.

1. Reference this Sub-Commission letter to General di Raimondo, copy to you, dated 19 Dec 43 under reference ACC Tn/12/2.
2. The enclosed is copy of reply which has now been received from Gen. di Raimondo.
3. Please let us have particulars of any information you have been able to obtain from Admiral Barone on the points concerned.

PWH
Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

4821

COPY.
TRANSLATION.

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETERIATO DI STATO

PER LE FERROVIE - NOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Post. No. 463/0.1/3.0/SEGR.

Brindisi, 3 January 1944.

CONCERN: Responsibility for internal working of Ports.

TO: Colonel Fitch
Chief of Internal Transportation Sub-Commission, ACC
AFHQ Advanced Administrative Echelon - C.M.F.

NAPLES.

I answer your letter, file ACC/Tn/12/2 dated 19 December 1943 which I received today.

1. The Undersecretaryship of State for Merchant Navy supervises, through the Port Commanders, who depend from it, all activity in the port-areas.

2. The Undersecretaryship of State for Railroads is responsible for the railway service also in the port-areas, as all the lines and plants of the ports belong to the State Railway system.

3. In almost all the important ports exists a State Railway station. All people who have to effect transportation of the from the ships dis-embarked freight, forward a request to the qualified State Railway Station Master, who provides to ask for cars and locomotives at the depot from which he depends.

For transportation of freight to be embarked, the concerned made a request to the State Railway master of the despatch-station, who provides consequently as for every other movement.

The coordination of all embark, disembark and railway movements, in order to avoid delays, is made in the ports by the shipping agencies of the different Shipping Companies, under the control of the Port-Commanders.

4. It is known, that actually in all the most important ports in the free provinces, every activity is assured according to provisions which are given directly by the Allied Forces and that no responsibility is left to the pre-existent Italian organisations for the development of all port-services.

THE UNDERSECRETARY OF STATE
sig. Gen. G. di Raimondo.

TO: Colonel Fitch

Chief of Internal Transportation Sub-Commission, ACC
AFHQ /dvanced Administrative Echelon - C.M.F.

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THE UNDERSECRETARY OF STATE
sig. Gen. G. di Raimondo.

4929

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
AFHQ Advanced Administrative Echelon. 17/4
C.M.F.

Our reference : ACC Tn/12/2

Date : 19 Dec 43.

TO : Gen di Raimondo.
Undersecretary of State for Railways and Highways.

SUBJECT : Responsibility for internal working of Ports.

1. It is necessary to have a clear definition of your responsibilities as regards Ports in relation to those of Admiral Barone. Undersecretary for Merchant Marine.

2. Will you please let me have the necessary information in writing within the next few days.

3. If the definition of responsibilities shows that Admiral Barone is responsible for the Administration of all Ports, including the entire control and direction of all work done in the Ports, will you please let me have particulars of the organization which will ensure efficient cooperation between the Railways and Ports. For example what is the organization to ensure that Railway facilities (wagons, engines, etc) will be made available when required for incoming cargoes requiring distribution by rail, and outgoing cargoes requiring rail transportation to the Ports, without involving undue delay to either ships or railway facilities.

*Forward to Col Spafford
26/12*

- (sd) S. A. FITCH.

Colonel.
Chief of Internal Transportation Sub-Commission, ACC.

Copy to :
Shipping Sub-Commission, ACC.

2349

From page 1 (Introduction) by 17 Dec 45
Will not go to press until we have had something
with the Commission. Almost all of the contents of
otherwise that effort to operation with great effect.

FUNCTIONS OF SHIPPING AND SHIPBUILDING SUB-COMMISSION - ACC

1. Mission. To initiate policies, plans and procedures for the rehabilitation of the Italian merchant shipping and shipbuilding industry and to advise, supervise, and control the Italian Government in the operations thereof for the benefit of the Allied war effort.
2. Major Functions.
 - a. The shipping and shipbuilding sub-commission performs the following staff functions:
 - (1) Formulates plans, policies and procedures concerning the Italian mercantile shipping and shipbuilding industries including salvage and harbors.
 - (2) Is responsible for all dealings with MEDBO regarding the allocation of vessels to the Italian Government and the operation of the Italian mercantile marine.
 - (3) Is responsible for all dealings with the Italian Under-Secretary of State for mercantile marine in matters pertaining to the normal operating functions of his office.
 - (4) Advises, ⁴cooperates, (and coordinates) with the naval forces sub-commission and MEDBO on all matters of general policy and operating procedure.
 - (5) Advises and cooperates with AMG 15th Army Group regarding shipping within the jurisdiction of AMG 15th Army Group
 - (6) Coordinates with the Industry and Commerce sub-commissions and the Transportation Committee AFHQ, in determining the allocation of tonnage to regional and inter-regional traffic.

(7) Represents ACC and AMG at all meetings of MEDBO, and the Transportation Committee AFHQ, in matters relating to water shipments.

(8) Coordinates with other sub-commissions as necessary, and advises the Commission with respect to the foregoing.

B. The Shipping and Shipbuilding Sub-Commission directly performs the following operating functions:

(1) Advises, & supervises the Italian Government in the execution of (shipping) plans, policies and procedures formulated by the Commission. *in connection with Italian shipping.*

(2) Advises, supervises and controls the Italian Government in the allocation of vessels to regional and inter-regional traffic, in accordance with policies initiated by the Industry and Commerce Sub-Commissions and the Transportation Committee AFHQ. *in Italy.*

(3) Advises, supervises and controls the Italian Government in the operation of all inter-regional shipping.

(4) Advises, supervises and controls the Italian Government regarding salvage operations conducted in Italian waters, designated by the military and naval authorities in accordance with policies established after consultation with the military and naval authorities, and MEDBO.

(5) Collects and collates all AMG and ACC ^{sea borne} water shipment requirements, and ^{with the competent authority} arranges for the allocation of necessary tonnage.

(6) Coordinates with the inland transportation sub-commission regarding all water traffic problems. 4317

(7) Informs all regions, MEDBO, Transportation Committee AFHQ

and AMG 15th Army Group, of all directives issued to the Italian Government.

C. Regional responsibilities as to shipping and shipbuilding:

- (1) Reports and recommends to interested agencies regarding ^{mercantile} salvage, shipping, and shipbuilding.
- (2) Supervises and controls all shipping and shipbuilding activities within the region, in accordance with policies and directives issued by the Commission.
- (3) Supervises and controls the operation of vessels allocated to intra-regional trade in accordance with policies established by the Economic & Supply Commission, Regional Headquarters.
- (4) Coordinates with Transportation Division, Regional Headquarters, regarding all water traffic problems within the region.
- (5) Supervises salvage operations in accordance with policies established by the Commission, after consultation with the military and naval authorities, and representatives of MWT and WSA, wherever possible, in regional waters designated by the military and naval authorities.
- (6) Supervises harbor and ^{mercantile} ~~military~~ shipping operations within the region, in accordance with policies established by the Commission.
- (7) Conducts field surveys and inspections, and maintains a complete registry of all auxiliary motor schooners and Italian ^{mercantile} ~~marine~~ vessels operating to and from regional ports.

EXTRACT.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Communications Section

22 November, 1943.

Staff Conference 15 November, 1943.

The following extracts from the minutes of the above conference are forwarded for information and action by the Sub-Commissions.

8. General Discussion.

Directives of sub-commission submitted to Brig. Gen. Maxwell Taylor should be functions and delegations of AOC and not AMG. Copies of Regional CCAO Orders to provinces would be helpful. Reorganisation of Italian Merchant Marine was being handled by North African Shipping Board. A report from Col. Denmore was awaited.

Action by Chief of Section, All Sub-Commissions.

Internal Transportation Sub-Commission, ACC.
Attached Mov &
AFHQ Advanced Administrative Echelon.
C.M.F.

Our reference : ACC Tn/17/1.

TO : Major Hickingbotham,
Shipping Sub-Commission, ACC.

SUBJECT: Meeting with Mr. Ian Campbell.

DATE : 13 Dec 43.

Following our conversation of Saturday last, I think the proposed meeting with Mr. Ian Campbell (MEDBO) should be fixed as early as possible.

I was glad to hear that you have got the split-up of functions between your Sub-Commission and MEDBO almost fixed. As it is now a considerable time since we first started discussing what detailed co-operation is required between the Sub-Commissions of Internal Transportation and Shipping, I am anxious to get the matter settled in order that there shall be no unnecessary delays or waste of facilities in connection with any Transportation matter.

Some such method of control throughout of civilian goods on shipping, terminal facilities, rails and roads as those of our military opposite numbers will be required to be worked out in order to ensure complete efficiency.

I shall be glad therefore, if you can fix an early meeting with Mr. Campbell.

PLJ
Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

1608