

Co-Ge-na Policy

D 130

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

10000/148/1170
1 Feb '44
1 Sept '44

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COMITATO ITALIANO GESTIONE NAVI
"CO. GE. NA.,"OGGETTO
Supplies of oil for
schoonersN°
3358 /MVDATA
NAPOLI, 23rd September 1944

PIAZZA CARITA, 22 - TELEF. 62-211

Co/LCAllied Control Commission
Transportation Sub-Commission
APO - 394

We are in possess of your letter ACC Tm/51/9/21 of the 19th inst., contents of which have had our best attention.-

With reference to our request of lubricating oil we must communicate to you that although we estimate the supply of lubricating oil at about 3% of the fuel oil used, very often the percentage is not sufficient for some schooners for the following reasons:

- 1) there are diesel motorschooners
- 2) there are semidiesel motorschooners and
- 3) there are benzine burning schooners.-

We must also consider that most part of the engines of the schooners are rather old and in bad conditions as some of them have been sunked, to escape German's seizure or Destructions, and then refloated.-

However while we assure you that we are doing our best to spare gasoil as well as lubricating oil, we take notice of the lubricating oil that will be put at our disposal for the month of October reserving, in case of need to request additional supply of lubricating oil.-

IL DIRETTORE
(Dr.E.Sarnella)

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INTERPRETATION AND APPLICATION OF MEDIAN OF

ALLIED MEDIAN OF

1. All schooners must be re-issued and numbered in accordance with Commander in Chief, Mediterranean's 151024 January. Any craft found without registration after 1st June 1944 should be held and referred to the senior Naval Authority of the port concerned.
2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Division, Royal Italian Schooner Control.
3. Each schooner will be issued with a licence valid for three months; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st April 1944, and be coloured blue. Licences will be issued by D.S.O. Italy or his accredited representatives.
4. Individual voyage permits will be issued by D.S.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.
5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority above C.C.O. or U.S.N.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.
6. All Masters failing to report themselves inwards to the competent Naval Authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outward, the vessel is liable to confiscation.
7. All schooners, excepting those used as harbour craft by the services, will be time chartered by the Royal Italian Government or the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.
8. Schooners under 50 tons displacement required for harbour use by Naval Command in Chief, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be taken up as per the Naval Italian Government and allotted to the Maritime Italian Control Board for operation. The Mediterranean Shipping and Italian Seaborne Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Maritime Italian Control Board will be responsible for collection of freight, payment of hire, insurance of voyage permits and all necessary orders to Masters of schooners allotted to them.
9. Schooners of a tonnage deemed fit or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits; the following procedure to be adopted:-

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(a) Allied Control Commission will centralize all their demands, excluding

placed in a pool and operated by the Mediterranean Shipping, Board Italian Schooner Control.

3. Each schooner will be issued with a license valid for three months; all licenses issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licenses will be dated as from 1st April 1944, and be coloured blue. Licenses will be issued by D.M.S.O. Italy or his accredited representatives.

4. Individual voyage permits will be issued by D.M.S.O. Italy or by his nominees. Permits should be signed and stamped by the authority concerned in the movement of the cargo involved. In other type of permit is acceptable and permits will only be issued to vessels holding valid license cards.

5. Routing orders will be issued by the Naval Control Service Officer, United States Maritime Officer (or other experienced naval authority) at A.C.C. or U.S.N.O. is not established) on the basis of the information only on presentation of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All masters failing to report themselves in accordance to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the master to report for voyage permits to be attached onwards the vessel is liable to confiscation.

7. All schooners, excepting those used as harbor craft by the services, will be time chartered by the Royal Italian Government at the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each master and must be produced on demand.

8. Schooners under 50 tons displacement required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be taken over by the Royal Italian Government and allotted to the Maritime Italian Shipping Board for operation.

The Mediterranean Shipping Board Italian Government Central may take up any of these vessels at any time if they are required for the use of the Allied authorities. The Maritime Italian Shipping Board will be responsible for collection of freight, payment of hire, insurance of cargo, permits and all necessary orders to masters of schooners allotted to them.

9. Schooners of 50 tons displacement or over will be operated by the Mediterranean Shipping Board Italian Government Central or their representatives who will issue all voyage permits; the following procedure to be adopted:- 23.1

(a) Allied Central Command will coordinate all their demands, excluding movement around Italian and Turkish coasts, through the Mediterranean Shipping Board Italian Government Central. In cases of coastal voyages in Italian waters, such demands will be centralized through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Government Central. In the case of coastal voyages around islands, I.E.S. civilian supply demands will be centralized through the office of the Regional Commissioner, who will refer such demands to the local Harbours and Transport Officer in charge or his representative.

(b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 3 will be forwarded to the Maritime Italian Government Navy, who will forward the demand through the appropriate authority in (a) above. No bids will be recognized unless stamped by the appropriate A.C.C. authority.

10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.

11. It is requested that all signals sent by Naval Control Service Officer or other Authorities concerning the movements of schooners should be repeated to D.S.T.O. (Italy).

12. All Sea Transport Officers in charge to make a daily position signal of all schooners within their area. A weekly statement should also be forwarded by those issuing voyage permits, giving details of voyages authorised by them, stating whether Military, A.G.C. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD (ITALY)

1st. JUNE, 1944.

Executive mem —

Col Vining

HEADQUARTERS
 ALLY CONTROL COMMISSION
 Transportation Sub-Commission
 1034

EXECUTIVE mem NO

Our Reference — ACC Th/251/1

Date : 10 June '44

TO : All Regional Comd. Areas,
 Division 1-7. & SCAG,

THE C.O.A.'s
 AGO 5th Army
 AGO 6th Army

SUBJECT : Instructions for the Movement of ACC and Civilian Freight by Schooners.

1. Attached is an Instruction for the control and operation of Italian registered Schooners issued by the Chairman Mediterranean Shipping Board (Italy).
2. The Chairman has decided that all schooners of 50 tons and under dead-weight will be handed over to the Italian organization known as the Comitato Italiano Gestione Navi (CG-IN) to operate under the supervision of Transportation Sub-Commission - Shipping Section.
3. The method of obtaining the Movement of ACC and civilian freight is explained in the attached memorandum - Appendix "A".
4. It is emphasized that whenever possible ACC and civilian freight should be carried by these schooners in preference to rail or road transport as by doing so all the more tonnage will be available to move by road and rail.
5. Representatives of CG-IN are established at every port and their addresses are given at Appendix "B".
6. These instructions may please be made known to all Supply and Transport Officers in your Region.
7. Any suggestions for ensuring that the schooners are utilized to the fullest and best advantage will be appreciated.

J. B. Vining

J. B. VINING,
 Lieut-Colonel,
 Director, Transportation Sub-Commission, ACC.

M. S. L. 1034

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BEST COPY POSSIBLE

APPENDIX "A"

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
410 344

PROCEDURE FOR MOVEMENT BY WATER CRAFT (COASTERS & SCHOONERS)

400 SUPPLY AND TRANSPORTATION No. 1.

On and from 16 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coasters & Schooners.

1. Coasters (powerfully propelled vessels as opposed to schooners).

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H. A. 400, who will advise in due course allocation of Coaster.

(b) Bids for movement between Sardinia and Sicily, and Sicily and the mainland will be made by No. 1. Region H. A. to Mov. H. A. No. 1. District who will advise allocation. There is no schooner movement between Sardinia and Sicily and therefore only coasters can be used.

2. Schooners under 50 tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and controlled by the Comitato Italiano Gestione Navi (CI-GN-NA), under the supervision of Transportation Sub-Commission. 400.

(b) CO-GN-NA will operate as under :-

- (i) A schedule of schooners will be drawn up to serve regularly, certain ports for which there is a steady traffic.
- (ii) Schooners will be made available for other traffic.
- (iii) When a schooner leaves for a given destination, a message will be sent by CI-GN-NA representative from port of sailing to CO-GN-NA representative at destination port and the latter will contact 400 Supply Officer with a view to ascertaining what traffic is offering for the return journey.
- (iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.
- (v) CO-GN-NA representatives will daily contact 400 Supply Officers with regard to what cargo is offering at various ports.
- (vi) There are representatives of CO-GN-NA in all ports in occupied Italy and Sicily and Sardinia, and details of their names and addresses are given in Appendix "C".

On and from 10 June 1944 a new system will be introduced, as set forth hereunder, for the movement of supplies by Coasters & Schooners.

1. Coasters (Powerfully propelled vessels as opposed to schooners).
 - (a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H. S. A.S., who will advise in due course allocation of Coaster.
 - (b) Bids for movement between Sardinia and Sicily, and Sicily and the mainland will be made by No. 1, Region N.W. to Nov. H. S. No. 1, District who will advise allocation. There is no schooner movement between Sardinia and Sicily and therefore only coasters can be used.
2. Schooners under 50 Tons displacement.
 - (a) All schooners under 50 tons displacement will be operated and controlled by the Comitato Italiano Costiere Navi (CO-CINAV), under the supervision of Transportation Sub-Commission, AOC.
 - (i) A schedule of schooners will be drawn up to serve regularly, certain ports for which there is a steady traffic.
 - (ii) Schooners will be made available for other traffic.
 - (iii) When schooners leave for a given destination, a message will be sent by CO-CINAV representative from port of sailing to CO-SE-NA representative at destination port and the latter will contact AOC Supply Officer with a view to ascertaining what traffic is calling for the return journey.
 - (iv) If no back load is available, the schooner will be utilized if required to take a load to any other port.
 - (v) CO-SE-NA representative will daily contact AOC Supply Officers with reference to what cargo is offering at various ports.
 - (vi) There are representatives of CO-SE-NA in all ports in occupied Italy and Sicily and Sardinia, and details of their names and addresses are given in Appendix "B".
 - (vii) CO-CINAV will collect all freight charges.
- (c) Supply Officers will operate as under :-
 - (i) They will at all times endeavour to use schooners for movement in preference to rail or road.
 - (ii) They will maintain close liaison with CO-SE-NA representative to ensure that maximum use is made of schooners.
 - (iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission, H. S. AOC.

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- (iv) Provincial Supply Officer will pass all approved requests for shipping space to the local CO-GS-M. representative who will meet requirements as far as possible with the above mentioned schooners. If the tonnage of cargo offering is in excess of what these schooners can cope with CO-GS-M will submit the bid to the Schooner Board. The Schooner Board will advise CO-GS-M in due course whether the bid is accepted or not. If the bid is accepted the Schooner Board will advise CO-GS-M who will in turn inform the Supply Officer as to when the cargo bid should be ready at the port for shipment. This particularly applies to ACC and other goods which by their nature or location or destination can only be carried by sea. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.
- (v) In the case of newly captured provinces where no CO-GS-M representatives are appointed at the ports, bids for movement by sea should be submitted to the Transportation Sub-Commission.
- (vi) Provincial Supply Officers will specify which are ACC goods to enable CO-GS-M to collect freight charges.
- (vii) Voyage permits will be issued by the Divisional Sea Transport Officer, Italy, or his nominee. For this purpose with regard to schooners under 50 tons deadweight, the CO-GS-M representative is the P.O., Italy's nominee.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

10 June 1944.

NOTE REGARDING SCHOONERS CONTROLLED BY CO-GS-4 UNDER SUPERVISION OF THE
TRANSPORTATION SUB-COMMISSION.

MEMORANDUM:

Meeting with Mr. Campbell, MEMSO, Wednesday 7 June '44 who approved of Directive.

Meeting with Lt-Commander Grimesy R.N.V.R. and held Thursday 8 June '44, who approved of Directive.

Lt-Commander Grimesy will bring into the pool the 15 schooners (50 tons and under) which have been operating between Baia and Gaeta just as soon as the 15 Schooner Div. MSG (who are at present operating these schooners) relinquish them. The job of moving foodstuffs from Baia to Gaeta is almost completed. Lt-Commander Grimesy is of the opinion that there will be sufficient schooners made available to move all coastal traffic in Sicily and that under the new scheme a very appreciable fleet of schooners will be placed at the disposal of CO-GS-4 to move ACC and civilian traffic.

The big delay caused by bids for shipping on behalf of ACC which had to be put through Movements G-1, to MEMSO - P.S.T.O. (Shipping Board) has now been eliminated, as any bids which CO-GS-4 receive which is over and above the tonnage they can cope with by 50 ton and less schooners, will go direct to the Schooner Board.

Schooner Board will also assist by making arrangements to move any exceptional or special tonnage by sea.

L.E. Vining

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

INSTRUCTIONS FOR THE CONTROL AND OPERATION OFITALIAN HARBOURED SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's 251024 January. Any craft found without registration after 1st. Jan. 1944, should be held and reported to the Senior Naval Authority of the port concerned.
2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.
3. Each schooner will be issued with a license valid for three months; all licenses issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of license will be dated as from 1st April 1944, and be coloured blue. Licenses will be issued by I.C.S. Italy or his accredited representatives.
4. Individual voyage permits will be issued by D.O.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid license cards.
5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.
6. All Masters failing to report themselves inwards to the competent Naval Authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.
7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.
8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.
The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.

9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure to be adopted :-

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5. Each schooner will be issued with a license valid for three months; all licenses issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licenses will be dated as from 1st April 1944, and be coloured blue. Licenses will be issued by I.C.C.S. Italy or his accredited representatives.

4. Individual voyage permits will be issued by I.C.C.S. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid license cards.

5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where M.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inwards to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.

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8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.

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9. Schooners of 50 tons deadweight or over will be operated by the ²⁸⁸⁷ Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure to be adopted:-

(a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralised through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.C.C. civilian supply demands will be centralised through the office of the Regional Commissioner, who will refer such demands to the local Sea Transport Officer in charge of his representative.

(b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 3 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demand through the appropriate authority in (a) above. No bids will be recognised unless stamped by the appropriate A.C.C. authority.

10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.

11. It is requested that all signals sent by Naval Control Service Officer or other authorities concerning the movements of schooners should be reported to D.S.T.O. (Italy).

12. All Sea transport Officers in charge to make a daily position signal of all schooners within their area. A weekly statement should also be forwarded by those issuing voyage permits, giving details of voyages authorized by them, stating whether Military, A.C.C. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD (ITALY)

1st. JUNE, 1944.

APPENDICE "M"

GRUPPO DEL "RADIO" - ANCHE AGENZIE IN DEI SUBACENTI
DEL "COMITATO ITALIANO ESPERIMENTI NAVI" (COGENTE)

Piazza Garibaldi n° 32 - Napoli - telef. 53211

FUGITA

Rappresentanza: "Adriatica" S.A. Direzione - RARI
Via Calabrese Palazzo S. Ferdinando

Subagenti:

- MANFREDINI - A. Galli & Figlio per tutta la zona Garganica
(Viesti, Peschici, Rodi) e Teroli - Telef. n. 8
- RAI - Antonio Scorsio - Telef. n. 1014
- ROMA - Rag. Felice Sciencelupore - Via Dante Alighieri
n. 23
- ROMA - Maria Madonna
- ROMA - Saverio Celò Caracciolo - Via 1° Aprile n. 22
- ROMA DI RARI - Rag. Vito Barbanente - Via Cristoforo Colombo n. 6
- ROMA - Gerolamo Santomasi & Figli - Piazza Garibaldi
n. 29 - Telef. n. 12
- ROMA - Agenzia Principale "Adriatica" S.A.M., anche per
lo scalo di Otranto - Telefoni n. 1012 - 1063
- ROMA - Cav. Rocco De Luca di Milano - Telef. n. 8
- ROMA - Carlo Spagnuolo - Casa Vittorio Emanuele n. 17
Telef. 23 02

CUIAERIA

Rappresentanza: Fratelli Labare - Reggio Calabria

Subagenti:

- ROMA - Giuseppe Martelli
- ROMA - Giuseppe Martelli
- ROMA - Rocco Carlini

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"Adriatica" S.A. Navigazione - Napoli
 Rappresentanza: Via Calabretti Palazzo S. Ferdinando

Subagenti:

LAMPEDUSA - A. Galli & Figlio per tutta la zona Garigianica
 (Vigili, Pericoli, Rodi) e Termini - Telef. n. 6
 MANTOVA - Antonio Scorsio - Telef. n. 1014
 - Reg. Melice Solenocalupere - Via Dante Alighieri
 n. 23
 MESSINA - Maria Madonna
 - Severio Gallo Caraccioli - Via 4 Aprile n. 22
 MOLA DI DIAPHI - Reg. Vito Raimondo - Via Cristoforo Colombo n. 6
 MONTECATINI - Gerolamo Santucci & Figli - Piazza Garibaldi
 n. 29 - Telef. n. 12
 - Agenzia Trikotale "Adriatica" S.A., anche per
 lo scalo di Trento - Telefoni n. 1012 - 1063
 GALLIARATI - Cav. Rocco De Luca 79 Milano - Telef. n. 8
 MARANO - Carmelo Spasuolo - Corso Vittorio Emanuele n. 17
 Telef. 23 53

CALABRIA

Rappresentanza: Martelli Labate - Reggio Calabria -

Subagenti:

CROTONA - Giuseppe Martelli
 CUNEO - Giuseppe Martelli
 SOVRATO - Rocco Caminiti
 GIOIA TAURINO - Cremona Martelli
 PORTO S. VINCENZO - G. De. Camerino & Figli
 FIANO CALABRO - Gerardo Scordavaglia

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CARLO FONTANA

Illegale Duplico Duplico Duplico

Silva, Goldstarb Giorgio e Linucci Giovanni

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- **Intos Cristio col Emilio Da Buz**

Sig. Galt, 1919, Cincinnati

CASPILLI ARMI

GOLFO - Francesco Fico, Galante - Emma Marina, 40 telef. n.2
 LIGURIA - Ditta Mario Peritore - Via Principe di Napoli telef. n.2
 LIGURIA - Giuseppe Tiglioli e Giuseppe Gariboldi
 MARZANO - Antonio Rocco da Santoro
 MARZANO - Gaetano Vinci - Via Nolo, 23 - telef. n.12
 MILAZZO - Trisiletti & Co - Via Luigi Vizzo n.1 tel. n.4
 PORTO EMERSONI - Ditta Vincenzo Bragio - Vicolo Merullo, 5 - tel. 3
 RIPOSI - Giuseppe Lave da Giovanni - Via Umberto I - tel. 84
 SOLACCA - Ludovico Marsala & N. Corso V. Emanuele, 55 tel. 59
 TERMINI ILLIENSE - Reg. Alfonso Indovina Solalappa - Via Umberto e Anghelesca, n.67
 TRAPANI - Ditta Dado Salvo Greco

SARDEGNA

Rappresentanza: Sig. Goldstaub Giorgio e Dimosci Giovanni
 CAVALLI - Viale Melillo, n.2

Subagenti:

OLBIA	-	Sig. Goldstaub Giorgio e Dimosci Giovanni	
PORTO TORRES	-	"	"
LA MADDALENA	-	"	"
PAIU	-	"	"
GOLFO ARANCI	-	"	"
ARBANAX DI TORRELLI	-	Ditta Giulio ed Emilio De Pau	
CAPICOTONTE	-	Sig. Corrado Pignoni	
SANT'ANTIOCO	-	Ditta Bigli	
ALGHERO	-	Sig. Carlo Pignoni	

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PRAG/re

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
AFC 394

Our reference : AGO In/52/
Date : 9 Aug. 1944

Estimate of goods required to be moved by schooner during September.

1. There is a limited number of schooners available for use around Italy. That number has to cover Military Services, A.C.C. and civil requirements.

2. In order that a proper allocation can be made between the above requirements an estimate is required from the Services and A.C.C. This is required in such terms as will allow allotment to be made according to the degree of urgency and priority.

3. (a) Will you therefore forward an estimate to reach here by 20 August of the amount of A.C.C. and civil goods required to be carried by schooners from your Region during September.

(b) In order that the degree of priority as against Services and other requirements may be known a list of priorities is attached hereto which it is suggested be taken as a basis.

(c) The estimate should state, kind of goods, tonnage, weight, and cubic measurement, ports of loading and discharge, and priority number.

4. It is realized that considerable difficulties prevent absolute accuracy but it will be appreciated that the Schooner Board will not be able to allocate according to need unless estimates are available.

5. Any efforts to obtain an augmenting of the schooner fleet carrying capacity, with coasters or other shipping by application to higher Allied Authorities is dependent on all information being available of shipping needs.

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6. The above estimate is a requirement agreed by the Economic Section and it is emphasized that allocation of schooner tonnage for September can only be made to cover estimates received.

between Scandinavia and Mainland or

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5. Any efforts to obtain an augmenting of the schooner fleet carrying capacity, with coasters or other shipping by application to higher Allied Authorities is dependent on all information being available of shipping needs.

6. The above estimate is a requirement agreed by the Economic Section and it is emphasised that allocation of schooner tonnage for September can only be made to cover estimates received.

7. Schooner movements between Sardinia and Mainland or Sicily are still prohibited but estimates should be included in view of possible lifting of restrictions in September.

8. URGENT.

D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

DISTRIBUTION :

Regions
AMG's

Food Sub-Commission
Industry Sub-Commission
Commerce Sub-Commission
Mining Sub-Commission
PW and U Sub-Commission
Public Health Sub-Commission
Shipping Sub-Commission (for info).

Col. Stanville

Mr. Bell thought
you would appreciate
a copy or two
of this:

Lt. Hardin
12 Graves
held.

15 SEP 1944

(Aggiornato al 7 Settembre 1944)

ELENCO DELLE RAPPRESENTANZE AGENZIALI E DEI
SUBAGENTI del "COMITATO ITALIANO GESTIONE
NAVI" (COGENA) - Piazza Carità No. 32
Napoli - telefono 53211

P U G L I A
=====

Rappresentanza : "Adriatica" S.A. Navigazione - Bari-
Via Calefati, Palazzo S. Ferdinando - teleg. COGENA
telef. 12825

Subagenti

MANFREDONIA

- A. Galli & Figlio per tutta la zona Garganica (Viesti,
Peschici, Rodi) e Termoli - telef. n. 8.

BARLETTA

- Antonio Scorcio - telef. n. 1014

MOLFETTA

- Rag. Felice Sciancalepore - Via Dante Alighieri n.93
teleg. COGENA

BISCEGLIE

- Maria Modugno - teleg. COGENA

TRANI

- Saverio Calò Carducci - Via XV Aprile n. 22 - teleg.
COGENA

MOLA DI BARI

- Rag. Vito Barbanente - Via Cristoforo Colombo n. 6
teleg. COGENA

MONOPOLI

- Gerolamo Santostasi & Figli - Piazza Garibaldi n. 29
tel. n. 12

BRINDISI

- Agenzia Principale "Adriatica" S.A.N., anche per lo
scalo di Otranto - telefoni n.ri 1012 - 1068 -
teleg. COGENA

GALLIPOLI

- Cav. Rocco De Luca fu Filippo - telef. n. 8 - teleg.
COGENA

TARANTO

- Carmelo Spagnuolo - Corso Vittorio Emanuele n. 17
telef. n. 32-33 - teleg. COGENA

TERMOLI

- Rag. Rocchia Adamo

S. BENEDETTO
DEL TRONTO

- Papetti Placido

2884

0203

Rappresentanza : "Adriatica" S.A. Navigazione - Bari-
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telef. 12825

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- MANFREDONIA - A. Galli & Figlio per tutta la zona Garganica (Viesti, Peschici, Rodi) e Termoli - telef. n. 8.
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- MOLFETTA - Rag. Felice Sciancalepore - Via Dante Alighieri n. 93
teleg. COGENA
- RISCEGLIE - Maria Modugno - teleg. COGENA
- TRANI - Saverio Calò Carducci - Via XV Aprile n. 22 - teleg.
COGENA
- MOLA DI BARI - Rag. Vito Barbanente - Via Cristoforo Colombo n. 6
teleg. COGENA
- MONOPOLI - Gerolamo Santostasi & Figli - Piazza Garibaldi n. 29
tel. n. 12
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scalo di Otranto - telefoni n.ri 1012 - 1068 -
teleg. COGENA
- GALLIPOLI - Cav. Rocco De Luca fu Filippo - telef. n. 8 - teleg.
COGENA
- TARANTO - Carmelo Spagnuolo - Corso Vittorio Emanuele n. 17
telef. n. 32-33 - teleg. COGENA
- TERMOLI - Rag. Rocchia Adamo
- S. BENEDETTO - Papetti Placido
- DEL TRONTO

2884

C A L A P R I A

Rappresentanza : Pratelli Labate - Reggio Calabria - Teleg. COGENA
telef. n. 1735

Subagenti

- CROTONE - Rinaldo Giannini di Napoleone
- CATANZARO - Giuseppe Martelli - Via Pola 8
- SOVERATO - Rocco Caminiti

GIOIA TAURO : Oreste Tarantino
 VIBO VALENTIA - G. Em. Cantafio & Figli - teleg. COGENA
 PIZZO CALABRIA - Ditta Giuseppe Pozzi di Erasmo
 CATONA - Santisi Antonino di Vincenzo
 GALLICO - Caridi Guglielmo
 VILLA S.GIOVANNI - Cermanò Giovanni fu Francesco - teleg. GERMANO,
 ARMATORE

LAZIO
 ANZIO - S.A. Industrie Marittime e Rappresentanze - Roma -
 Via Porto Innocenziano, 74
 CIVITAVECCHIA - S.A. Industrie Marittime e Rappresentanze - Roma -
 PIUMICINO - La Ligure Romana - Soc. di Nav. Mar. e Fluv. - Roma -

SICILIA
 Rappresentanza : "Tirrenia" S.A.N. Palermo - Via Roma, 377 -
 teleg. COGENA - telef. n. 15520

Subagenti

LIPARI - Giovanni Ferlazzo Natoli - Canneto Lipari - telef.
 n. 1 - teleg. COGENA
 MESSINA - "Italia" S.A.N. - Ufficio Sociale - Via Garibaldi -
 teleg. COGENA - telef. n. 12933
 CATANIA - Ditta S. Nicotra Bertuccio - Via S. Tommaso, 5 -
 teleg. COGENA - telef. n. 11255
 SIRACUSA - Ditta Concetto Midolo Bottaro - Via dei Mille, 26 -
 teleg. COGENA - telef. n. 1002
 AUGUSTA - P.lli Cardile - Via Garibaldi, 66
 BRUCOLI - P.lli Cardile
 CASTELLAMMARE - Francesco Playa Galante - Piazza Marina, 40 -
 DEL GOLFO telef. n. 2 - teleg. COGENA
 LICATA - Ditta Enrico Peritore - Via Principe di Napoli

2853

L A Z I O

- ANZIO - S.A. Industrie Marittime e Rappresentanze - Roma -
Via Porto Innocenziano, 74
- CIVITAVECCHIA - S.A. Industrie Marittime e Rappresentanze - Roma -
- PIUMICINO - La Ligure Romana - Soc. di Nav. Mar. e Fluv. - Roma -

S I C I L I A

Rappresentanza : "Tirrenia" S.A.M. Palermo - Via Roma, 377 -
telegr. COGENA - telef. n. 15520

Subagenti

LIPARI

- Giovanni Ferlazzo Natoli - Canneto Lipari - telef.
n. 1 - telegr. COGENA

MESSINA

- "Italia" S.A.M. - Ufficio Sociale - Via Garibaldi -
telegr. COGENA - telef. n. 12933

CATANIA

- Ditta S. Nicotra Bertuccio - Via S. Tommaso, 5 -
telegr. COGENA - telef. n. 11265

SIRACUSA

- Ditta Concetto Midolo Bottaro - Via dei Mille, 26 -
telegr. COGENA - telef. n. 1002

AUGUSTA

- P.lli Cardile - Via Garibaldi, 66

BRUCOLI

- P.lli Cardile

CASTELLAMARE
DEL GOLFO

- Francesco Playa Galante - Piazza Marina, 40 -
telef. n. 2 - telegr. COGENA

LICATA

- Ditta Enrico Peritore - Via Principe di Napoli
telef. n. 3

MARSALA

- Giuseppe Figlioli e Giuseppe Camubolo

MARZAMENI

- Antonio Romeo fu Santoro - telegr. COGENA

MAZARA DEL VALLO

- Gaetano Vinci - Via Molo 23 - telef. n. 12

MILAZZO

- Trifiletti & Co. - Via Luigi Rizzo n. 1 - telef. n. 4

PORTO EMPEDOCLE

- Ditta Vincenzo Brugio - Vicolo Marullo, 5 - telef;
n. 3 - telegr. COGENA

- 3 -

RIPOSTO (Jonie) : Giuseppe Ieva fu Giovanni - Via Umberto I -
Telef. n. 81 - teleg. COGENA

SCIACCA - Ludovico Marsala & F. Corso V. Emanuele, 65
telef. n. 59

TERMINI IMERESE - Reg. Alfonso Indovina Scialabba - Via Umberto e
Margherita n. 67

TRAPANI - Ditta Natale Salvo fu Antonio - Casella Postale 5
Via Carosio, 15 - telef. n. 1065 - casa -1025 -
teleg. COGENA

S A R D E G N A

Rappresentanze : Sigg. Goldstaub e Timosci Giovanni - Viale Merello
2 - teleg. COGENA

Subagenti

OLBIA - Agenzie Marittime Sarde - teleg. COGENA

PORTO TORRES - " " "

LA MADDALENA - Salvatore Onorato (teleg. COGENA)

PALAU - Salvatore Onorato teleg. COGENA LA MADDALENA

ABBATA DI TORTOLI - Ditta Giulio ed Emilio De Pau

CARLOFORTE - Sig. Gervasio Plaisant - teleg. COGENA

SANT'ANTIOCO - Iosto Biggio

ALGHERO - Sig. Carlo Pignoni - teleg. COGENA

R O M A G N A E A B R U Z Z I

Subagenti

ORTONA - Ditta Pompilio Iuligi - Agenzie Marittime

PESCARA - "Adriatica" S.A.N.

C A M P A N I A

2832

TRAFANTI

- Ditta Natale Salvo fu Antonio - Casella Postale 5
Via Carosio, 15 - telef. n. 1065 - casa -1025 -
telegr. COGENA

S A R D E G N A

Rappresentanze : Sigg. Goldstaut e Timosci Giovanni - Viale Merello
2 - telegr. COGENA

Subagenti

- CIBIA - Agenzie Marittime Sarde - telegr. COGENA
- PORTO TORRES - " " "
- LA MADDALENA - Salvatore Onorato (telegr. COGENA)
- PALAU - Salvatore Onorato telegr. COGENA LA MADDALENA
- ABBATAX DI TORTOLI - Ditta Giulio ed Emilio De Pau
- CARLOFORTE - Sig. Gervasio Plaisant - telegr. COGENA
- SANT'ANTIOCO - Iosto Biggio
- ALGHERO - Sig. Carlo Pignoni - telegr. COGENA

R O M A G N A E A B R U Z Z ISubagenti

- ORTONA - Ditta Pompilio Luigi - Agenzie Marittime
- PESCARA - "Adriatica" S.A.N.

C A M P A N I A

- SALERNO - De Cesare Nicola fu Antonio - Via Roma 264
telef. n. 18-58 - telegr. DECESARE
- AMALFI - idem - presso Ditta Domenico Milano telegr. COGENA
- TORRE ANNUNZIATA - Siringo Antonino

2832

R E S T R I C T E D

DCK/ar

1382
ALLIED FORCE HEADQUARTERS
APO 512

AG 563/051

25 August 1944

MEMORANDUM TO: All Concerned.

SUBJECT : Italian Schooners.

1. Under the authority of the SUPREME ALLIED COMMANDER, the MEDITERRANEAN SHIPPING BOARD is responsible for the proper control and operation of the Italian Schooner fleet.

2. This fleet includes all registered schooners of Italian nationality and the available tonnage totals approximately 60,000 tons.

NOTE: Unregistered schooners are not permitted to operate in the Mediterranean Area and are at all times liable to arrest by the naval authorities.

3. The MEDITERRANEAN SHIPPING BOARD has submitted the following recommendations for the future control, allocation and operation of the Italian Schooner fleet:

a. All schooners of 500 tons and upwards shall be allocated for employment to the Principal Sea Transport Officer as an addition to the Mediterranean coasting fleet, at present under his control for allocation to service needs. Available schooners of this class total some 4,000 tons deadweight.

b. 125 schooners, totalling approximately 25,000 tons deadweight shall be allocated for operation and maintenance by the Royal Army Service Corps. They will be employed, under the direction of G-4 (Mov & Tn) AFHQ, in the carriage of services traffic for the support of Allied naval, ground and air forces.

c. The present fleet of small schooners operated by M.O.I.C's for harbor work shall continue in their present employment. This fleet totals some 4,000 tons deadweight.

d. The balance of the schooners totalling some 27,000 tons deadweight will be employed to fulfill, as far as possible, the economic and civil needs for coastal traffic within the area, and shall be operated by a Schooner Control Board comprised of a representative of CO.GE.NA, a representative of MEDBO, and a representative of the Allied Control Commission.

4. These recommendations are confirmed and take effect immediately.

- 1 -

R E S T R I C T E D

R E S T R I C T E D

AFHQ Memo. AG 563/051 dated 25 August 1944 (cont'd)

5. a. The tonnage allocations set out in paragraph 3 will be varied only on the recommendation of the MEDITERRANEAN SHIPPING BOARD.

b. Requests for the allocation of additional tonnage, permanently or for individual voyages will be submitted:

1. By the ROYAL NAVY and US NAVY to P.S.T.O.

2. By military branches and organizations to G-4 (Mov & Tn).

c. P.S.T.O. and G-4 (Mov & Tn) respectively will be responsible for checking the necessity and priority of such demands and for submitting them to the Board.

d. Whenever any of the controlling authorities, detailed in paragraph 3, is unable to employ its allocation fully and economically, the authority concerned will:

1. When tonnage is temporarily surplus to its requirements, offer the surplus lift to the other authorities.

2. When tonnage becomes permanently surplus, return the surplus lift to the MEDITERRANEAN SHIPPING BOARD for reallocation.

By command of General WILSON:



R. H. CHRISTIE,
Colonel, AGD,
Acting Adjutant General.

DISTRIBUTION:

1 - SGS	2 - Tn (Br)
1 - CAO	2 - USN
1 - G-3	6 - PSTO (Med)
2 - G-4 (A)	6 - MWT
2 - G-4 (B)	6 - WSA
10 - G-4 (Mov & Tn)	20 - HQ AAI
3 - Tn (A)	10 - HQ SOS NANTOUZ.
2 - G-5	10 - HQ MLD
6 - Q(Maint)	10 - HQ ACC
6 - AG	2 - AG Records
12 - C-in-C MED	1 - M&D
2 - Log Plans	
6 - MEDFO	
1 - Ord	
1 - Pet	
1 - QM	
2 - S & T	

0210

CO- E - NA Agents.

COGENA advised MED30 under date of 19 Aug 44 of the following appointments:-

ANZIO La Societa Anon. Industrie Marittime e Rappresentanze, Rome.

CIVITAVECCHIA -do- -do- -do- -do- -do-

FIUMICINO La Ligure Romana Soc. di Navigazione Marittima e Fluviale di Roma

ORTONA Ditta Luigi Pompilio -Agenzie Marittime

Note:- Ports in the Gulf of Naples

Portici

Torre del Greco

Castellammare di Stabia

} employees from COGENA Naples
attend to these ports.

The following sub-agents have now the telegraphic address "COGENA", Vibo-Marina, Srotone, Castellammare del Golfo, Marzamemi, Taranto, Mola di Bari.

Schooners.

Schooners and their control has been the subject of considerable discussion within the Schooners Committee and the Mediterranean Shipping Board.

Now that COGENA has become officially organized, it is felt that so far as civilian and/or commercial traffic is concerned, that COGENA is the proper body to operate all schooners engaged in that traffic. This will entail some slight alteration in the present procedure, which should be amended as follows. -

The P.S.T.O. should act on behalf of A.F.H.Q. to produce to the Schooners Control a weekly statement showing schooners which are on charter to all Services, and he should present either releases of schooners not required, or bids for more schooners as the circumstances warrant. These schooners should not be used for civilian or commercial traffic but any voyages which may be available for that purpose should be notified to COGENA. The P.S.T.O. is responsible for the payment to COGENA, via M.W.T.R., of all charter hire for such schooners as are required for Service needs.

The employment of the remainder of the schooners is a matter which should be dealt with by COGENA themselves in co-operation with, and under the supervision of the various officers of the Allied Control Commission at the ports. It must be the duty of the Representatives of the Allied Control Commission on the Schooners Committee to produce statements of their requirement, every week, and to produce a monthly statement showing the fulfilment which has been achieved against these requirements. By this means the schooners can be directed by COGENA into their proper employment.

Some difficulties have arisen in the financial arrangements for payment of schooners engaged in civil or commercial traffic, and this has been accentuated by various authorities issuing directives or permits for the movement of civil or commercial cargo and remaining quite irresponsible as to their obligations as regards the payment for the service. The Ministry of War Transport and the War Shipping Administration cannot continue to accept the responsibility for payments to COGENA to maintain these civil and commercial services, and COGENA must arrange with the A.C.C. that appropriate freights are collected at the loading or discharging port by the competent authority of any such cargoes which are carried.

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The Chairman of the Mediterranean Shipping Board, or his nominee, will assume the Chairmanship of the Schooner Control Committee which will meet regularly, weekly, in the COGENA offices at 1100 hours each Wednesday morning, when all general matters in connexion with schooners shall be brought up, and an examination of the carryings or programmes made. The composition of this Schooner Committee should be as follows:

0 2 1 2

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Ministry of War Transport Representative
War Shipping Administration Representative
P.S.T.O. Representative
Allied Control Commission Representative
COGENA Representatives.

21st July, 1944

LNV/dp

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref :
Date : 8 Jun 44

TO : ALL Regional Commissioners
Regions 1 - 7,

ALL S.C.A.O.'s
A.M.C. 5 Army
A.M.C. 8 Army

SUBJECT : Instructions for the Movement of A.C.C. and Civilian freight by Schooners.

1. Attached is an Instructions for the control and operation of Italian Registered Schooners issued by the Chairman Mediterranean Shipping Board (Italy).

2. The Chairman has decided that all Schooners of 50 tons and under dead weight will be handed over to the Italian organization known as the Comitato Italiano Gestione Navi (COGINA) to operate under the supervision of Transportation Sub-Commission. - Shipping Section.

3. The method of obtaining the movement of A.C.C. and civilian freight is explained in the attached memorandum. *Appendix A*

4. It is emphasized that when ever possible A.C.C. and Civilian freight should be carried by these Schooners in preference to Rail or road transport as by so doing all the more tonnage will be available to move by road and rail.

5. Representatives of COGINA are established at every port and their addresses are given at appendix *B*

6. These instructions may please be made known to all supply and Transport Officers in your Region.

7. Any suggestions for ensuring that the Schooners are utilized to the fullest and best advantage will be appreciated.

2858

TO : All Regional Commissioners
Regions 1 - 7.

ALL S.C.A.O.'s
A.M.G. 5 Army
A.M.G. 6 Army

SUBJECT : Instructions for the Movement of A.C.C. and Civilian
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of Italian Registered Schooners issued by the Chairman Mediterranean
Shipping Board (Italy).

2. The Chairman has decided that all Schooners of 50 tons and
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and their addresses are given at appendix *B*

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and Transport Officers in your Region.

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utilized to the fullest and best advantage will be appreciated.

2828

L. E. VINING

L. E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

0 2 1 5

INSTRUCTION FOR THE CONTROL AND OPERATION OF

ITALIAN REVENUE-PAID SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's 251024 January. Any craft found without registration after 1st. June 1944 should be held and reported to the Senior Naval Authority of the port concerned.
2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.
3. Each schooner will be issued with a licence valid for three months; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st. April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.
4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.
5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where M.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.
6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.
7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.
8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.
The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.
9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure to be adopted :-
2837

(a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in

3. Each schooner will be issued with a licence valid for three months; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st. April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.

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(a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralised through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.C.C. civilian supply demands will be centralised through the office of the Regional Commissioner, who will refer such demands to the local Sea Transport Officer in charge or his representative.

(b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 8 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demand through the appropriate authority in (a) above. No bids will be recognised unless stamped by the appropriate A.C.C. authority.

10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.

11. It is requested that all signals sent by Naval Control Service Officer or other Authorities concerning the movements of schooners should be repeated to D.S.T.O. (Italy).

12. All Sea Transport Officers in charge to make a daily position signal of all schooners within their area. A weekly statement should also be forwarded by those issuing voyage permits, giving details of voyages authorised by them, stating whether Military, A.C.C. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD (ITALY)

1st. JUNE, 1944.

(2)

times endeavour to use schooners for movement in preference to rail or road.

(ii) They will maintain close liaison with COGENA representative to ensure that maximum use is made of schooners.

(iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission H.Q. ACC.

(iv) Provincial Supply Officer will pass all approved requests for shipping space to the local COGENA representative who will meet requirements as far as possible with the above mentioned schooners. If the tonnage of cargo offering is in excess of what these schooners can cope with COGENA will submit the bid to the Schooner Board. The Schooner Board will advise COGENA in due course whether the bid is accepted or not. If the bid is accepted the Schooner Board will advise COGENA who will in turn inform the Supply Officer as to when the cargo bidden for should be ready at the port for shipment. This particularly applies to A.O.C. and other goods which by their nature or location or destination can only be carried by sea. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.

(v) In the case of newly captured Provinces where no COGENA representatives are appointed at the ports, bids for movement by sea should be submitted to the Transportation Sub-Commission.

(vi) For this purpose Provincial Supply Officers will specify which are ACC goods.

VII X

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Voyage permits will be issued by 28.5.55
not officers, Italy

requirements as far as possible with the above mentioned. If the tonnage of cargo offering is in excess of what these schooners can cope with COGENA will submit the bid to the Schooner Board. The Schooner Board will advise COGENA in due course whether the bid is accepted or not. If the bid is accepted the Schooner Board will advise COGENA who will in turn inform the Supply Officer as to when the Cargo bidded for should be ready at the Port for Shipment. This particularly applies to A.C.C. and other goods which by their nature or location or destination can only be carried by sea. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.

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VII X

L. Vining

L.V. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Voyage permits will be issued by ^{2/25/55}
Divisional Sea Transport Officer, Haly
or his nominee!
For this purpose in regard to Schooners under
the COGENA representative is the
50 hrs
D.S.T.O. Haly's nominee.

By a circular of the 1st instant, MEDBO (Mediterranean Shipping Board Italy) among other things lays down that auxiliary motor sailer under 50 tons deadweight with the exception of those under the orders of the Naval Officer in charge of the Naval Control Service Office &c., shall be assigned for their employment to the CO-GE-NA (Italian Committee for managing ships).

The general Direction of the Mercantile Marine, in order to assist the exchanges of Trade between the different Regions in agreement with the Allied Authorities has come to the determination of instituting regular lines to collect goods between the loading place in the Gulf of Naples, in Calabria and Sicily on the one side, and between Bari and the loading places in Puglia and those in Sicily, also lines between these places and the most important Sicilian ports.

As soon as possible we will give you all the particulars for carrying out this programme, but meanwhile, in order to avoid useless and costly loss of time in the employment of the motor-sailers under 50 tons deadweight but larger than 20 tons we inform you that they will be used for the most urgent needs bearing always in mind that the requests of ACC will have in every case an absolute preference.

Having satisfied these requests (IE of ACC) these will be taken into consideration, the requests of the Italian Government Authorities, then those of the Communes and finally those of the private merchants. The requests of the Communes and those of private individuals must be made direct to you.

The Local Supply Officers of ACC will indicate to you the rule regulation as to preference to be given to each class of goods.

On receipt of the present you must give the necessary instructions to all your sub-agents in order that they may proceed as quickly as possible in making use of the available auxiliary-sailers larger than 20 tons and up to 50 tons so that immediately from the date of readiness the vessels will commence to carry out the present scheme in accordance with the conditions of Medal Charter party.

You and your sub-agents are authorised to grant voyage permits to those included in the scheme and to encash the freight due for carrying the goods.

The freight will be based on the daily rate of freight of the vessel increased by 15% for the estimated consumption of naptha and oil also the insurance premium for War Sailing Risk.

For the transports for ACC account, the freight will be settled between MEDBO and CO-GE-NA and you therefore will not collect anything locally but you must inform us promptly re the said shipments giving the necessary data so that we can arrange for the settlement of the freight with the necessary people.

The present arrangements provide that for single vessels charter parties will be drawn up, but since, as you know, it has not been possible to do so for all, it will be necessary to promptly regularise the position of vessels which have not been given the said form of charter.

Please therefore for these vessels transmit promptly to us the necessary data

indicated in a charter, namely

2834

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Having satisfied these requests (IE of ACC) these will be taken into consideration, the requests of the Italian Government Authorities, then those of the Communes and finally those of the private merchants. The requests of the Communes and those of private individuals must be made direct to you.

The Local Supervisors of ACC will indicate to you the rule regulation as to preference to be given to each class of goods.

On receipt of the present you must give the necessary instructions to all your sub-agents in order that they may proceed as quickly as possible in making use of the available auxiliary-sailers larger than 20 tons and up to 50 tons so that immediately from the date of readiness the vessels will commence to carry out the present scheme in accordance with the conditions of Medal Charter party.

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The present arrangements provide that for single vessels charter parties will be drawn up, but since, as you know, it has not been possible to do so for all, it will be necessary to promptly regularise the position of vessels which have not been given the said form of charter.

Please therefore for these vessels transmit promptly to us the necessary data such as stipulated in a charter, namely

- (a) Name of ship
- (b) Numbers and dates when they were entered in the pool (if they had been already entered)
- (c) Name and address of the owner
- (d) Tonnage, net and gross
- (e) Horse power of the auxiliary engine
- (f) Size of the holds available for cargo
- (g) Number and list of the crew.

When we have these particulars we will draw up a charter and settle with the owner the arrears due to him.

For motor-sailers which have never been used by the Allies the charter will run from the day in which you and your sub-agents charter them.

In order that we may be able to fully follow the course of the vessels, please keep notes, arranging with your sub-agents to carry it out, of each arrival and sailing which must be passed on to us by telegraph, indicating the amount of tonnage (of goods) bought or disembarked.

It will be necessary that the sailing of each port of call of the vessels should be wired to the port of destination indicating the weight to be discharged and for the space available for carriage to another port.

The sub-agent on receipt of these notices will immediately inform the local Supply Officer of ACC for the eventual utilisation of the space available for his port. A similar communication shall be given to the Captain of the port for the same reason.

Bearing in mind the particular slowness of transport by motor vessels, in order to hasten as much as possible the exchange of goods between port and port we urgently rely on the most warm collaboration of our representative and of the sub-agent in order that the stay in each port of the vessels will be limited to only the strictest necessity.

At the end of each 16 days you and your sub-agents must send us statistics both of quality and quantity of the goods loaded and discharged in each port.

Please acknowledge receipt as soon as possible.

ACP/rg

INFORMAL MEETING RE UTILIZATION OF 50 TON & LESS SCHOONERS:

PRESENT : Mr. Campbell
Head of Co-ge-na & his assistant
Lt-Col. F.R.A. Glenville
Capt. Hay
Lt-Col. L.E. Vining

1. It was agreed that all schooners of 50 tons D.W. and under would be operated and controlled by Co-ge-na under the Supervision and direction of the Transportation Sub-Commission.
2. There are representatives of Co-ge-na at all the ports in Occupied Italy and in Sicily.
3. HQ. Co-ge-na Naples will get a daily report re the position of schooners, from their representatives in the areas.
4. When a schooner leaves a port a message will be despatched to the destination port furnishing necessary details of cargo and tonnage.
5. The Co-ge-na representative at the destination port will pass this information to the A.C.C. Supply Officer - and steps will be taken to get a return load for the schooner if possible.
6. If a back load is not available to the port from whence the schooner came, the schooner will be utilized to take a load. *offerings for any other port*
7. Co-ge-na representatives will daily contact supply officers and ascertain what cargo is offering for the various ports.
8. Co-ge-na will draw up a schedule of schooners which will regularly serve certain ports for which there is a steady traffic in addition to which schooners will be made available for the transport of irregular traffic.
9. Lieut. Shaw R.N. along with the Head of Co-ge-na is immediately all ports with a view to registering and numbering all schooners.
10. It will be impressed on Regions that every use must be made of schooners in preference to rail or road transport.
11. The Head of Co-ge-na is getting out instructions to his representatives in Italy and Sicily and Sardinia, and will get them approved of by Lt-General Matteini, Head of the Italian Merchantile Marine, when he returns on Monday the 5th.

A brief directive will be issued to Regions explaining the method of obtaining schooners.



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3 June 44.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC:

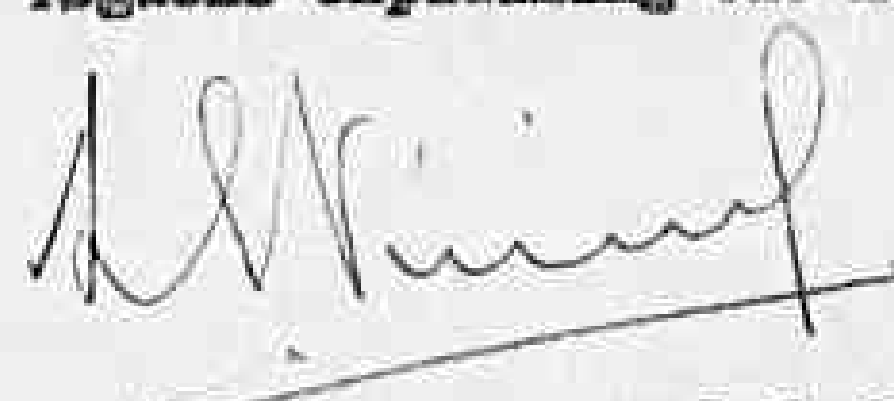
ACP/rg

INFORMAL MEETING RE UTILIZATION OF 50 TON & LESS SCHOONERS:

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Head of Co-ge-na & his assistant
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Capt. Hay
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2852

3 June 44.

L.E. VINING,
Lieut. Colonel,
Director, Transportation Sub-Commission, ACC.

DRAFT

Movement by water craft (Coasters & Schooners under 50 Tons deadweight).

On and from a new system will be introduced, as set out hereunder, for the movement of supplies by coasters and schooners.

1. Coasters.

Bids will be submitted to Transportation Sub-Commission, H.Q., ACC, who will advise in due course allocation of coaster. *There is however no change in the present procedure.*

2. Schooners under 50 Tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and controlled by CO-GE-NA, under supervision and direction of Transportation Sub-Commission.

(b) CO-GE-NA will operate as under :-

(i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.

(ii) Schooners will be made available for irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact ACC Supply Officer as to traffic offering on the return journey.

(iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(v) CO-GE-NA representatives will daily contact ACC Supply Officers as to what cargo is offering ^{at} various ports.

(vi) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily, and details are given in Appendix "A".

(c) Supply Officers will operate as under :-

(i) They will at all times endeavour to use schooners for movement in preference to rail.

(ii) They will maintain close liaison with CO-GE-NA representatives.

2. Schooners under 50 Tons deadweight.

- (a) All schooners under 50 tons deadweight will be operated and controlled by CO-GE-NA, under supervision and direction of Transportation Sub-Commission.
- (b) CO-GE-NA will operate as under :-
- (i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.
 - (ii) Schooners will be made available for irregular traffic.
 - (iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact ACC Supply Officer as to traffic offering on the return journey.
 - (iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.
 - (v) CO-GE-NA representatives will daily contact ACC Supply Officers as to what cargo is offering ^{at} various ports.
 - (vi) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily, and details are given in Appendix "A".
- (c) Supply Officers will operate as under :-
- (i) They will at all times endeavour to use schooners for movement in preference to rail.
 - (ii) They will maintain close liaison with CO-GE-NA representatives to ensure maximum use of schooners.
 - (iii) They will submit a monthly return of schooner-borne traffic to Transportation Sub-Commission, H.Q., ACC.

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MH/ml

3 June 44

CONFERENCE NOTES

Schooner Control

Col ADAMS - Lt. Col. VINING - Mr. IAN CAMPBELL - Capt. M. HAY

Col Adams stated that there was no simple method at present for control of small schooners. Coastal traffic must be got moving to feed Italy. Can we get schooners under 50 tons allocated to ACC?

Mr. Campbell said this could be done by COGENA. The Director of COGENA was Dott. SARNELLA. The Chief of the DIRECTORATE GENERAL OF MERCHANT MARINE was Lt. Gen. MATTEINI.

It was agreed Lt. Col. VINING would see COGENA today and arrange to control all schooners under 50 tons through COGENA.

Col. Adams said Transportation Sub-Commission representatives in SICILY must keep in close touch with Mr. STOKER (CATANIA) and Mr. DAVIDSON (PALERMO) representatives of MEDCO.

Mr. Campbell stated that the chartering of schooners was arranged by Italian Government direct with owners. All payments were made to owners by COGENA, who, in turn, were provided with funds by MEDCO (IT.)

The Army is using approximately 70% of the schooners over 50 tons.

Number of schooners under 50 tons to be given later by Mr. CAMPBELL.

Copy of C-in-C Med signal stopping all schooner traffic to and from SARDINIA to be obtained.


M. HAY
Capt. RA
Staff Officer Economic Sect

2850

CONFERENCE NOTES

MH/ml

COGENA

Mr. IAN CAMPBELL
 Lt. Col. VINING
 Lt. Col. CLAVILLE

Mr. WILLIAMS (MEDCO)
 Dr. SARNELLA } COGENA
 Sig. COSULICH }

Capt. HAY

Dr. SARNELLA stated COGENA were quite willing to allow Transportation Sub-Commission ACC to control all Schooners under 50 tons through COGENA.

He suggested running a certain number of Schooners from NAPLES and BARI to SICILY. COGENA had representatives at all ports.

Lt. Col. VINING said ACC would tell COGENA what we wanted done and have COGENA do it.

Dr. SARNELLA agreed to work in close conjunction with Lt. Col. VINING.

Regional Supply Officers to give instructions to local COGENA regarding movement of cargoes.

Dr. SARNELLA as an example said a cargo by schooner from BARI to PALERMO will be arranged by COGENA representative at BARI. He would notify COGENA representative at PALERMO who would check schooner on arrival and find another cargo from PALERMO to any port, not necessarily the port from which this Schooner came.

Number of schooners under 50 tons:- 121 registered between 20 and 50 tons but NOICS using some of them.

All bids to be made on a tonnage basis and on no account to specify particular schooners or bids made in terms of schooners.

COGENA will get daily reports from their agents by telegram.

COGENA will issue voyage permits to each schooner which has been allotted a register number. This number cannot be changed without authority from MEDCO Schooner Control.

Lt. Col. VINING stated everything should be sent by ship that could possibly be shipped to save railway traffic.

M. Williams 2849
 Staff Officer Economic Sec

COPY

POWIT SNOESY NIOC PALEMO NOIC MADDALENA
FO TUNISIA FOTALI V.A.M. FOIS SLOA
NOIC CAGLIARI

C IN C MED

The increasing numbers of Italian Schooners now being employed in the Allied service makes it desirable that certain limitations should be placed upon the area in which they may be employed;

2. Schooners in order to minimise risk to themselves and other more valuable shipping should normally be used for purely coastal traffic.
3. Schooners are not permitted to ply between Italy-Sardinia Italy-Corsica Sicily-Sardinia Sicily-Corsica Sicily-N.Africa and Tunisia
4. Schooner traffic is permissible between Sicily and the mainland of Italy provided a coastwise route is maintained and convoy routes are only crossed in daylight hours.
5. Traffic is also permissible between Sicily and Malta with similar limitations as in para 4 on crossing convoy routes.
6. Schooner traffic is also permissible between Pantelleria and Tunis.
7. There are no restrictions between Malta and Tripoli nor between Malta and Tunisia keeping south of main convoy routes.
8. Detailed instructions concerning prohibited areas and routes to be followed are in course of preparation and will be issued shortly as an appendix to M S C I.
9. Addresses are requested to promulgate to all Authorities within their respective commands

191520 B APRIL

2848

ELENCO DELLE RAPPRESENTANZE AGENZIALI E DEI SUBAGENTI
DEL "COMITATO ITALIANO GESTIONE NAVI" (COGENA)
Piazza Carità n°32 - Napoli - telef. 53211

PUGLIA
Rappresentanza: "Adriatica" S.A. Navigazione - BARI -
Via Calefati Palazzo S. Ferdinando

Subagenti:
MANFREDONIA - A. Galli & Figlio per tutta la zona Garganica
(Visti, Peschici, Rodi) e Termoli - Telef. n. 8
BARLETTA - Antonio Scorcja - Telefono n. 1014
MOLFETTA - Rag. Felice Sciancalepore - Via Dante Alighieri
n°93
BISCAGLIE - Maria Modugno
TRANI - Saverio Calò Carducci - Via XV Aprile n. 22
MOLA DI BARI - Rag. Vito Barbanente - Via Cristoforo Colombo n. 6
MONOPOLI - Gerolamo Santostasi & Figli - Piazza Garibaldi
n°29 - Telefono n. 12.
BRINDISI - Agenzia Principale "Adriatica" S.A.N., anche per
lo scalo di Otranto - Telefoni n. ri 1012-1068
GALLIPOLI - Cav. Rocco De Luca fu Filippo - Telefono n. 8
TARANTO - Carmelo Spagnuolo - Corso Vittorio Emanuele n. 17
Telefono n. 23-33.

CALABRIA
Rappresentanza: Fratelli Labbate - Reggio Calabria 2847

Subagenti:
CROTONE: - Giuseppe Ranieri
CATANZARO - Giuseppe Martelli
SOVERATO - Rocco Caminiti
GIOIA TAURO - Oreste Tarantino

PUGLIA
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PORTO S. VENERE - G. Em. Cantafio & Figli
PIZZO CALABRIA - Gesualdo Scordamaglia

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= 2 =

SICILIA

Rappresentanza: "Tirrenia" S.A.N. PALERMO - Via Roma, 377

Subagenti:

MESSINA - "ITALIA" S.A.N. = Ufficio Sociale - Via Garibaldi-
 CATANIA - Ditta S.Nicotra Bertuccio - Via S.Tommaso, 5
 SIRACUSA - Ditta Concetto Midolo Bottaro - Via dei Mille, 26
 AUGUSTA - Russo & Co

CASTELLAMMA

RE G. - Francesco Playa Galante - Piazza Marina, 40 tel.n.2
 LICATA - Ditta Enrico Peritore - Via Principe di Napoli tel.
 n°3

MARSALA - Giuseppe Figlioli e Giuseppe Casubolo

MARZAMENI - Antonio Romeo fu Santoro

MAZARA VALLO - Gaetano Vinci - Via Molo, 23 - tel.n.12

MILAZZO - Trifiletti & Co - Via Luigi Rizzo n.1- tel.n.4

PORTO EMPEDO

CLE - Ditta Vincenzo Burgio - Vicolo Marullo, 5 - tel.n.3

RIPOSTO - Giuseppe Leva fu Giovanni - Via Umberto I tel.n.81

SCIACCA - Ludovico Marsala & F. Corso V.Emanuele, 65 tel.n.59

TERMINI I. - Rag. Alfonso Indovina Sviaglabba - Via Umberto e
 Margherita, 67

TRAPANI - Ditta Paolo Salvo Greco

2846

SARDEGNA:

Rappresentanza: Sigg. Goldstaub Giorgio e Timosci Giovanni
 -CAGLIARI - Viale Merello, 2

Subagenti

OLBIA - Sigg. Goldstaub Giorgio e Timosci Giovanni

PORTO TORRES - Società-Agenzie Marittime Sardegna

LA MADDALENA - " " " "

Subagenti:

MESSINA - "ITALIA" S.A.N. = Ufficio Sociale - Via Garibaldi--
 CATANIA - Ditta S.Nicotra Bertuccio - Via S.Tommaso, 5
 SIRACUSA - Ditta Concetto Midolo Bottaro -Via dei Mille, 26
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 MAZARA VALLO- Gaetano Vinci - Via Molo, 23 - tel.n.12
 MILAZZO - Trifiletti & C° - Via Luigi Rizzo n.1- tel.n.4
 PORTO EMPEDO
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 SCIACCA - Ludovico Marsala & F. Corso V.Emanuele,65 tel.n.59
 TERMINI I. - Rag. Alfonso Indovina Scialabba -Via Umberto e
 Margherita, 67
 TRAPANI - Ditta Paolo Salvo Greco

2846

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 -CAGLIARI - Viale Merello, 2

Subagenti

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 PORTO TORRES- Società Agenzie Marittime Sardegna
 LA MADDALENA- " " "
 PALAU - " " "
 GOLFO ARANCI- " " "
 ABBATAH DI TORTOLI'-Ditta Giulio ed Emilio De Pau
 CARLOFORTE - Sig. Gervasio Plaisant
 SANT'ANTIOCO Iosto Biggio
 ALGHERO - Sig. Carlo Pignoni

Movement by water craft (Coasters & Schooners under 50 tons deadweight).

On and from a new system will be introduced, as set out hereunder, for the movement of supplies by coasters and schooners.

1. Coasters.

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H.Q. A.C.Q. who will advise in due course allocation of coaster.

(b) Bids for movement from Sicily will be made by North Region H.Q. to Gov. H.Q. No. 1 District who will advise allocation.

2. Schooners under 50 tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and controlled by Comitato Italiano Gestione Navi (CO-GE-NA), under supervision of Transportation Sub-Commission.

(b) CO-GE-NA will operate as under:

(i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.

(ii) Schooners will be made available for irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact AGO Supply Officer as to traffic offering on the return journey.

(iv) If no beck load is available, the schooner will be utilized if required to take a load to any other port.

(v) CO-GE-NA representatives will daily contact AGO Supply Officers as to what cargo is offering at various ports.

(vi) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily and Sardinia and details are given in appendix "A".

(vii) CO-GE-NA will collect all freights.

(c) Supply Officers will operate as under:

(i) They will at all times endeavour to use schooners for movement in preference to rail.

(ii) They will maintain close liaison with CO-GE-NA representative to ensure maximum use of schooners.

(iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission, HQ.AGO.

(iv) Provincial Supply Officer will pass all approved bids for shipping space to the local CO-GE-NA representative who will meet requirements as far as possible with the above mentioned schooners. If the tonnage offering is in excess of what these schooners can cope with CO-GE-NA will apply to Transportation Sub-Commission, HQ.AGO, to submit bids to the Schooners Board.

- to Gov. H.Q. No. 1 District who will advise allocation.
- Schooners under 50 tons deadweight.
- (a) All schooners under 50 tons deadweight will be operated and controlled by Comitato Iteliano Gestione Navi (CO-GE-NA), under supervision and direction of Transportation Sub-Commission.
- (b) CO-GE-NA will operate as under:
- (i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.
 - (ii) Schooners will be made available for irregular traffic.
 - (iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact ACC Supply Officer as to traffic offering on the return journey.
 - (iv) If no back load is available, the schooner will be utilized if required to take a load to any other port.
 - (v) CO-GE-NA representatives will daily contact ACC Supply Officers as to what cargo is offering at various ports.
 - (vi) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily and Sardinia and details are given in appendix "A".
 - (vii) CO-GE-NA will collect all freights.
- (c) Supply Officers will operate as under:
- (i) They will at all times endeavour to use schooners for movement in preference to rail.
 - (ii) They will maintain close liaison with CO-GE-NA representative to ensure maximum use of schooners.
 - (iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission, HQ.ACC. 2845 seats
 - (iv) Provincial Supply Officer will pass all approved ²⁸⁴⁵ seats for shipping space to the local CO-GE-NA representative who will meet requirements as far as possible with the above mentioned schooners. If the tonnage offering is in excess of what these schooners can cope with CO-GE-NA will apply to Transportation ^{Sub-Commission} who will submit bid to the Schooners Board. This particularly applies to ACC and other goods which by their nature or location, can only be carried by sea. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.
 - (v) Freight on ACC goods will be paid by ~~Maddalena~~ CO-GE-NA and for this purpose Provincial Supply Officers will specify which are ACC goods.

INSTRUCTION FOR THE CONTROL AND OPERATION OFITALIAN REGISTERED SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's 251024 January. Any craft found without registration after 1st June 1944 should be held and reported to the Senior Naval Authority of the port concerned.
2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.
3. Each schooner will be issued with a licence valid for three months; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.
4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.
5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.
6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.
7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.
8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.
The Mediterranean Shipping Board Italian Schooner Control may take any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.
9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits; the following procedure to be adopted:

3. Each schooner will be issued with a licence valid for three months; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.
4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.
5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where H.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.
6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.
7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.
8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.
The Mediterranean Shipping Board Italian Schooner Control may take any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.
9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure to be adopted:--
 - (a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralised through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.C.C. civilian supply demands will be centralised through the office of the Regional Commissioner, who will refer such demands to the local Sea Transport Officer in charge or his representative.
 - (b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 8 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demand through the appropriate authority in (a) above. No bids will be recognised unless stamped by the appropriate A.C.C. authority.

10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.
11. It is requested that all signals sent by Naval Control Service Officer D.S.T.O. (Italy).

12. All Sea Transport Officers in charge to make a daily position signal of those issuing voyage permits, giving details of voyages authorized by them, stating whether Military, A.C.C. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD (ITALY)

1st. JUNE, 1944.

By a circular of the 1st instant, MDDCO (Mediterranean Shipping Board Italy) among other things lays down that auxiliary motor sailer under 50 tons deadweight with the exception of those under the orders of the Naval Officer in charge of the Naval Control Service Office AS., shall be assigned for their employment to the CO-GM-Ma (Italian Committee for managing ships).

The General Direction of the Mercantile Marine, in order to assist the exchanges of trade between the different Regions in agreement with the Allied Authorities has come to the determination of instituting regular lines to collect goods between the loading place in the Gulf of Naples, in Calabria and Sicily on the one side, and between Bari and the loading places in Puglia and those in Sicily, also lines between these places and the most important Sicilian ports.

As soon as possible we will give you all the particulars for carrying out this programme, but meanwhile, in order to avoid useless and costly loss of time in the employment of the motor-sailers under 50 tons deadweight but larger than 20 tons we inform you that they will be used for the most urgent needs bearing always in mind that the requests of ACC will have in every case an absolute preference.

Having satisfied these requests (in ACC) these will be taken into consideration, the requests of the Italian Government Authorities, then those of the Communes and finally those of the private merchants. The requests of the Communes and those of private individuals must be made direct to you.

The Local Supply Officers of ACC will indicate to you the rule regulation as to preference to be given to each class of goods.

On receipt of the present you must give the necessary instructions to all your sub-agents in order that they may proceed as quickly as possible in making use of the available auxiliary-sailers larger than 20 tons and up to 50 tons so that immediately from the date of readiness the vessels will commence to carry out the present scheme in accordance with the conditions of Model Charter party.

You and your sub-agents are authorized to grant voyage permits to those included in the scheme and to encash the freight due for carrying the goods.

The freight will be based on the daily rate of freight of the vessel increased by 15% for the estimated consumption of naphtha and oil also the insurance premium for War Sailing Risk.

For the transports for ACC account, the freight will be settled between MDDCO and CO-GM-Ma and you therefore will not collect anything locally. You must inform us promptly in the said shipments giving the necessary data so that we can arrange for the settlement of the freight with the necessary people.

The present arrangements provide that for single vessels charter parties will be drawn up, but since, as you know, it has not been possible to do so for all, it will be necessary to promptly regularize the position of vessels which have not been given the said form of charter.

Please therefore for these vessels transmit promptly to us the necessary data such as stipulated in a charter, namely

between the loading place in the Gulf of Naples, in Calabria and Sicily, also lines of communication, and between Bari and the landing places in Puglia and those in Sicily, also lines of communication between these places and the most important Sicilian ports.

As soon as possible we will give you all the particulars for carrying out this programme, but meanwhile, in order to avoid useless and costly loss of time in the employment of the motor-sailers under 50 tons deadweight but larger than 20 tons we inform you that that will be used for the most urgent needs bearing always in mind that the requests of ACC will have in every case an absolute preference.

Having satisfied these requests (in ACC) these will be taken into consideration, the requests of the Italian Government Authorities, then those of the Communes and finally those of the private merchants. The requests of the Communes and those of private individuals must be made direct to you.

The Local Supply Officers of ACC will indicate to you the rule regulation as to preference to be given to each class of goods.

On receipt of the present you must give the necessary instructions to all your sub-agents in order that they may proceed as quickly as possible in making use of the available auxiliary-sailers larger than 20 tons and up to 50 tons so that immediately from the date of readiness the vessels will commence to carry out the present scheme in accordance with the conditions of Model Charter party.

You and your sub-agents are authorized to grant voyage permits to those included in the scheme and to encash the freight due for carrying the goods.

The freight will be based on the daily rate of freight of the vessel increased by 15% for the estimated consumption of naptha and oil also the insurance premium for War Sailing Risk.

For the transports for ACC account, the freight will be settled between ACC and CO-OP-NA and you therefore will not collect anything locally. ACC must inform us promptly of the said shipments giving the necessary data so that we can arrange for the settlement of the freight with the necessary people.

The present arrangements provide that for single vessels charter parties will be drawn up, but since, as you know, it has not been possible to do so for all, it will be necessary to promptly regularise the position of vessels which have not been given the said form of charter.

Please therefore for these vessels transmit promptly to us the necessary data such as stipulated in a charter, namely

- (a) Name of ship
- (b) Numbers and dates when they were entered in the pool (if they had been already entered)
- (c) Name and address of the owner
- (d) Tonnage, net and gross
- (e) Horse power of the auxiliary engine
- (f) Size of the holds available for cargo
- (g) Number and list of the crew.

When we have these particulars we will draw up a charter and settle with the owner the arrears due to him.

For motor-sailers which have never been used by the Allies the charter will run from the day in which you and your sub-agents charter them.

In order that we may be able to fully follow the course of the vessels, please keep notes, arranging with your sub-agents to carry it out, of each arrival and sailing which must be passed on to us by telegraph, indicating the amount of tonnage (of goods) bought or disembarked.

It will be necessary that the sailing of each port of call of the vessels should be wired to the port of destination indicating the weight to be discharged and for the space available for carriage to another port.

The sub-agent on receipt of these notices will immediately inform the local supply officer of AOC for the eventual utilisation of the space available for his port. A similar communication shall be given to the Captain of the port for the same reason.

Bearing in mind the particular slowness of transport by motor vessels, in order to hasten as much as possible the exchange of goods between port and port we urgently rely on the most warm collaboration of our representative and of the sub-agent in order that the stay in each port of the vessels will be limited to only the strictest necessity.

At the end of each 10 days you and your sub-agents must send us statistics both of quality and quantity of the goods loaded and discharged in each port.

Please acknowledge receipt as soon as possible.

BEST COPY POSSIBLE

HEADQUARTERS
REGION 3, ARMED CONTROL COMMISSION
APO 394, U.S. Army

10 August 44

T 80-

SUBJECT: Movement of ACC and Civilian Traffic by Schooner

TO : Regional Commissioner.

1. Reference ACC Transportation Sub-Commission letter ACC Tn/251/1 dated 10 June 44 and ACC Shipping Memo No 1 attached as Appendix "A" to above mentioned letter.

2. Memo No. 1 requires for its proper working, a Supply Officer who will be in close touch with COGENA; In this Region the position is complicated by the fact that there are several Officers who initiate bids for the carriage of ACC freight, and who authorize the carriage of Italian civilian freight, by sea.

3. On 2 Aug 44 a meeting was held in the Office of Lt. Colonel R.N. Holmes at which were present Lt. Col. Holmes and Lt. Col. F.R.A. Glanville and Capt. F. Smith (both of Transportation Sub-Commission) Major C.W.S. Taylor and Lt. J.S. Amoroso. At this meeting the procedure for the Sub-mission of Acc and Civilian bids for movement by schooner was discussed. Lt. Col. Glanville emphasized that it was desirable that one Officer only of the Regional Staff should be in touch with Cogema if the best possible use were to be made of the limited supply of schooners. He pointed out that if bids were put up to COGENA direct by the Officers of the various Sections of the Region requiring schooner movement no one officer would be in possession of all the facts but only of those relating to his own department.

4. Lt. Col. Holmes stated that the issue to a Civilian of an Export Permit and an Authority, addressed to COGENA, authorizing the use of a Schooner, when available, often resulted in the civilian making his own arrangements for a schooner and by-passing COGENA. 23 Apr. Glanville suggested that the best method of overcoming this would be for the Export Permit and Authority to be issued, not to the civilian but to COGENA. In this connection he stated that it has been found to be impracticable to permit the free use of schooners of 20 tons and under dead weight and that steps were being taken to bring these vessels under control.

5. Lt. Col. Glanville also stated that it was desirable that priorities be more specifically stated than hitherto and he submitted a list of priorities he had prepared. He suggested that each bid be marked with

- 2 -

a number in accordance with the priority of the cargo shown on the list and that a copy of every bid, with priority number shown thereon be sent to the Transportation Sub-Commission to enable them to ascertain that the best possible use was being made of all available schooners in each Region in view of the priorities involved. This was important as the supply of schooners was considerably less than the demand and it was probable that the lower degrees of Priority would not be reached for a considerable time, if at all.

6. In view of the above a new method of dealing with bids originating in the Region for schooner traffic was suggested and this is set out in the attached draft letter which, if approved, it is proposed to send to all the Sections concerned. If the draft is agreed may it please be returned to this Section.

7. The method of dealing with bids for heavier vessels, it is suggested will remain as hitherto, except that it will be brought into line with the new method for other bids.


C.W.G. TAYLOR

Major L,

for Regional Pptn. Officer

Copy to: Lt. Col. F.R.A. Glanville - Transp. Sub-Comm. ACC Main. ✓
Lt. Col. R.N. Holmes
Capt. F. Smith - Transp. Sub-Commis. Naples
Lt. J.E. Amoroso.

7850

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

DRAFT

10 August 44

Draft

SUBJECT: Movement of ACC and Civilian Traffic By Sea.

TO : Regional Agriculture Officer.
Regional Economics and Supply Officer
Regional Public Utilities Officer
Lt. Col. R.W. Holmes
Lt. J.E. Amoroso
Comitato Italiano Gestione Navi, Naples.

*Regional Finance Officer
Regional Public Health
Officer.*

1. Reference ACC Transportation Sub-Commission letter ACC Tn/251/1 dated 10 June 44 and ACC Shipping Memo N° 1 attached as Appendix 'A' to the above mentioned letter.

2. The following method of bidding for ACC and civilian freight movement by schooner will be taken into use forthwith.

A. ACC Traffic.

(i) The Officer originating the bid will complete four copies of the form attached hereto as Appendix 'A'. In the "box" on the front of this form he will insert the 'Priority number' of the goods in respect of which the bid is being made and this number will be in accordance with the list of Priorities attached hereto as Appendix "B".

(ii) The originating Officer will send three completed copies of the bid to the Regional Transportation Officer and will file the fourth copy.

(iii) The Transportation Officer will hand one copy of the bid to the COGENA representative who will call on him daily to collect bids and receive instructions. The Tn Officer will send a second copy of the bid to Transportation Sub-Commission and will file the third.

(iv) When a schooner is available for the carriage of the traffic bid for, the COGENA representative will report to the Transportation Officer who will then advise the Officer who originated the bid of the name of the vessel and time and place of loading. The originating Officer will then make all the arrangements for loading including the bidding for

- 2 -

any necessary road transport.

(v) The Transportation Officer will in conjunction with COGENA ensure that the best possible use is made of available schooners, and the COGENA representative will report fully to the Transportation Officer the movements that are taking place.

B. Civilian Bids.

- (i) The civilian requiring the movement will be instructed by the Officer of the Regional Staff who is concerned to make four copies of the bid on the form attached hereto as Appendix 'A'. The civilian will not insert the "priority number" but will complete and sign the paragraph headed "Bidders Statement of Urgency and Reasons". The Officer concerned will then, if he considers that the movement should be authorised, insert the "priority number" (which will always, in the case of civilian bids, be the lowest i.e. "10") and complete and sign each copy of the form.
- (ii) The Officer concerned will then send three copies of the bid and the Export Permit to, the Transportation Officer and file the fourth copy. He will not hand any papers to the civilian originating the bid.
- (iii) As for ACC bids (see para A above) except that the Export Permit will be handed to the COGENA representative in addition to a copy of the bid.
- (iv) When a schooner is available COGENA will inform the civilian who originated the bid and will give him all the necessary information and hand him the Export Permit. The civilian will be responsible for loading the vessels.

(v) As for ACC traffic (See Para A Above)

3. Bids for traffic to be loaded on Coasters (See ACC Shipping Memo N°1 para 1) will be submitted as above to the Transportation Officer Region 3. This Officer will then forward two copies of each bid to Transportation Sub-Commission and will not deal with COGENA on such bids.

4. This letter will be read in conjunction with ACC Shipping Memo N°1 which will stand except as varied by this letter.

2838

By Order of Col

JOHN W. CHAPMAN,
Colonel, J.N.G.D.,
Acting Regional Commissioner

Form SB/1

APPENDIX 'A'
 ALLIED CONTROL COMMISSION- TRANSPORTATION SUB-COMMISSION
 APO 394
 BID-REQUEST FOR SEA TRANSPORTATION-BID

Priority ☒ ~~NO~~
 For ACC use
 only

Serial No. Of Bid _____
 (Numero di richiesta)

Date _____
 (Data)

Description of commodity and how packed _____
 (Descrizione della merce e modo di imballaggio)

Consignor _____
 (Consegnatore)

Address _____ City _____ Tel. No. _____
 (Indirizzo) (Città) (Numero di Tel.)

Has transportation to port and loading labor been arranged? _____
 (Si é provveduto per il trasporto al porto e per la mano di opera di caricamento?)

Loading Port Porto di Carico	Date Loading can commence Data in cui il carico potrà cominciare	Amounted Total that can be tonnage loaded per day Tonnel- Quanto si può laggio caricare al giorno	Cubic Meas. Misura cubic
			2837

Freight payable by _____
 (Noleggio pagato da)

Consignee _____ Address _____
 (Consegnatario) (Indirizzo)

Off-loading Port _____ Province _____
 (Porto di Scarico) (Provincia)

Civilian Bids only
Solo richieste civili.

Bidder's Statement of Degree of Urgency and Reasons.
Scopo delle richieste urgenti, o altre ragioni.

Signed
(Firmato)

Date
(Data)

ACC Officer originating
(or in the case of Civilian Bids
authorising) Bid

Ufficiale dell'ACC che origina,
(o nel caso delle richieste civili
che autorizza)

Signed
(Firmato)

Section
(Sezione)

Date
(Data)

5885

APPENDIX 'B'

LIST OF PRIORITIES

No's

1. Urgent rationed foodstuffs.
Urgent medical supplies.
2. Rationed foodstuffs for maintenance.
Medical Supplies for maintenance.
3. Urgent fuel for power. Urgent clothing.
4. Urgent manufacturers materials for prime necessities or
essential construction.
Urgent fertilisers.
5. Certain unrationed foodstuff including potatoes and vegetables, tobacco.
6. Manufacturing material for export commitments, where export is from
Italy Sicily or Sardinia to a port outside these countries.
7. Manufacturing material for prime necessities and construction.
8. Fodder.
9. Desirable but not absolutely necessary amenities for manufacture
and construction.
10. Desirable but unnecessary.

~~SECRET~~

6 copies

Movement by water craft (Coasters & Schooners under 50 Tons deadweight).

On and from a new system will be introduced, as set out hereunder, for the movement of supplies by coasters and schooners

1. Coasters.

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H.Q. A.C.C., who will advise in due course allocation of coaster.

(b) Bids for movement from Sicily will be made by No 1 Region H.Q. to Mov H.Q. No 1 District < who will advise allocation. Schooners under 50 Tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and ~~controlled~~ ^{by} Comitato Italiano Gestione Navi ~~controlled~~ (CO-GE-NA), under supervision and direction of Transportation Sub-Commission.

(b) CO-GE-NA will operate as under :

- (i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.
- (ii) Schooners will be made available for irregular traffic.
- (iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact ACC Supply Officer as to traffic offering on the return journey.

(IV) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(V) CO-GE-NA representatives will daily contact ACC Supply ^{officers} as to what cargo is offering at various ports.

(VI) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily ^{and Sardinia} and details are given in Appendix "A"

(VII) CO-GE-NA will collect all freights.

(c) Supply Officers will operate as under :-

(i) They will at all times endeavour to use schooners for move

course allocation of coaster.

- (b) Bids for movement from Sicily will be made by No 1 Region H.Q. to Mov H.Q. No 1 District who will advise allocation.

2. Schooners under 50 Tons deadweight.

- (a) All schooners under 50 tons deadweight will be operated and ~~Controlled~~ by Comitato Italiano Gestione Navi ~~controlled by~~ (CO-GE-NA), under supervision and direction of Transportation Sub-Commission.

- (b) CO-GE-NA will operate as under :

(i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.

(ii) Schooners will be made available for irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact ACC Supply Officer as to traffic offering on the return journey.

(IV) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(V) CO-GE-NA representatives will daily contact ACC Supply ²³³ Officers as to what cargo is offering at various ports.

(VI) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily ^{and Sardinia} and details are given in Appendix "A"

(VII) CO-GE-NA will collect all freights.

- (c) Supply Officers will operate as under :-

(i) They will at all times endeavour to use schooners for movement in preference to rail.

(II) They will maintain close liaison with CO-GE-NA representatives to ensure maximum use of schooners.

(iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission, H.Q., ACC.

(iv) Provincial Supply Officer will pass all approved requests for shipping space to the local CO-GE-NA representative who

will meet requirements as far as possible with the above mentioned schooners. ^{at the time of these} ~~When these~~ ^{these} ~~schooners are inadequate~~ ^{in the case of what these} ~~to meet requirements~~ ^{schooners can cope with} CO-GE-NA will apply to Transportation

Transportation/

Schooner Regulations

Under the C in C Mediterranean instructions, all schooners must be numbered and registered. Any craft found without registration should be held and reported to Senior Naval Officer at Ports:

Each schooner will be issued with a 3 months licence by D.S.T.O. Italy or his accredited representative.

Every schooner must have a voyage permit for the specific voyage. Voyage permits will be issued by the D.S.T.O. or his nominee. For this ^{purpose} ~~purpose~~ in regard to schooners under 50 tons the CO-GE-NA representative ^{to} the D.S.T.O: Italy's nominee. This voyage permit will not be valid unless stamped by the A.C.C. ^{Provincial} ~~Permit~~ Supply Officer, (or by A.C.C. Transportation Sub-Commission H.Q.)

(2)

~~Sub-Commission for further tonnage.~~ ~~Transportation Sub-Commission~~ ^{Submarine} ~~Who~~
will make application to the Schooner Board. This particularly applies
to A.C.C. and other goods which by their nature or location can only be
carried by seas. Where necessary the Provincial Supply Officer will
indicate priorities for goods to be carried.

(V) Freight on A.C.C. goods will be paid by Medbo to CO-GE-NA
and for this purpose Provincial Supply Officers will specify
which are A.C.C. Goods.

PORT ORGANISATION PLAN

1. To appoint ACC Port Officers in Principal Ports.
2. Their duties to be :
 - (i) (a) To supervise the Italian Authorities in the internal working of Ports and make such recommendations as may be required in order to ensure that facilities suitable to the volume of traffic are available.
 - (b) To control movement of civil supplies in Port areas.
 - (ii) In Ports being operated by Military Movements to, carry out duties laid down in (i) (a) above at such time as Military Movements hand over operation to the Italian authorities, and in the meantime to act as ACC Representative and exercise such control over movements of civil supplies as is delegated by Military Movements, and General Liaison Officer between ACC and the Port Commander.
 3. a Their duties in regard to ACC goods will be to supervise the clearance through the Port area.
 - b For this purpose they will be furnished with instructions by ACC Sub-Commissions the arrival of whose goods is forecasted.
 - c. They will arrange moves by rail or by road to dumps or warehouses in the Port area.
 - d. Sub-Commissions will supply to the Port officer any technical personnel - labour which they consider necessary to the handling of the goods.
 - e. Road transport for delivery in the Port area will be under the Port Officers control he will request allocation from the Provincial Road Haulage Transport Control Office.
 - f. In the execution of these duties in Ports operated by Military Movements ACC Port Officers will act under the orders of Military Movements, and only carry out such parts of their duties as Movements delegate.
 4. In Ports not operated by Military Movements whilst carrying out duties under para (2) every endeavour must be made to put on to the Italian Port authority as much responsibility as possible with a view to reducing the number of ACC Port Officers to a minimum.

2832

(b) To control movement of civil supplies in port areas.

(11) In ports being operated by military movements to carry out duties laid down in (1) (a) above at such time as military movements hand over operation to the Italian authorities, and in the meantime to act as ACC Representative and exercise such control over movements of civil supplies as is delegated by military movements, and General Liaison Officer between ACC and the Port Commander.

3. a Their duties in regard to ACC goods will be to supervise the clearance through the Port area.

b For this purpose they will be furnished with instructions by ACC Sub-Commissions the arrival of whose goods is forecasted.

c. They will arrange moves by rail or by road to dumps or warehouses in the port area.

d. Sub-Commissions will supply to the Port officer any technical personnel

in order which they consider necessary to the handling of the goods.

e. Road transport for delivery in the port area will be under the Port Officer's control. He will request allocation from the Provincial Road

Managers Transport Contr 1 Office.

2832

f. In the execution of these duties in ports operated by military movements ACC Port Officers will act under the orders of military movements, and only carry out such parts of their duties as movements delegate.

4. In ports not operated by military movements whilst carrying out duties under para (2) every endeavour must be made to put on to the Italian Port authority as much responsibility as possible with a view to reducing the number of ACC Port Officers to a minimum.

5. Initially Port Officers to be posted on the mainland as follows: Naples 2, Bari 1, Crotona 1, Reggio 1, others being posted in consultation with G 4 movements particularly as new ports are opened up.

6. Port officers will be under general control in their duties by

ACC Port Sub-Commission.

6. Port Officers will be Regional Officers *Palermo* *illy* *nap* Carrying out transportation functions. They will be regarded as *h.* representatives for the purposes of para 8 of ACC Memorandum dated 31 Jan 44 setting up the R.C. and M.G. Section.

28044

By a circular of the 1st instant, MAREO (Mediterranean Shipping Board Italy) among other things lays down that auxiliary motor sailer under 50 tons deadweight with the exception of those under the orders of the Naval Officer in charge of the Naval Control Service Office No., shall be assigned for their employment to the CO-3-NA (Italian Committee for managing ships).

The general Direction of the Mercantile Marine, in order to assist the exchanges of Trade between the different Regions in agreement with the Allied Authorities has come to the determination of instituting regular lines to collect goods between the loading places in the Gulf of Naples, in Calabria and Sicily on the one side, and between Bari and the loading places in Puglia and those in Sicily, also lines between these places and the most important Sicilian ports.

As soon as possible we will give you all the particulars for carrying out this programme, but meanwhile, in order to avoid useless and costly loss of time in the employment of the motor-sailers under 50 tons deadweight but larger than 20 tons we inform you that they will be used for the most urgent needs bearing always in mind that the requests of ACC will have in every case an absolute preference.

Having satisfied these requests (in ACC), these will be taken into consideration, the requests of the Italian Government Authorities, then those of the Committee and finally those of the private merchants. The requests of the Committee and those of private individuals must be made direct to you.

The Local Supply Officers of ACC will indicate to you the rule regulation as to preference to be given to each class of goods.

On receipt of the present you must give the necessary instructions to all your sub-agents in order that they may proceed as quickly as possible in making use of the available auxiliary-sailers larger than 20 tons and up to 50 tons so that immediately from the date of readiness the vessels will commence to carry out the present scheme in accordance with the conditions of Model Charter party.

You and your sub-agents are authorized to grant voyage permits to those included in the scheme and to encash the freight due for carrying the goods.

The freight will be based on the daily rate of freight of the vessel increased by 15% for the estimated consumption of naptha and oil also the insurance premium for War Sailing Risk.

For the transports for ACC account, the freight will be settled between MAREO and CO-3-NA and you therefore will not collect anything locally but you must inform us promptly re the said shipments giving the necessary data so that we can arrange for the settlement of the freight with the necessary people.

The present arrangements provide that for single vessels charter parties will be drawn up, but since, as you know, it has not been possible to do so for all, it will be necessary to promptly regularize the position of vessels which have not been given the said form of charter.

Please therefore for these vessels transmit promptly to us the necessary data

between the loading place in the Gulf of Naples, in Sicily, and those in Sicily, also lines side, and between Bari and the loading places in Puglia and those in Sicily, also lines between these places and the most important Sicilian ports.

As soon as possible we will give you all the particulars for carrying out this program, but meanwhile, in order to avoid useless and costly loss of time in the employment of the motor-sealers under 50 tons deadweight but larger than 20 tons we inform you that they will be used for the most urgent needs bearing always in mind that the requests of ACC will have in every case an absolute preference.

Having satisfied those requests (in ACC), these will be taken into consideration, the requests of the Italian Government Authorities, then those of the Commerce and finally those of the private merchants. The requests of the Commerce and those of private individuals must be made direct to you.

The local supply officers of ACC will indicate to you the rule regulation as to preferences to be given to each class of goods.

On receipt of the present you must give the necessary instructions to all your sub-agents in order that they may proceed as quickly as possible in making use of the available auxiliary-sealers larger than 20 tons and up to 50 tons so that immediately from the date of readiness the vessels will commence to carry out the present scheme in accordance with the conditions of Medal Charter party.

You and your sub-agents are authorized to grant voyage permits to those included in the scheme and to encash the freight due for carrying the goods.

The freight will be based on the daily rate of freight of the vessel increased by 1% for the estimated consumption of naphtha and oil also the insurance premium for War Sealing Risk.

For the transports for ACC accounts, the freight will be settled between you and CO-INS and you therefore will not collect anything locally but you must inform us promptly re the said shipments giving the necessary data so that we can arrange for the settlement of the freight with the necessary people.

2831

The present arrangements provide that for single vessels charter parties will be drawn up, but since, as you know, it has not been possible to do so for all, it will be necessary to promptly regularize the position of vessels which have not been given the said form of charter.

Please therefore for these vessels transmit promptly to us the necessary data such as stipulated in a charter, namely

- (a) Name of ship
- (b) Numbers and dates when they were entered in the pool (if they had been already entered)
- (c) Name and address of the owner
- (d) Tonnage, net and gross
- (e) Horse power of the auxiliary engine
- (f) Size of the holds available for cargo
- (g) Number and list of the crew.

When we have these particulars we will draw up a charter and settle with the owner the arrears due to him.

For motor-sealers which have never been used by the Allies run from the day in which you and your sub-agents charter them.

the charter will

In order that we may be able to fully follow the course of the vessels, please keep notes, arranging with your sub-agents to carry it out, of each arrival and sailing which must be passed on to us by telegraph, indicating the amount of tonnage (of goods) bought or disembarked.

It will be necessary that the sailing of each port of call of the vessels should be wired to the port of destination indicating the weight to be discharged and for the space available for carriage to another port.

The sub-agent on receipt of these notices will immediately inform the local Supply Officer of AGO for the eventual utilization of the space available for his port. A similar communication shall be given to the Captain of the port for the same reason.

Bearing in mind the particular slowness of transport by motor vessels, in order to hasten as much as possible the exchange of goods between port and port we urgently rely on the most warm collaboration of our representative and of the sub-agent in order that the stay in each port of the vessels will be limited to only the strictest necessity.

At the end of each 15 days you and your sub-agents must send us statistics both of quality and quantity of the goods loaded and discharged in each port.

Please acknowledge receipt as soon as possible.

Con circolare 1° corrente il MEDO (Mediterranean Shipping Board, Italy) tra l'altro dispone che i motovelieri al disotto delle 50 tonnellate di portata- ad eccezione di quelli adibiti dal Naval Officer in Charge, del Naval Control Service Office, ecc. - saranno assegnati, per il loro impiego al CO.DI.MA. (Comitato Italiano Gestione Navi).

La Direzione Generale della Marina mercantile, allo scopo di favorire gli scambi commerciali fra le diverse regioni, di accordo con le Autorità Allente, è venuta nella determinazione di istituire linee regolari di collegamento tra gli scali del Golfo di Napoli, delle Calabrie e della Sicilia da una parte e fra Bari, scali pugliesi e quelli della Sicilia dall'altra, nonché altre linee di collegamento fra di loro dei più importanti scali siciliani.

Non appena possibile vi darò tutti i particolari per la attuazione di detto programma, ma nel frattempo, allo scopo di evitare l'inutile e dannoso immobilizzo dei motovelieri al disotto delle 50 tonn. ed superiori alle 50 tonn.; vi serve che gli stessi dovranno essere utilizzati per le più urgenti necessità, tenendo comunque presente che le richieste dell'A.S.C. dovranno avere in ogni caso la precedenza assoluta.

Soddisfatta tali richieste dovranno essere considerate le richieste alle autorità governative italiane, quindi quelle dei rappresentanti di Comuni ed infine quelle dei privati commercianti.

In conseguenza vorrete prendere subito contatto con i locali Supply Officer per conoscere le loro necessità di imbarco le locali R.Capitanerie di Porto presso le quali verranno accentrata le richieste di imbarco di conto delle autorità governative.

Le richieste dei rappresentanti i Comuni nonché quelle dei

privati dovranno pervenirvi direttamente.

I locali Supply Officer dell'A.S.C. vi indicheranno le norme

0263

Officer in Charge, del Naval Control Service Office, ecc.
assegnati, per il loro impiego al C.O.D.M. (Comitato Italiano Gestio-
no Navi).

La Direzione Generale della Marina Mercantile, allo scopo di
favorire gli scambi commerciali fra le diverse regioni, di accordo con
le Autorità Alleate, è venuta nella determinazione di istituire linee
regolari di collegamento fra gli scali del Golfo di Napoli, della Ca-
labria e della Sicilia in una parte e fra Anzi, scali pugliesi e quel-
li della Sicilia dall'altra, nonché altre linee di collegamento fra di
loro dei più importanti scali siciliani.

Non appena possibile vi faremo tutti i particolari per la
attuazione di detto programma, ma nel frattempo, allo scopo di evita-
re l' inutile e dannoso impiego dei motovelieri al fiotto delle
20 tonn. ma superiori alle 20 tonn., vi serve che gli stessi dovranno
essere utilizzati per le più urgenti necessità, tenendo comunque pre-
sente che la richiesta dell' I.M.C. dovranno avere in ogni caso la pre-
cedenza assoluta.

Soddisfatta tali richieste dovranno essere considerate le
richieste alle autorità governative italiane, quindi quelle dei rappre-
sentanti di Comuni ed infine quelle dei privati commercianti.

In conseguenza vorrete prendere subito contatto con i locali
Supply Officer per conoscere le loro necessità di imbarco ²⁸²⁹ e le lo-
cali M. Capitanerie di Porto presso le quali verranno concentrate le ri-
chieste di imbarco di conto delle autorità governative.

Le richieste dei rappresentanti i Comuni nonché quelle dei
privati dovranno pervenirvi direttamente.

I locali Supply Officer dell' A.C.C. vi indicheranno le norme
di massima circa la precedenza da dare ai diversi generi.

Al ricevere la presente dovete impartire le opportune istru-
zioni a tutti i vostri sub-agenti onde gli stessi possano procedere al
tempestivo utilizzo dei motovelieri disponibili di portata superiore
alle 20 tonnellate e sino a 50, servendo ad ogni buon fine che dal
giorno della disponibilità dei motovelieri inizia la presente partico-

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- 2 -

lare gestione a tutti gli effetti del contratto tipo di noleggio.

Voi ed i vostri sub-agenti siete autorizzati a rilasciare i permessi di viaggio di cui all'elenco schema e ad incassare il nolo relativo alle merci da trasportare.

Il nolo verrà determinato in base alla rata giornaliera di noleggio del motoveliero valutata del 15% per il presente consumo di nafta ed olio nonché premio di assicurazione rischi guerra del natante.

Per i trasporti di conto dell'A.S.C. i noli saranno regolati fra il MEDSO (Mediterranean Shipping Board, Italy) ed il C.A.S.A. e quindi voi nulla incasserete localmente rinviando a vostra cura di segnalare prontamente detti trasporti corredati dai dati necessari perché noi si possa provvedere al regolamento dei noli con chi di dovere.

Le presenti disposizioni prevedono che per i elinghi motovelieri siano stati già stipulati i contratti tipo di noleggio, ma poiché ciò - come vi è noto - non è stato ancora possibile effettuare per tutti necessiterà regolarizzare prontamente la posizione dei motovelieri forniti del regolare contratto tipo.

Verrete pertanto e per questi ultimi trasmettere pronta ente a noi gli elementi necessari alla stipula del contratto di noleggio e cioè:

2828

a) nome del motoveliero - b) numero e data della avvenuta loro iscrizione al pool (se già avvenuta) e) nome ed indirizzo dell'armatore - d) tonnellaggio di stazza lorda e netta) - e) numero dei cavalli asse del motore - f) volume utile delle stive per il carico - g) numero dei componenti l'equipaggio.

In possesso di tali elementi provvederemo senz'altro a re-

Voi ed i vostri sub-agenti siete autorizzati a rilasciare i permessi di viaggio di cui all'inciso schema e ad imbarcare il nolo relativo alle merci da trasportare.

Il nolo verrà determinato in base alla rata giornaliera di noleggio del motoveliero aumentata del 15% per il presente consumo di nafta ed olio nonché premio di assicurazione rischi guerra delstante.

Per i trasporti di conto dell'A.S.C. i noli saranno regolati fra il 1950 (Mediterrenan Shipping Society, Svaly) ed il 1951. e quindi voi sulla incassate localmente versando a vostra cura il segnalare prontamente detti trasporti corredati dai dati necessari perché noi ci possa provvedere al regolamento dei noli con chi li dovare.

Le presenti disposizioni prevedono che per i singoli motovelieri siano stati già stipulati i contratti tipo di noleggio, ma poiché ciò come vi è noto non è stato ancora possibile effettuare per tutti necessiterà regolarizzare prontamente la posizione dei motovelieri sorniti del regolare contratto tipo.

Vorrete pertanto e per questi ultimi trasmettere pronta ente a noi gli elementi necessari alla stipula del contratto di noleggio e cioè:

2828

a) nome del motoveliero - b) numero e data della avvenuta loro iscrizione al pool (se già avvenuta) c) nome ed indirizzo dell'armatore - d) tonnellaggio di stazza lorda e netta - e) numero dei cavalli asse del motore - f) volume utile delle stive per il carico - g) numero dei componenti l'equipaggio.

In possesso di tali elementi provvederemo senz'altro a redigere il contratto di noleggio ed a regolarizzare con l'armatore gli arretrati dovutigli.

Per i motovelieri che non sono stati mai utilizzati dagli alleati il contratto di noleggio decorrerà dal giorno in cui voi o i vostri sub-agenti li ingaggerete.

Perché noi ci possa seguire opportunamente il servizio

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= 3 =

svolto dai motovelieri, vogliate prender nota, insondabile in conformità presso i vostri sub-agenti, che ogni arrivo o partenza degli stessi dovrà esserci segnalata telegraficamente con l'indicazione del tonnellaggio acquistato o sbarcato.

Sarà necessario anche che la partenza dal piccolo scalo del motoveliero sia segnalata telegraficamente al sub-agente dello scalo di destino con l'indicazione del tonnellaggio da sbarcare e/o dello spazio utile ove il motoveliero debba procedere per altro scalo.

Il sub-agente al ricevere di tali notizie dovrà informare subito il locale Supply Officer dell'A.C.C. per la eventuale utilizzazione dello spazio per conto dello stesso. Analoga comunicazione dovrà essere data alla R. Capitaneria per lo stesso motivo.

Tenute presente la particolare lentezza dei trasporti a mezzo motovelieri, nell'intento di accelerare quanto possibile il ritiro degli scafi tra porto e porto noi facciamo vivo esperimento sulla più fattiva collaborazione dei nostri rappresentanti e dei loro sub-agenti perché la permanenza dei motovelieri nei singoli porti sia limitata allo stretto necessario.

Alla fine di ogni mese tanto voi che i vostri sub-agenti potrete inviarci una statistica qualitativa e quantitativa delle merci imbarcate e sbarcate in ciascun **2827**

Vestire o in attesa di vostra raccolta cenno di beninteso.

PORT OFFICERS TRANSPORTATION DUTIES:

I. In civil Ports.

(1) (a) To supervise the Italian Authorities in the internal working of Ports and make such recommendations as may be required in order to ensure that facilities suitable to the volume of traffic are available.

Port Officer's duties in respect of civil supplies in Port areas.

in 2-10-18 10.1.18

(b) To control movement of civil supplies in Port areas.

(2) (a) In Ports being operated by Military Movements to prepare to carry out duties laid down in (1)(a) above at such time as Military Movements hand over operation to the Italian Authorities, and in the meantime to act as ACC Representative and exercise such control over movements of civil supplies as is delegated by Military Movements and do general liaison between ACC and the Port Commander. In regard to ACC goods, to supervise the clearance through the Port area. This at present includes arranging loading and discharge of schooners.

(b) For this purpose to be furnished with instructions by ACC Sub-Commissions (or their representatives) the arrival of whose goods is forecasted. Sub-Commission to supply to the Port officer any technical personnel which they consider necessary to the handling of goods.

(c) To arrange moves by rail or by road to dumps or warehouses in the Port area in accordance with procedure operative at ^{the} time.

(d) Road Transport for delivery in the Port area to be under the Port officer's control, he will request allocation from the Provincial Road Haulage Transport Control Officer.

(e) In the execution of these duties in Ports operated by Military Movements, ACC Port Officers will act under the orders of Military Movements and only carry out such parts of their duties as Movement delegates.

The Transportation Sub Commission is engaged in three important tasks, as under.

1. The movement of essential AMG supplies to the Forward Regions and AMG Armies.
2. Covering the transitional period where Military control passes through ACC.
3. Supervising Italian operations in the portions of territory restored to the Italian Government.

Throughout, it must depend on Supply demands for activating any line of action, but the policy running throughout is to get the Italian people to operate themselves with a lessening degree of control, and thus make use of all experienced personnel as territory becomes liberated.

One of the prominent tasks is the movement of supplies to the recently released territories. It is realized that the Railway development plan of the Army authorities gives priority to the old inland steam route through Grosinone, and this will in some measure enable the demands of AMG 5th Army and the Provinces in the hinterland to be covered by rail.

Littorie and Rome Provinces, and those beyond, must demand a great deal on sea movement, and in this respect it is desired to revise the existing arrangements, which are not satisfactory in many respects, in regard to water movement.

The control of LCT's and LST's is an army responsibility, and for Rome feeding, negotiations with Army in respect of the use of such craft was left with AMG 5th Army. When AMG 5th Army has passed forward, it is not clear whether the Region following behind will be expected to negotiate with army, but it is felt that a more central division is desirable, in order to meet demands to the best limit. Under Army instructions AAI, the ports on the West north of Naples will firstly be directly under Fifth Army, and in the second phase under PBS, and bids for tonnage at ports will have to be made, at a Conference regularly held at AAI. It is anticipated that ACC will be represented at such conferences by Transportation Sub Commission, who will be able to co-ordinate all demands.

This will enable the essential creation of ACC Port Office, so that in the transitional period of handing over, there will be trained personnel to enable the essential duties to continue.

It is essential that for the satisfactory management of water movement by schooners, a unified control be established. The point is made that in the existing arrangements are loose, that in many cases schooners are obtained without ACC knowledge, and that the machinery for bidding is complicated with consequent

line of action, but the policy running throughout is to get the Italian people to operate themselves with a lessening degree of control, and thus make use of all experienced personnel as territory becomes liberated.

One of the prominent tasks is the movement of supplies to the recently released territories. It is realized that the Railway development plan of the Army authorities gives priority to the old inland steam route through Grosinone, and this will in some measure enable the demands of AMG 5th Army and the Provinces in the hinterland to be covered by rail.

Liguria and Rome Provinces, and those beyond, must depend a great deal on sea movement, and in this respect it is desired to review the existing arrangements, which are not satisfactory in many respects, in regard to water movement.

The control of LCT's and LST's is an army responsibility, and for Rom feeding, negotiations with Army in respect of the use of such craft was left with AMG 5th Army. When AMG 5th Army has passed forward, it is not clear whether the Region following behind will be expected to negotiate with army, but it is felt that a more central liaison is desirable, in order to meet demands to the best limit. Under Army instructions AAI, the ports on the coast north of Naples will firstly be directly under Fifth Army, and in the second phase under FDS, and bids for tonnage at ports will have to be made, at a Conference regularly held at AAI. It is anticipated that ACC will be represented at such conferences by Transportation Sub Commission, who will be able to co-ordinate all demands.

This will enable the essential creation of ACC Port Operations, so that in the transitional period of handing over, there will be trained personnel to enable the essential duties to continue.

It is essential that if the satisfactory management of water movement by schooners, a unified control be established. The point is made that in the existing arrangements are loose, that in many cases schooners are obtained without ACC knowledge, and that the machinery for bidding is complicated with consequent loss of time.

It is proposed, therefore, that the Shipping Sub Commission ACC, which has no real obligation to ACC as it consists of two civilian representatives nominated by Medbo at Algiers to cover their needs in Italy, become defunct, and that Transportation Sub Commission be enlarged in scope to deal with all schooner movements.

In the past, schooners were obtained by application to the DSTO. The DSTO was delegated this task by Medbo, and officially represent the Schooner Control Board. DSTO, having realized the amount of work involved, asked for a Director to be appointed, and this has never been done. There appears to be no reason by the Director could not be an ACC representative, and the Sub Commission representative in Sicily could be regarded as representative of the Schooner Board for that island. This would have the effect of short-circuiting the whole procedure. For instance, in schooners of less than 50 tons deadweight, which would be allotted by ACC to CO-GB-NA under ACC supervision, if CO-GB-NA were unable to move commodities to the extent authorized by the Provincial Supply Officer, they would apply to ACC, who would be able to fill additional schooners as needed, instead of having to go further to the Schooner Control Board as such for additional vessels. This would short-circuit the matter, where for any good and proper reason, as in the feeding of Rome, it was felt desirable to put the command of certain vessels under the direction of AMG local officers, this could be done without elaborate processes, and within the knowledge of ACC, instead of outside HQ knowledge, with the result that complete statistics could be kept.

To meet the heavy demands of Army, it would be recognized that Army's prior right to such vessels would next be met by immediate allocation, but it would further ensure that every possible use of the vessels would be made as the Army gave up their use of them.

It is appreciated that the final authority for movement is with Navy, and all necessary documents would be procured. In the meantime it will be essential to locate under 50 ton schooners and keep them within certain areas, plot their movements in order to make full use of cargoes; They must be supplementary to rail movements, and considered with such applications for movement. Transportation Sub Commission ought to be able to say, if rail or road fails, that what will or will not be available.

DRAFT

SHIPPING, COASTERS & SCHOONERS

MEDBO is an advisory Board to the C-in-C which in fact carries out the allotment of ships for specific duty. It's two principal members are Mr. Gibson Grahame, M.O.W.T. and U.S.A. official, and it is located at Algiers. Mr. Grahame is the chairman. Apparently each of its members has executive functions in regard to ships. M.O.W.T. and U.S.A. officials supervise local repairs and the physical running of ships of the two merchant Navies.

Flag Officer D.S.T.O. - routing and locking
G-4 Officers - Facilities for loading
and discharge

MEDBO ITALY is a subsidiary of MEDBO. It's principal members are

Mr. Campbell - M.O.W.T. Chairman
Mr. Nichol - U.S.A.

Flag Officer to Italy

U.S.A. Official

M.O.W.T. Official

A.A.I. Lt. Col. Fuller - American Tn. Shipping
(West Coast)

A.A.I. Lt. Col. Ackerley - British Tn. Shipping
(East Coast)

A.A.I. Tn.

Petrol Section

MINISTERO DELLE FINANZE

MONOPOLI DI STATO

Prot N. 09/5858

li. 28 Marzo 1944

Reference number

of movement 273

REQUEST FOR ADDITIONAL RAIL TONNAGE

Date within which the movements are required... Immediately

Railroad Station from

BENEVENTO (Via Napoli) (Province BENEVENTO)

Consignor (Name and Address)

DIREZIONE GENERALE COLTIVAZIONE

TABACCHI - BENEVENTO

A. M. G. or A. C. C. Officer to contact (Name, Address & Phone n°)

Railroad Station to

SALERNO

(Province SALERNO)

Consignee (Name and Address)

A. M. G. or A. C. C. Officer to contact (Name, Address & Phone n°)

Description of traffic

TOBACCO IN BARRELS AND IN BALES

Tons to be moved

360 Tons equal to 72 Cars

Quantities available for movement per day

60 Tons

Full reason why movement is required URGENT REQUIREMENT OF THE MONOPOLY:

FABRICHE DI CAGLIARI - PALERMO AND CATANIA

THESE FACTORIES ARE IN URGENT NEED OF TOBACCO LEAF TO

SUPPLY NEEDS.

2822

REQUEST FOR ADDITIONAL RAIL TONNAGE

Date within which the movements are required Immediately

Railroad Station from BENEVENTO (Via Napoli) (Province BENEVENTO)

Consignor (Name and Address) DIREZIONE COMPARTIMENTALE COLTIVAZIONE

TABACCHI-BENEVENTO

A. M. G. or A. C. C. Officer to contact (Name, Address & Phone n°)

Railroad Station to SALERNO (Province SALERNO)

Consignee (Name and Address)

A. M. G. or A. C. C. Officer to contact (Name, Address & Phone n°)

Description of traffic TOBACCO IN BARRELS AND IN BALES

Tons to be moved 360 Tons equal to 72 Cars

Quantities available for movement per day 60 Tons

Full reason why movement is required URGENT REQUIREMENT OF THE MONOPOLY:

FACTORIES OF CAGLIARI - PALERMO AND CATANIA

THESE FACTORIES ARE IN URGENT NEED OF TOBACCO LEAF TO

SUPPLY NEEDS. 2822

All requestes will clearly indicate the order of pricity in which the movements are required to be made and give as many particulars as possible.

IL MINISTRO

Brought in by Col. Luciani

29/3/44

12/5/44

ARMED CONTROL SECTION
COUNCIL STAFF AREA II CONTROL

STUDIO ASSOCIATI
UNITATO DI CARICO

Pranetoria: Stè Hion Siam.
Timbro della Stazione di
per terra.

Date of receipt.....
 Date dollar spent on.....

0.14

Route _____

[illegible]

Findings
15717063

Signed: _____
 Attest to: _____

Accepted: Data
 Attest to: Data

2821

Title: _____	Stationmaster, Caro Station.
Title: _____	

ALL INFORMATION CONTAINED

Data di nascita
Data della spedizione

Figure 1

Figure 1. A schematic diagram of the experimental setup. The subject is seated in a chair, viewing a screen displaying a target. The target is a vertical line with a horizontal bar at the top. The subject's hand is positioned at the bottom of the target. The distance between the hand and the target is labeled as d . The distance between the hand and the screen is labeled as L . The distance between the hand and the target is labeled as d . The distance between the hand and the screen is labeled as L .

[illegible]

Keywords:
anxiety

2821

Approved: _____ Date: _____
Investigator: _____ Date: _____

Stationmaster.
Caro Stations.

Date: _____
 Date: _____

FOR DESIGNER.
 PER IL ATTENDENTE

This warrant to be used for movements of freight by rail. Separate warrants will be made out for each destination. Copy No.1 to be retained by issuing office. Copy No.2 will accompany shipment to stationmaster at destination. Copy No.3 will be sent by quickest means to RTO at destination. Copy No.4 will be retained by stationmaster at point of origin.

Questo mandato deve essere usato per il movimento di merce per ferrovia. Un mandato deve essere preparato per ogni destinazione. La lo carica ritenersi dal ufficio originario. La ha accompagnare la merce per il Capostazione destinatario. La ha deve essere spedita per mezzo più rapidi al ufficio di trasporto ferroviari (MTC) alla stazione destinataria. La ha viene ritenute dal Capostazione della stazione originaria.

COPY.

MINISTRO ARMA AVIA PER REGIONI COORDINAMENTO NO. 28
CONTROLLO SCHIENERS.

NOT 2/10/1
11 FEB 44

A Schooner Control Dept has been set up to allocate schooners against tonnage bids. The Dept will operate from 1170 Italy under 1170.

The following procedure has been agreed :-

- All tonnage bids will be submitted to Movements ADV ADM Sch ARMA who will advise all concerned of schooners allocated.
- Schooners will be operated from a Pool and will not be allocated to individual Services or Deps unless exceptional circumstances prevail.
- When necessary "C" A.A.E. I.F.N. will decide priority.
- D.S.T.O. Italy has ruled that petrol will not be loaded in schooners unless suitably fitted and passed as such by the local M.F.T.B. Surveyor.
- Steps are being taken to bring all outstanding schooners into the Pool and Movements No. 1 District are requested to advise names of any schooners operating from Sicily under Services of Deps.
- In order to get the utmost service from schooner and reduce unnecessary delay waiting for cargo it is requested that all concerned give full co-operation.

As read

(Sgd) R.A. TREVOR

Capt R.N.
D.S.T.O. Italy.

(Sgd) J. ACKERLY
Lt. Col.
for Brigadier
R.C. (Movements)

Distribution.

R.A. ARMY (3)
ARMA
Nov 5 Army
Nov 3 Italy (3)
Nov 1 Italy (3)
Nov No. 1 District (3)
Nov Eighth Army (3)
Port Commandant Naples
Port Commandant Bari
Port Commandant Brindisi
Port Commandant Taranto
Port Commandant Perletta
Port Commandant Catania
Port Commandant Syracuse
RSTO Med
Rotali
Ravit
RSTO Italy

04
PES
MCS
Force 133
Q
ARC Schooner Dept. (6)
Int. Transportation AGC (6)
CIC AND (6)
Coal Section
Pet Section
RAF Movements
Works
P & AS
VR & S
Canadian Movements
Med
Postal
RPI
CA.

2820

- (b) Schooners will be operated from a pool and will not be allocated to individual services or ports unless exceptional circumstances prevail.
- (c) When necessary "A.A.S. A.F.S. will decide priority.
- (d) U.S.T.C. Italy has ruled that petrol will not be loaded in schooners, unless suitably fitted and passed as such by the local M.F.P. surveyor.
- (e) Steps are being taken to bring all outstanding schooners into the pool and movements No. 1 District are requested to advise names of any schooners operating from Sicily under Services of Ports.
- (f) In order to get the utmost services from schooner and reduce unnecessary delay waiting for cargo it is requested that all concerned give full co-operation.

A. read

(Sgd) S.A. THORNTON

Capt R.N.
P.O. Italy.

(Sgd) J. ACKERLY
Lt. Col.
Brigadier
P.O. (Movements)

Distribution.

R.A. J.C.P. (3)

- Nov 3 Army
- Nov 3 Italy (3)
- Nov 3 Italy (3)
- Nov No. 1 District (3)
- Nov Eighth Army (3)
- Port Commandant Naples
- Port Commandant Bari
- Port Commandant Brindisi
- Port Commandant Taranto
- Port Commandant Perletta
- Port Commandant Catania
- Port Commandant Syracuse

- Porto Med
- Portali
- Portit
- Porto Italy
- Porto Italy
- Porto Adriatic Ports
- Porto Bari
- Porto Brindisi
- Porto Taranto
- Tn A

- C4
- Force 133
- AME Schooner Dept. (6)
- Int. Transportation AGO (6)
- USC AGO (6)
- Coal Section
- Ref Section
- RAF Movements
- Works
- I & SE
- VR & S
- Canadian Movements
- Med
- Postal
- MTI
- Tn.
- HSME
- Salvage
- Chief Clerk, Nov
- Files Nov 5/3/1
- Nov 5/55/5

2820

NOTE: All bids for civilian movement are forwarded to AGO Internal Transportation Sub-Commission which submits them to Nov as above.

MOVEMENTSWORKING INSTRUCTIONS No. 52MOVEMENT CONTROL IN CALABRIA

Movements
 M.F.M.C.
 Mov. Alm. Bologna
 Nov 1/9

24 Feb 44

Summary

2. The boundaries of the movements are controlled by Mov Reggio will be issued in detail in a separate order, but for the purpose of this instruction these boundaries will be taken as a line drawn

Montefiore exclusive
 Legnano exclusive
 Marino to Varese exclusive

Responsibility

2. The responsibility for all Movement Control within Calabria will rest with Mov Reggio. They will in turn be responsible direct to M.F.M.C. and M.F.M.C. to whom they will refer all matters of policy. Mov Reggio will delegate local authority to Mov Genova as necessary.

Mail Traffic

3. Mail traffic

MOVES will be effected by M.F.M.C. Distribution will be restricted to 600 all ranks daily. Such moves will be effected by signal to

Mov Reggio
 Mov Genova and
 Mov East or West Italy
 reported to Mov Plomb

seven days before it is desired to effect the move.

On receipt of this signal Mov Reggio in conjunction with Railway Ops will agree a proposed landing and date for the move and signal details to all concerned. Mov Reggio at the same time will place a firm limit on Rly Ops for the necessary stock.

Similar arrangements will operate for moves originating in the areas controlled by Mov East and Mov West Italy proceeding to Reggio.

2819

Operational or exceptional moves calling for more than one train daily from or to Reggio will only be authorized by M.F.M.C. Mov Reggio will be advised with M.F.M.C.

Departure of all personnel, vehicles and animals will be advised

1. The responsibility of the movements from controlled by Mov Regio will rest with Mov Regio. They will be responsible direct to Mov Reg. Gen. Reg. P.O. to whom they will refer all matters of policy. Mov Regio will delegate local authority to Mov Carbone as necessary.

Mov Regio (as exclusive)
Regio (as exclusive)
Regio (as exclusive)

Responsibility

2. The responsibility for all Movement Control within California will rest with Mov Regio. They will be responsible direct to Mov Reg. Gen. Reg. P.O. to whom they will refer all matters of policy. Mov Regio will delegate local authority to Mov Carbone as necessary.

Local Traffic

3. Local Traffic

Such moves will be controlled by signal to

Mov Regio
Mov Regio (as exclusive)
Regio (as exclusive)
Regio (as exclusive)

such moves orders it is required to direct the move.

On receipt of this signal, Mov Regio in conjunction with Railways Ops will agree a proposed routing and date for the move and signal details to all concerned. Mov Regio at the same time will place a limit on the number of Ops for the necessary stock.

Similar arrangements will operate for moves originating in the areas controlled by Mov Regio and Mov Regio Italy proceeding to Reggio.

2319

Operational or exceptional moves calling for more than one train daily from or to Reggio will only be authorized by H.P. Mov Reg. Gen. Reg. P.O. in agreement with H.P. H.P.

Regio (as exclusive) details and special trains will be advised by Mov Regio by pneumatic signal to

Mov Regio (as exclusive)
Regio (as exclusive)
Regio (as exclusive)

Regio (as exclusive) and Regio (as exclusive).

4. Authorized moves will be in the form of the previous will be advised to Mov Regio directly by Mov Regio. Mov Regio will submit through Regio to submit a daily signal to Mov Regio to cover such authorized traffic for destination outside the province. They will place a limit on the number of Ops for the necessary stock. Mov Regio and Mov Carbone will direct through Railways Ops the whole necessary traffic to all authorized traffic within California. These wagons will be found in the California stock stack is being set up for this purpose. Mov Regio and Mov Carbone will keep records of wagons allocated from the pool.

..../short

ALL messages of which receipt will be shown on the

by 14301.

Italian Army Traffic.

5. Italian army traffic will be authorized in accordance with the provisions of the Italian instructions No. 5 and Working instructions No. 27.

Trucks for moves within Calabria will be found from the Carabinieri and will be found outside the province capital will be arranged from the North.

Shipping Traffic.

6. Mov Reggio and Nov Crotone will be responsible for the speedy discharge and loading of ships in their ports.

7. Daily shiping signals will be sent as follows :-

(a) Daily situation report at 1500 hrs
To Plans - Mr. Ops.
From - Immediate

(b) Daily Shipping report at 1500 hrs
To Plans - Mr. Ops.
From - Immediate
Nov Crotone / Immediate
for L.O.

Full details of information required are given in Working Instruction No. 20.

8. It is proposed to send schedules to Calabria, to be obtained from the L.O. Reggio and Nov Crotone. These will be sent under local orders of Mov Reggio and Nov Crotone.

Nov will ensure that cables are given to masters of the vessels to cover with outward and return voyages. Routing orders will be obtained from the L.O. Reggio. Fleetualling and pay will be arranged by Mov Reggio who will be supplied with written authority by D.S.T.O. Italy to cover ration points etc.

Army traffic to pass by schedule must be arranged through Mov Reggio or Nov Crotone.

Reports.

9. Mov Reggio will submit to Mov Adv. Mr. E.A. a weekly progress report covering operations from Saturday to Saturday. This report will include :

1. Summary of ship discharges.
2. Summary of rail traffic handled.
3. Summary of rail traffic loaded out of province.
4. Summary of Calabria pool traffic showing main flows.
5. Summary of Road Traffic.
6. Any points of interest.

This report will cover the operations of Nov Crotone and any other outstations of which there are Nov detachments.

(Signature)

7. Daily note for signals will be sent as follows :-

(a) Daily Situation report at 1600 hrs
To Flombe - En. Ops.
Encl. - En. Ops.

(b) Daily Signal report at 1600 hrs
To Flombe - En. Ops.
Encl. - En. Ops.
New Toronto / Encl. Ops.
for I.O.

Full details of information required are given in Working Instruction No. 20.

8. It is intended to send somewhere to England, to carry out a survey of the coast. There will also be a local survey of the coast of New England.

New England survey is given in summary of the vessels to cover each outward and return voyage. Details of survey will be obtained from I.O. Board. Plotting and map will be prepared by New England who will be supplied with written authority by I.O. Board. It is to cover the coast of New England etc.

New England to be sent by schedule must be arranged through New England or

Reports.

9. New England will submit to New England, En. Ops. 4. H.O. a weekly progress report covering operations from Saturday to Sunday. This report will include :

1. Summary of ship movements.
2. Summary of traffic handled.
3. Summary of rail traffic loaded and of province.
4. Summary of Canadian road traffic showing main flows.
5. Summary of Road traffic.
6. Any points of interest.

This report will cover the operations of New England and any other outstations at which there are New England detachments.

R. J. Thompson
Brigadier
D. S. O. (New England)

2818

Internal Distribution

- D. I. G. (1)
- D. G. O. (1)
- D. D. R. (1)
- Nov 1
- Nov 2
- Nov 3
- Nov 4
- Nov 5
- 4(SB)
- G. O. (Nov)

Internal Distribution

- Nov East Italy (5)
- Nov West Italy (5)
- Nov East (4)
- Nov Finland (4)
- Nov Toronto (4)
- Nov Toronto (4)
- Nov Barletta (2)
- Nov Reg. 3 (5)
- Nov P.H. Sub. Nov (2)
- Nov P.H. Sub. (2)
- Nov Naples (4)
- Nov Salerno (2)
- Nov Torre Annunziata (2)
- Nov Castellammare (2)
- Nov Rear Eighth Army (2)
- Nov 1 District (5)
- H. O. 1 District (5)
- H. O. 2 District (3)
- H. O. 3 District (3)
- 52 Area
- 57 Area
- 86 Area
- 6 D.S. Area
- 151 Sub Area
- 94 Sub Area
- 71 Sub Area
- 6 D.O. (3)
- 192 Fly. Coy. (5)
- H. R. L. for Nov E.O.
- B. H. L. D.O. Antenna
- D. L. S. (4)
- Atlantic Base Depot Group (4)
- H. O. I. - S. S. C.
- D. O. A. L. (4)
- G. O. Internal Transportation Sub Commission (6)
- H. O. - C. C. Region 2 (4)
- Int. Tech. Sub. Comm. Ref. Reg. 10.
- Adj. Air c/o Fly Ops Contingent.
- G. O. Shipping Sub Commission (2)

LEV/dp

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 384

Our Ref :
Date : 6 Jun 44

TO : ALL Regional Commissioners
Regions 1 - 7,

ALL A.C.C. & A.C.C.
A.M.S. 5 Army
A.M.S. 8 Army

SUBJECT : Instructions for the Movement of A.C.C. and Civilian Freight by Schooners.

1. Attached is an instruction for the control and operation of Italian Registered Schooners issued by the Chairman Mediterranean Shipping Board (Italy).

2. The Chairman has decided that all Schooners of 50 tons and under dead weight will be handed over to the Italian organization known as the Comitato Italiano Gestione Navi (COGINA) to operate under the supervision of Transportation Sub-Commission - Shipping Section.

3. The method of obtaining the movement of A.C.C. and civilian freight is explained in the attached memorandum.

4. It is emphasized that when ever possible A.C.C. and civilian freight should be carried by these Schooners in preference to rail or road transport as by so doing all the more tonnage will be available to move by road and rail.

5. Representatives of COGINA are established at every port and their addresses are given at appendix 1.

6. These instructions may please be made known to all supply and Transport Officers in your Region.

7. Any suggestions for ensuring that the Schooners are utilized to the fullest and best advantage will be appreciated.

2817

TO : All Regional Commissioners
Regions 1 - 7.

ALL S.C.A.O.M.
A.C.S. 5 Army
A.C.S. 8 Army

SUBJECT : Instructions for the Movement of A.C.S. and Civilian Freight by Schooners.

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4. It is emphasized that when ever possible A.C.S. and Civilian freight should be carried by these Schooners in preference to Rail or road transport as by so doing all the more tonnage will be available to move by road and rail.

5. Representatives of COGINAV are established at every port and their addresses are given at appendix A.

6. These instructions may please be made known to all supply and Transport Officers in your Region.

7. Any suggestions for ensuring that the Schooners are utilized to the fullest and best advantage will be appreciated.

L. E. VINING

L. E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, HQ.

2817

INSTRUCTION FOR THE CONTROL AND OPERATION OFITALIAN REGISTERED SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's 251024 January. Any craft found without registration after 1st June 1944 should be held and reported to the Senior Naval Authority of the port concerned.
2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.
3. Each schooner will be issued with a licence valid for three months; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.
4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.
5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.
6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.
7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.
8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.
The Mediterranean Shipping Board Italian Schooner Control may take **2816** of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.
9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure to be adopted:-

and controlize all their demands, excluding

- Each schooner will be issued a permit to enter the port of call. Licences issued will expire on the same date and will be of different colors. Licences issued will be dated as from 1st April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.
3. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.
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The Mediterranean Shipping Board Italian Schooner Control may take these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.
 8. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure to be adopted:-
 - (a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralized through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.C.C. civilian supply demands will be centralized through the office of the Regional Commissioner, who will refer such demands to the local Sea Transport Officer in charge or his representative.
 - (b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 8 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demand through the appropriate authority in (a) above. No bids will be recognised unless stamped by the appropriate A.C.C. authority.

10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.

11. It is requested that all signals sent by Naval Control Service Officer or other Authorities concerning the movements of schooners should be repeated to D.S.T.O. (Italy).

12. All Sea Transport Officers in charge to make a daily position signal of all schooners within their area. A weekly statement should also be forwarded by those issuing voyage permits, giving details of voyages authorized by them, stating whether Military, A.C.G. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD (ITALY)

1st. JUNE, 1944.

/112

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

PROCEDURE FOR MOVEMENT BY WATER CRAFT (COASTERS & SCHOONERS)

ACC SHIPPING MEMORANDUM NO 1.

On and from 12 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coasters & Schooners.

1. Coasters

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H.Q. A.C.C., who will advise in due course allocation of Coaster.

(b) Bids for movement from Sicily will be made by No 1 Region H.Q. to Mov H.Q. No 1 District who will advise allocation.

2. Schooners under 50 Tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and controlled by the Comitato Italiano Gestione Navi (CO-GE-NA), under the supervision of Transportation Sub-Commission A.C.C.

(b) CO-GE-NA will operate as under :-

(i) A schedule of schooners will be drawn up to serve regular-ly, certain ports for which there is a steady traffic.

(ii) Schooners will be made available for irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent by CO-GE-NA representative from port of sailing to CO-GE-NA representative at destination port and the latter will contact ACC Supply Officer with a view to ascertaining what traffic is offering for the return journey.

2815

On and from 12 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coastern Schooners.

1. Coasters

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H.Q. A.C.C., who will advise in due course allocation of Coastern.

(b) Bids for movement from Sicily will be made by No 1 Region H.Q. to Nov H.Q. No 1 District who will advise allocation.

2. Schooners under 50 tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and controlled by the Comitato Italiano Gestione Navi (CO-IG-NA), under the supervision of Transportation Sub-Commission A.C.C.

2815

(b) CO-IG-NA will operate as under :-

(i) A schedule of schooners will be drawn up to serve regular -ly, certain ports for which there is a steady traffic.

(ii) Schooners will be made available for irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent by COGEMA representative from port of sailing to COGEMA representative at destination port, and the latter will contact ACC Supply Officer with a view to ascertaining what traffic is offering for the return journey.

(IV) If no back load is available, the schooner will be utilized if required to take a load to any other port.

(V) COGEMA representatives will daily contact ACC Supply Officers with regard to what cargo is offering at various ports.

(VI) There are representatives of COGEMA in all ports in occupied Italy and Sicily and Sardinia, and details of their names and addresses are given in Appendix "A"

(VII) COGEMA will collect all freights

(c) Supply Officers will operate as under:-

(i) They will at all all/

(2)

times endeavour to use schooners for movement in preference to rail or road.

- (iii) They will maintain close liaison with COCONA representative to ensure that maximum use is made of schooners.
- (iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission H.Q. AGO.
- (iv) Provincial Supply Officer will pass all approved requests for shipping space to the local COCONA representative who will meet requirements as far as possible with the above mentioned schooners. If the tonnage of cargo offering is in excess of what these schooners can cope with COCONA will submit the bid to the Schooner Board. The Schooner Board will advise COCONA in due course whether the bid is accepted or not. If the bid is accepted the Schooner Board will advise COCONA who will in turn inform the Supply Officer as to when the cargo bidden for should be ready at the Port for shipment. This particularly applies to A.C.C. and other goods which by their nature or location or destination can only be carried by sea. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.
- (v) In the case of newly captured Provinces where no COCONA representatives are appointed at the ports, bids for movement by sea should be submitted to the Transportation Sub-Commission.
- (vi) For this purpose Provincial Supply Officers will specify which are AGO goods.

L.R. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, AGO.

2814

0291

NOTE REGARDING SCHOONERS CONTROLLED BY COGUNA UNDER SUPERVISION
OF THE TRANSPORTATION SUB-COMMISSION.

MEMORANDUM.

Meeting with Mr Campbell, Medbo, Wednesday 7th who approved
of Directive.

Meeting with Lt-Commander Grimsey R.N.V.R. and held Thursday
8 June 1944, who approved of Directive.

Lt-Commander Grimsey will bring into the pool the 15
schooners (50 tons and under) which have been operating
between Eain and Gaeta just as soon as the 15 Schooner
Div A.M.C. (who are at present operating these Schooners)
relinquishes them. The job of moving foodstuff from Beica
to Gaeta is almost completed. Lt-Commander Grimsey is of
the opinion that there will be sufficient Schooners made
available to move all coastal traffic in Sicily and that
under the new scheme a very appreciable fleet of Schooners
will be placed at the disposal of COGUNA to move A.C.C.
and civilian traffic.

The big delay caused by bids for shipping on behalf of
A.C.C. which had to be put through Movements G.4., to
Medbo - DITO (Shipping Board) has now been eliminated, as
any bids which COGUNA receive which is over and above the
tonnage they can cope with by 50 ton and less Schooners,
will go direct to the Schooner Board

Schooner Board will also assist by making arrangements
to move any exceptional or special tonnage by sea.


L.E. VINING,

Lieut-Colonel,

Director, Transportation Sub-Commission, A.C.C.

FHS/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/73/

Date : 15 June 44

TO : Comitato Italiano Gestione Navi.
Napoli.

SUBJECT : Instructions for the Movement of ACC and Civilian Cargoes by Schooners.

You will please commence to operate the movement of ACC and civilian cargoes forthwith, in accordance with the New Directive.

Herewith is a list of approved cargoes for which schooners are already required; details of these items should be obtained by your agents from our Provincial Supply Officers at the various ports.

If at any time you have not enough schooners of 50 tons and under to deal with the traffic offered by our officers, you will please apply direct to the D.S.T.O. for larger vessels.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

2812

FHS/gfh

CARGO STILL WAITING FOR TRANSPORTATION
BY SCHOONERS.

Ref.	From.	To.	Cargo.	Tons D.W.	Shipping.	Remarks.
380	VIBO VALENTIO	PALERMO	Rough Lumber & Boxwood	1000		
514	" "	MESSINA	-do-	300		
593	CROTONE	LICATA	Pit Props	700		
462	GALLIOLI	CATANIA	Tobacco	76	240	"DOVERE" is to continue on this run.
463	"	PALERMO	"	221	665	"FRANCO" is to continue on this run
535	LIPARI	MOLFETTA	Pumice	250	400	"ANGELINA H" due to load. This will leave about 100 tons still to go.
551	MESSINA	PALERMO	Cement	1000		
552	SICILY (PALERMO 100) (TRAPANI 220) (COLPANISSETTA 130) (SIRACUSE 31) (RAGUSA 54) (CATANIA 67)	TORRE ANNUNZIATA	Cotton in Bags	670	2680	Sicily-Italy maintenance schooners may be used for this cotton either by using empty space in schooners already nominated for other loads, or using any other vessels not otherwise engaged.
573	MAZARA DEL VALLO	NAPLES	Common Wine	60		
574	MARSALA	"	Anchovies in Barrels	10		
			Sardines in Brigs	15		
			Almonds in bags	10		
			Imitation			
			Marsale Wine	70		
575	MAZARA DEL VALLO	"	Common Wine	50		
581	MARSALA	"	Imitation			
			Marsale	70		
582	"	"	Common Wine	95		
583	"	"	" "	200		
584	MAZARA DEL VALLO	"	Tunny in tins	50		
			Sardines in Barrels	10		
			Dried Eggplant	10		
585	TRAPANI	"	Common Wine	65		
586	"	"	" "	150		
587	CASTELLAMARE GOLFO	"	" "	70		
588	PALERMO	"	" "	300		
589	MARSALA	"	" "	130		
590	"	"	" "	100		
591	"	"	" "	140		

2811

REF.	FROM.	TO.	Cargo.	P.W.	Tons Shipping.	Remarks.
577	NAPLES	PALEMO	Lemon Box Wood in bundles.	120	250	"MARIA ASSANTE" and "S. MARIA DE PRINCIPO" to take part of this. Further schooner requ- ired.
596	"	"	Tobacco in Bales	14	80	
597	"	CATANIA	"	75	300	
598	"	PALEMO	Printed forms in bundles	3½	5	This could go in one of the schooners loading Lemon Boxwood.

C O P Y.

ALLIED CONTROL COMMISSION
PROVINCE OF MESSINA

Messina, 30 March 1944.

Ref. 988

Subject:- Schooners for Coastwise Trade (Messina Province)

To:- D.S.T.O. Naples.

1. The question of transport within this Province continues to be extraordinarily difficult and a prime hindrance to the execution of works immediate and contemplated.

2. Because of the large calls upon transport (road) for the carriage of materials re construction of roads and bridges as required by military authorities, and the movement of flour when supplies are received by sea, all road vehicles are mobilized and utilised far beyond mechanical safety point.

3. The two major roads emerging from Messina (to Catania and Palermo respectively) are in such damaged condition that a special repair programme has had to be prepared in order to facilitate subsequent movements of a military nature. It is obvious that whilst such repairs are in progress the movement of traffic upon the roads will be very much restricted and in fact when military movement commences, the possibility is that civilian traffic will be prohibited.

4. The railway only functions between Messina and Patti (Northwards) and to Ciampilieri (Southwards) and repairs will not be completed for many months. It is essential to take immediate precautions against the time in the very near future when I anticipate large portions of the Province on the A.A.S.S. road system will be isolated.

5. Accordingly I ask to have supplied three coastal schooners, each 110 ton type, which can be used under strict A.C.C. needs and control, for the transportation of supplies to various points of the Messina coast, also for transportation of material between Messina, Catania, Palermo etc. Systematic use of these vessels would not only serve to tide us over the isolation period I have referred to but will at all times take a tremendous load off the road transport at present available to us, with the consequent economy of fuel, parts and general wear and tear of motor vehicles.

6. The problem is vital and urgent and I press most strongly that immediate consideration be given to allotting the vessels asked for.

C. NORMAN RAMSEY
Major, Finance 2809
PC - MessinaCopies to:- ACC, Region 1 Headquarters.
N.O.I.C., Messina.
D.M.W.T., Catania.
D.S.T., No. 1. District.



6TH PORT HEADQUARTERS
TRANSPORTATION CORPS
OFFICE OF THE SUPERINTENDENT
WATER DIVISION

4 March 1944

MEMORANDUM:

TO: Whom it may concern.

1. In the operation of schooners for loading and discharging purposes to and from the Port of Naples, there is certain information that is necessary that we be provided with to provide efficiency:

(a) This office should be advised as to the overall length, beam, number of hatches, gear at each hatch, deadweight and cubic capacity of each schooner concerned.

(b) We should also be advised in advance as to moves of schooners and STA Naples.

(c) We should be advised in advance of arrival at ship's side of the total amount of cargo to be loaded in both weight and measurement.

(d) In event the schooner is to discharge at more than one destination, this information should be given in advance.

(e) In event of discharge of schooner, the Highway Division should be given full information as to disposition of cargo and any authorized dumps to be designated.

(f) All Port operations are on a twenty-four (24) hour basis. Towards that end we request an officer to be in attendance at the Port for this entire period. This officer to be provided with full authority to give instructions as to disposition of cargo being discharged, and the same authority on the cargo for loading.

(g) This officer also to be empowered with the authority requested in section (f) for all branches of A.C.C. regardless of the type of cargo.

(h) All cargo dispatched to the Port must be forwarded on a dispatching ticket plainly marked with the schooner's name and berthing.

2. We again reiterate that the Port of Naples is on a twenty-four (24) hour operation and it will be necessary for all dumps concerned to be open the full period, night and day, with sufficient personnel available for the reception and dispatch of cargo.

2808

THOMAS S. LOURY
Major, T. C.
Superintendent

Myr Shins Vant 58

HEADQUARTERS REGION 4 MAIN

Allied Military Government

AFM 394

TO : Col. Edwards
FROM : Capt. Ping, AGC Tn. Representative Reg. 4
SUBJECT: Coastal Schooners, Manfredonia Province
REF : 24/22/508
DATE : 15 February 1944

1. The actual position under a recent directive is that a Schooner Control Committee has been set up under the Med. Shpgg. Board, whereby all schooner strength has been pooled.
2. Bids for tonnage for movement by schooner should be submitted to Internal Tn Sub-Commission at AFHQ (Adv. Admin. Echelon) either direct, or in the case of Foggia, through the Int. Tn. Sub. Com. representative at Foggia (Major Bowers). If the schooners are needed for the use of individual departments under exceptional circumstances, application should be made direct to Medbo. with full explanation.
3. In order that consideration can be given at an early date, I have left a copy of the documents at Int. Tn. Sub. Com. for information.

A. C. Ping

A. C. PING

Capt.

AGC Tn. Representative
Region 4

Copies for Information:-

AGC Representative, Foggia (Major Bowers)

Int. Tn. Sub. Com. c/o Adv. & Tn.

AFHQ Adv. Admin. Echelon, (Major Glenville) ✓

2807

Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ AAI (Bear Admech),
C.M.F.

Our reference : ACC Tn/52/81.

Date : 22 April 44.

TO : Regional Commissioner,
Region I A.C.C.

SUBJECT : Schooner Santa Rita.

1. Particulars have been sent to this office by the DSTO Italy in regard to the schooner "Santa Rita". An authority dated 7 April from C.C.I. & A. Catania was issued for this schooner to sail from Catania to Ionia - Vibo Valentia - Naples and return to Catania, to go with Wine and Almonds and return with Wood, that authority was countersigned by Major Monk, Control Commissioner (Civil Supplies) Catania.
2. It would appear that Major Monk does not understand that, on the formation of the schooner pool under the DSTO Italy, schooners can only be used on voyages nominated by the DSTO, and that, as regards carrying civil supplies, bids for movement must be made through this Sub-Commission. Whilst a form is not essential, copies of TSC/3 are attached hereto which indicate the particulars required.
3. In regard to the "Santa Rita", the DSTO had already allocated this schooner in March to run from Reggio, instructions to be issued by him.
4. Other incidents in Sicily of a similar character have been brought to his notice and he again requests that steps be taken to ensure that the laid down procedure in regard to schooners is observed in your Region.

S.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

2806

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123V/3P

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref :
Date : 3 Jun 44

TO : All Regional Commissioners
Regions : - 7,
All S.C.A.O.'s
A.M.O. 5 Army
A.M.O. 8 Army

SUBJECT : Instructions for the Movement of A.C.C. and Civilian
Freight by Schooners.

1. Attached is an instruction for the control and operation
of Italian Registered Schooners issued by the Chairman Mediterranean
Shipping Board (Italy).

2. The Chairman has decided that all Schooners of 50 tons and
under dead weight will be handed over to the Italian organization
known as the Comitato Italiano Gestione Navi (COGINA) to operate
under the supervision of Transportation Sub-Commission - Shipping
Section.

3. The method of obtaining the movement of A.C.C. and civilian
freight is explained in the attached memorandum. *Appendix A*

4. It is emphasized that when ever possible A.C.C. and Civilian
freight should be carried by these Schooners in preference to
rail or road transport as by so doing all the more tonnage will
be available to move by road and rail.

5. Representatives of COGINA are established at every port
and their addresses are given at appendix *B*

6. These instructions may please be made known to *2345* *all* supply
and Transport Officers in your Region.

7. Any suggestions for ensuring that the Schooners are
utilized to the fullest and best advantage will be appreciated.

APP. S.C.A.O.'S

A.C.C. 5 Army

A.C.C. 8 Army

0300

SUBJECT : Instructions for the Movement of A.C.C. and Civilian Freight by Schooners.

1. Attached is an Instructions for the control and operation of Italian Registered Schooners issued by the Chairman Mediterranean Shipping Board (Italy).

2. The Chairman has decided that all Schooners of 50 tons and under dead weight will be handed over to the Italian organization known as the Comitato Italiano Gestione Navi (COGINA) to operate under the supervision of Transportation Sub-Commission - Shipping Section.

3. The method of obtaining the movement of A.C.C. and civilian freight is explained in the attached memorandum. *Append A*

4. It is emphasized that when ever possible A.C.C. and Civilian freight should be carried by these Schooners in preference to Rail or road transport as by so doing all the more tonnage will be available to move by road and rail.

5. Representatives of COGINA are established at every port and their addresses are given at appendix *A. 12*

6. These instructions may please be made known to *2845* Supply and Transport Officers in your Region.

7. Any suggestions for ensuring that the Schooners are utilized to the fullest and best advantage will be appreciated.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

INSTRUCTION FOR THE CONTROL AND OPERATION OFITALIAN REGISTERED SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's 251024 January. Any craft found without registration after 1st. June 1944 should be held and reported to the Senior Naval Authority of the port concerned.
2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.
3. Each schooner will be issued with a licence valid for three months ; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st. April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.
4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.
5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where M.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.
6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.
7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.
8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.
The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders. Masters of schooners allotted to them.
9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits : the following procedure to be adopted :-

(A) The Naval Control Service will centralise all their demands, excluding

placed in a pool and operated by the Mediterranean Shipping Company Ltd. Control.

3. Each schooner will be issued with a licence valid for three months ; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st. April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.

4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.

5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.

7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.

8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.

The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders. 234
schooners allotted to them.

9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits : the following procedure to be adopted :-

(a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralised through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.C.C. civilian supply demands will be centralised through the office of the Regional Commissioner, who will refer such demands to the local Sea Transport Officer in charge or his representative.

(b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 8 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demand through the appropriate authority in (a) above. No bids will be recognised unless stamped by the appropriate A.C.C. authority.

10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.

11. It is requested that all signals sent by Naval Control Service Officer or other Authorities concerning the movements of schooners should be repeated to D.S.T.O. (Italy).

12. All Sea Transport Officers in charge to make a daily position signal of all schooners within their area. A weekly statement should also be forwarded by those issuing voyage permits, giving details of voyages authorized by them, stating whether Military, A.C.C. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD (ITALY)

1st. JUNE, 1944.

8002

/11a

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

PROCEDURE FOR MOVEMENT BY WATER CRAFT (COASTERS & SCHOONERS)

ACC SHIPPING MEMORANDUM NO 1.

On and from 12 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coasters & Schooners.

1. Coasters

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H.Q. A.C.C., who will advise in due course allocation of Coaster.

(b) Bids for movement from Sicily will be made by No 1 Region H.Q. to Mov H.Q. No 1 District who will advise allocation.

2. Schooners under 50 tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and controlled by the Comitato Italiano Gestione Navi (CO-IG-NI), under the supervision of Transportation Sub-Commission A.C.C.

(b) CO-IG-NI will operate as under :-

(i) A schedule of schooners will be drawn up to serve regular -ly, certain ports for which there is a steady traffic.

(ii) Schooners will be made available for ~~irregular~~ traffic.

(iii) When schooners leave for a given destination, a message will be sent by CO-IG-NI representative from ²⁸³³ sailing to CO-IG-NI representative at destination port and the latter will contact ACC Supply Officer with a view to ascertaining what traffic is offering for the return journey.

On and from 12 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coasters & Schooners.

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(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H.Q. A.C.C., who will advise in due course allocation of Coaster.

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2. Schooners under 50 Tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and controlled by the Comitato Italiano Gestione Navi (CO-IG-NA), under the supervision of Transportation Sub-Commission A.C.C.

(b) CO-IG-NA will operate as under :-

(i) A schedule of schooners will be drawn up to serve regular-ly, certain ports for which there is a steady traffic.

(ii) Schooners will be made available for irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent by COIGNA representative from p. 2303 sailing to COIGNA representative at destination port and the latter will contact ACC Supply Officer with a view to ascertaining what traffic is offering for the return journey.

(iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(v) COIGNA representatives will daily contact ACC Supply Officers with regard to what cargo is offering at various ports.

(vi) There are representatives of COIGNA in all ports in occupied Italy and Sicily and Sardinia, and details of their names and addresses are given in Appendix "A" p. 15

(vii) COIGNA will collect all freights

(c) Supply Officers will operate as under:-

(i) They will at all all/

(2)

times endeavour to use schooners for movement in preference to rail or road.

- (ii) They will maintain close liaison with COGENA representative to ensure that maximum use is made of schooners.
- (iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission H.Q. ACC.
- (iv) Provincial Supply Officer will pass all approved requests for shipping space to the local COGENA representative who will meet requirements as far as possible with the above mentioned schooners. If the tonnage of cargo offering is in excess of what these schooners can cope with COGENA will submit the bid to the Schooner Board. The Schooner Board will advise COGENA in due course whether the bid is accepted or not. If the bid is accepted the Schooner Board will advise COGENA who will in turn inform the Supply Officer as to when the Cargo bidded for should be ready at the Port for Shipment. This particularly applies to A.C.C. and other goods which by their nature or location or destination can only be carried by sea. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.

- (v) In the case of newly captured Provinces where no COGENA representatives are appointed at the ports, bids for movement by sea should be submitted to the Transportation Sub-Commission.

- (vi) For this purpose Provincial Supply Officers will specify which are ACC goods.

I. E. Vining

I. E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

2802

REV/ap

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 384

Our Ref :
Date : 8 Jun 44

TO : ALL Regional Commissioners
Regions 1 - 7.

ALL S.C.A.O.'s
A.M.C. 5 Army
A.M.C. 6 Army

SUBJECT : Instructions for the Movement of A.C.C. and Civilian Freight by Schooners.

1. Attached is an instruction for the control and operation of Italian Registered Schooners issued by the Chairman Mediterranean Shipping Board (Italy).

2. The Chairman has decided that all Schooners of 50 tons and under dead weight will be handed over to the Italian organization known as the Comitato Italiano Gestione Navi (COGINA) to operate under the supervision of Transportation Sub-Commission - Shipping Section.

3. The method of obtaining the movement of A.C.C. and civilian freight is explained in the attached memorandum. *Appendix A*

4. It is emphasized that when ever possible A.C.C. and Civilian freight should be carried by these Schooners in preference to rail or road transport as by so doing all the more tonnage will be available to move by road and rail.

5. Representatives of COGINA are established at every port and their addresses are given at appendix *B* **2801**

6. These instructions may please be made known to all supply and Transport Officers in your Region.

7. Any suggestions for ensuring that the Schooners are utilized to the fullest and best advantage will be appreciated.

Date : 8 Jun 44

TO : All Regional Commissioners

Regions 1-7.

AID S.C.A.C.M.

A.M.C. 5 Army

A.M.C. 8 Army

SUBJECT : Instructions for the Movement of A.C.C. and Civilian Freight by Schooners.

1. Attached is an instruction for the control and operation of Italian Registered Schooners issued by the Chairman Mediterranean Shipping Board (Italy).

2. The Chairman has decided that all Schooners of 30 tons and under dead weight will be handed over to the Italian organization known as the Comitato Italiano Gestione Navi (COGINA) to operate under the supervision of Transportation Sub-Commission - Shipping Section.

3. The method of obtaining the movement of A.C.C. and civilian freight is explained in the attached memorandum, *Appendix A*

4. It is emphasized that when ever possible A.C.C. and Civilian freight should be carried by these Schooners in preference to Rail or road transport as by so doing all the more tonnage will be available to move by road and rail.

5. Representatives of COGINA are established at every port and their addresses are given at appendix *B* **2801**

6. These instructions may please be made known to all supply and Transport Officers in your Region.

7. Any suggestions for ensuring that the Schooners are utilized to the fullest and best advantage will be appreciated.

L. E. Vining

L. E. VINING,
Lieut-Colonel,

Director, Transportation Sub-Commission, AGC.

INSTRUCTIONS FOR THE CONTROL AND OPERATION OFITALIAN REGISTERED SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's 251024 January. Any craft found without registration after 1st. June 1944 should be held and reported to the Senior Naval Authority of the port concerned.
2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.
3. Each schooner will be issued with a licence valid for three months; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st. April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.
4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.
5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.
6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.
7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.
8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.
The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Armies. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.
9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure to be adopted :-

2. All schooners placed in a pool and operated by the Mediterranean Shipping Board Italian Control.
3. Each schooner will be issued with a licence valid for three months; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.
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9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure to be adopted:-
 - (a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralised through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.C.C. civilian supply demands will be centralised through the office of the Regional Commissioner, who will refer such demands to the local Sea Transport Officer in charge or his representative.
 - (b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 8 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demand through the appropriate authority in (a) above. No bids will be recognised unless stamped by the appropriate A.C.C. authority.

10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.

11. It is requested that all signals sent by Naval Control Service Officer or other Authorities concerning the movements of schooners should be repeated to D.S.T.O. (Italy).

12. All Sea Transport Officers in charge to make a daily position signal of all schooners within their area. A weekly statement should also be forwarded by those issuing voyage permits, giving details of voyages authorised by them, stating whether Military, A.C.C. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD (ITALY)

1st. JUNE, 1944.

R.2.7.3

0312

Appendix A

7119

HEADQUARTERS
ALLIED OVERSEAS COMMISSION
Transportation Sub-Commission
APO 354

PROCEDURE FOR MOVEMENT BY WATER CRAFT (COASTERS & SCHOONERS)

AOO SHIPPING INSTRUCTIONS NO 1.

On and from 16 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coasters & Schooners.

1. Coasters

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H.Q. A.O.C., who will advise in due course allocation of Coaster.

(b) Bids for movement from Sicily will be made by No 1 Region H.Q. to Mov H.Q. No 1 District who will advise allocation.

2. Schooners under 50 Tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and controlled by the Comitato Italiano Gestione Navi (CO-GI-INA), under the supervision of Transportation Sub-Commission A.O.C.

(b) CO-GI-INA will operate as under :-

(i) A schedule of schooners will be drawn up to see ²⁷⁹⁹ularly, certain ports for which there is a steady traffic.

(ii) Schooners will be made available for ^{OTHER} irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent by CO-GI-INA representative from port of sailing to CO-GI-INA representative at destination port and the latter will contact AOO Supply Officer with a view to ascertaining what traffic is offering for the return journey.

*The way be
to destination
from place.*

0313

ACC SHIPPING BY ORDER NO. 1.

On and from 16 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coastal Schooners.

1. Coasters

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, R.C. A.C.C., who will advise in due course allocation of Coaster.

(b) Bids for movement from Sicily will be made by No 1 Region S.A. to Rev E.C. No 1 District who will advise allocations.

2. Schooners under 50 Tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and controlled by the Comitato Italiano Genio Navale (CIG-NA), under the supervision of Transportation Sub-Commission A.C.C.

(b) CIG-NA will operate as under :-

(i) A schedule of schooners will be drawn up to cover regular -ly, certain ports for which there is a steady traffic.

(ii) Schooners will be made available for *OTHER* irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent by CIG-NA representative from port of sailing to CIG-NA representative at destination port and the latter will contact ACC Supply Officer with a view to ascertaining what traffic is offering for the return journey.

(iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(v) CIG-NA representatives will daily contact ACC Supply Officers with regard to what cargo is offering at various ports.

(vi) There are representatives of CIG-NA in all ports in occupied Italy and Sicily and Sardinia, and details of their names and addresses are given in Appendix "A"

(vii) CIG-NA will collect all freights

(c) Supply Officers will operate as under:-

(i) They will at all

all/

(2)

times endeavour to use schooners for movement in preference to rail or road.

(ii) They will maintain close liaison with COSMA representative to ensure that maximum use is made of schooners.

(iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission H.Q. AGC.

(iv) Provincial Supply Officer will pass all approved requests for shipping space to the local COSMA representative who will meet requirements as far as possible with the above mentioned schooners. If the tonnage of cargo offering is in excess of what these schooners can cope with COSMA will submit the bid to the Schooner Board. The Schooner Board will advise COSMA in due course whether the bid is accepted or not. If the bid is accepted the Schooner Board will advise COSMA who will in turn inform the Supply Officer as to when the Cargo loaded for should be ready at the port for shipment. This particularly applies to A.O.C. and other goods which by their nature or location or destination can only be carried by sea. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.

(v) In the case of newly captured Provinces where no COSMA representatives are appointed at the ports, bids for movement by sea should be submitted to the Transportation Sub-Commission.

(vi) For this purpose Provincial Supply Officers will specify which are AGC goods.

L. E. Vining

L. E. Vining,

Lieut-Colonel,

Director, Transportation Sub-Commission, AGC, H.Q.

2798

MEMORANDUM

RE REGARDING SCHOONERS CONTROLLED BY COCENA UNDER SUPERVISION
OF THE TRANSPORTATION SUB-COMMISSION.

MEMORANDUM.

Meeting with Mr Campbell, Medbo, Wednesday 7th who approved
of Directive.

Meeting with Lt-Commander Grimsey R.N.V.R. and held Thursday
8 June 1944, who approved of Directive.

Lt-Commander Grimsey will bring into the pool the 15
schooners (50 tons and under) which have been operating
between Baia and Gaeta just as soon as the 15 Schooner
Div A.M.G. (who are at present operating these Schooners)
relinquishes them. The job of moving foodstuff from Baia
to Gaeta is almost completed. Lt-Commander Grimsey is of
the opinion that there will be sufficient Schooners made
available to move all coastal traffic in Sicily and that
under the new scheme a very appreciable fleet of Schooners
will be placed at the disposal of COCENA to move A.C.C.
and civilian traffic.

The big delay caused by bids for shipping on behalf of
A.C.C. which had to be put through Movements G.4., to
Medbo - DSTO (Shipping Board) has now been eliminated, as
any bids which COCENA receive which is over and above the
tonnage they can cope with by 50 ton and less Schooners,
will go direct to the Schooner Board

Schooner Board will also assist by making arrangements
to move any exceptional or special tonnage by sea.

[Signature]
L.E. VINING, 2797
Lieut-Colonel, 2797
Director, Transportation Sub-Commission, ACC

D R A F T

Movement by water craft (Coasters & Schooners under 50 tons deadweight).

On and from

a new system will be introduced, as set out hereunder, for the movement of supplies by coasters and schooners

1. Coasters.

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H.Q. A.C.C., who will advise in due course allocation of coaster.

(b) Bids for movement from Sicily will be made by No 1 Region H.Q. to Mov H.Q. No 1 District who will advise allocation.

2. Schooners under 50 tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and Comitato Italiano Gestione Navi controlled by (CO-GE-NA), under supervision and direction of Transportation Sub-Commission.

(b) CO-GE-NA will operate as under :

(i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.

(ii) Schooners will be made available for irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact ACC Supply Officer as to traffic offering on the return journey.

(IV) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(V) CO-GE-NA representatives will daily contact ACC Supply Officers as to what cargo is offering at various ports.

(VI) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily, and details are given in Appendix "A"

(VII) CO-GE-NA will collect all freights.

(c) Supply Officers will operate as under :-

(i) They will at all times endeavour to use schooners for move

course allocation of coaster.

(b) Bids for movement from Sicily will be made by No 1 Region H.Q. to Mov H.Q. No 1 District who will advise allocation.

2. Schooners under 50 Tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and Comitato Italiano Gestione Navi controlled by (CO-GE-NA), under supervision and direction of Transportation Sub-Commission.

(b) CO-GE-NA will operate as under :

(i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.

(ii) Schooners will be made available for irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact ACC Supply Officer as to traffic offering on the return journey.

(IV) If no back load is available, the schooner will be utilised if required to take a load to any other port. 2796

(V) CO-GE-NA representatives will daily contact ACC Supply Officers as to what cargo is offering at various ports.

(VI) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily, and details are given in Appendix "A"

(VII) CO-GE-NA will collect all freights.

(c) Supply Officers will operate as under :-

(i) They will at all times endeavour to use schooners for movement in preference to rail.

(ii) They will maintain close liaison with CO-GE-NA representatives to ensure maximum use of schooners.

(iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission, H.Q., ACC.

(iv) Provincial Supply Officer will pass all approved requests for shipping space to the local CO-GE-NA representative who will meet requirements as far as possible with the above mentioned schooners. When these schooners are inadequate to meet requirements CO-GE-NA will apply to Transportation/Transportation/

(2)

Sub-Commission for further tonnage. Transportation Sub-Commission will make application to the Schooner Board. This particularly applies to A.C.C. and other goods which by their nature or location can only be carried by seas. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.

(v) Freight on A.C.C. goods will be paid by Medbo to CO-GE-NA and for this purpose Provincial Supply Officers will specify which are A.C.C. Goods.

2795

2795

Under the C in C Mediterranean instructions all schooners must be numbered and registered. Any craft found without registration should be held and reported to Senior Naval Officer at Ports

Each schooner will be issued with a 3 months licence by D.S.T.O. Italy or his accredited representative.

Every schooner must have a voyage permit for the specific voyage. Voyage permits will be issued by the D.S.T.O. or his nominee. For this purpose in regard to schooners under 50 tons the CO-GE-NA representative the D.S.T.O. Italy's nominee. This voyage permit will not be valid unless stamped by the A.C.C. Permit Supply Officer, (or by A.C.C. Transportation Sub-Commission H.Q.)

2794

DRAFT

SCHOONERS*W. J. Kraft*

1. After Military and Naval needs have been met the methods of employment of schooners and cargoes to be carried are part of the Italian economic and transportation systems which should be under ACC control.
2. The Schooner Control Directive requires to be altered to place ACC in supervision over CO-GE-NA in all matters concerning civil cargoes and to place operation of the 50 Ton schooners by CO-GE-NA under ACC control.
3. The special functions of ACC should be recognised by the Control Board and it be agreed that the ACC Representative is on the Schooner Board for the purpose of the carrying out of these functions.

2793

DRAFT MOVEMENT BY SCHOONER

1. Shipment of ACC Goods.

(a) From and around the Mainland of Italy.

Bids will be submitted under the system at present in operation to Transportation Sub-Commission who will submit these demands to the Schooner Control Board.

Allotments of schooners with all necessary details will be notified by ACC Transportation Sub-Commission to bidders and Port Officers.

(b) From and around Sicily (excluding at present moves to Sardinia)

Bids will be submitted to the Transportation Sub-Commission Representative who will submit these demands to the Representative of the Schooner Control Board.

Allotment of schooners with all necessary details will be notified by ACC Transportation Sub-Commission Representative to bidders and Port Officers.

No freight is payable on these goods.

2. Shipment of Italian Nationals Goods.

For this purpose schooners of under 50 Tons deadweight are allotted to be operated by Comitato Gestioni Navi (CO-GE-NA) under ACC supervision. For demands which cannot be met by this tonnage ACC will make application to Schooner Control Board.

2792

(a) Consignors requiring movement of goods will apply to the ACC Provincial Supply Officer for approval.

(b) With this approval consignor will apply to CO-GE-NA for movement.

(c) Provincial Supply Officer will furnish CO-GE-NA with a priority

list of goods in general terms and may give a special priority to a particular cargo.

(d) ACC-PGOs may also put in a bid for ACC goods and give it a special priority.

(e) CO-GE-NA will notify consignor and consignee of allotment of

ACC Transportation Sub-Commission to bidders and Port Officers.

(b) From and around Sicily (excluding at present moves to Sardinia)

Bids will be submitted to the Transportation Sub-Commission Representative who will submit these demands to the Representative of the Schooner Control Board.

Allotment of schooners with all necessary details will be notified by ACC Transportation Sub-Commission Representative to bidders and Port Officers.

No freight is payable on these goods.

2. Shipment of Italian Nationals Goods.

For this purpose schooners of under 50 tons deadweight are allotted to be operated by Comitato Gestioni Navi (CO-GZ-NA) under ACC supervision. For demands which cannot be met by this tonnage ACC will make application to Schooner Control Board.

(a) Consignors requiring movement of goods will apply to the ACC **2792**
Provincial Supply Officer for approval.

(b) With this approval consignor will apply to CO-GZ-NA for movement.

(c) Provincial Supply Officer will furnish CO-GZ-NA with a priority list of goods in general terms and may give a special priority to a particular cargo.

(d) ACC-POs may also put in a bid for ACC goods and give it a special priority.

(e) CO-GZ-NA will notify consignor and consignee of allotment of schooners and arrange for loading and discharge and collect freight. The method of collection of freight on goods of Italian Nationals is by sub-charter of the schooner by CO-GZ-NA.

D Col Vignora
Jplm S.C.

I think copies of this
should go to all Regions
like the Directive as these
offices are supposed to
contact CGOIA locally

10 JUN 1944



M. RAY
Capt. RA

Staff Officer Economic Sect

Wron Sick

U-368

*My capt then to sea
before given to sub station*

MEDITERRANEAN SHIPPING BOARD ITALIAN SCHOONER CONTROL.

1. Referring to the instruction issued dated 1st June 1944 to the Mediterranean Shipping Board Italian Schooner Control and in particular to paras 3, 4, 9(a) and 9 (b).
2. Attached hereto is list of those Officers authorised to issue and sign voyage permits on behalf of the above control.
3. The issue of voyage permits for schooners of under 50 tons deadweight will be arranged with Comitato Italiana Gestione Navi in conjunction with Allied Control Commission.
4. A list of the local port representatives of CO. GE. NA. is also attached.

(Sgd.) IAN D. CAMPBELL

CHIEFMAN.

MEDITERRANEAN SHIPPING BOARD (EMIN).

Circulation :-

Dated. 8th. June 1944.

F. O. T. A. J. I.
F. O. W. I. T.
MEDSO, Algiers.
MEDSO, Schooner Control.
G. H. Shipping A. A. I.
A. C. C. Economic Section.
A. C. C. Naval Sub-Commission.
A. C. C. Transportation Sub-Commission.
W. S. A. Naples
CO. GE. NA.
D. M. W. T. R. Italy.
Sardinia.
Corsica.

HEADQUARTERS
9010 944
A C C 2

791

10 June
11

MEDITERRANEAN SHIPPING BOARD - ITALIAN SCHOONER CONTROL

The undermentioned are authorised to issue and sign voyage permits for schooners on behalf of the Mediterranean Shipping Board - Italian Schooner Control:

Vessels of 50 tons deadweight and over:-

NAPLES
PONZA
ISCHIA
PROCTIA
POZZUOLI
TORRE DEL GRECO
CASTELLAMARE
SALERNO

D.S.T.O. ITALY

MESSINA
CROTONE

Movements

TARANTO
GALLIPOLE

S.S.T.O. TARANTO

BRINDISI
FAPLETTA

S.S.T.O.

BARI
MONOPOLI
MANGREDONIA

S.S.T.O. BARI

CATANEA

S.S.T.O.

SIRACUSE

S.S.T.O.

PORT AUGUSTA

S.S.T.O.

PALESTRO
TRAPANI
MARBALA

M.V.T. PALESTRO

2790

CASALINI

S.S.T.O.

ALACCHIO

M.V.T.

Vessels under 50 tons deadweight: CO, GE, N. and for representatives.

CO. GE. NA REPRESENTATIVES IN ITALY,

SICILY and SARDINIA.PUGLIA

Rappresentanza: "Adriatica" S.A. Navigazione - BARI
Via Calefati Palazzo S. Ferdinando

Subagenti:
MANFREDONIA

- A. Galli & Figlio per tutta la zona Garganica (Visti, Peschici, Rodi) e Termoli - Telef. n. 8
- Antonio Scordia - Telefono n. 1014
- Rag. Felice Sciancalepore - Via Dante Alighieri n. 93

BARLETTADISCEGLIETRANIMOLA DI BARIMONOPOLIBRUNDESIGALLIOLITARANTOCALABRIA

Rappresentanza: Fratelli Labate - Reggio Calabria -

Subagenti:
CROFONE

- Giuseppe Ranieri

CATANZARO

- Giuseppe Martelli

BOVERATO

- Rocco Caminiti

GIOLA TAURO

- Oreste Tarantino

PORTO S. VENERE

- G. En. Cantafio & Figli

PIZZO CALABRIA

- Cosualdo Scordamaglia

SICILIA

Rappresentanza: "Tirrenia" S.A.N. PALERMO - Via Roma, 377

Subagenti:

MANFREDONIA

- A. Gelli & Figlio per tutta la zona Garganica (Visti, Pesciuchi, Rodi) e Termoli - Telef. n. 8

DARLUTA

- Antonio Scordia - Telefono n. 1014

MOLINETTA

- Rag. Felice Sciancalepore - Via Dante Alighieri n. 93

BISCEGLIE

- Maria Modugno

TRANI

- Saverio Calò Carducci - Via XV Aprile n. 22

MOLA DI BARI

- Rag. Vito Barbanente - Via Cristoforo Colombo n.

MONOPOLI

- Gerolamo Santostasi & Figli - Piazza Garibaldi n. 29 - Tel. n. 12

BRINDESI

- Agenzia Principale "Adriatica" S.A.N., anche per lo scalo di Otranto - Telefoni n. ri 1012 - 1068

GALLIPOLI

- Cav. Rocco De Luca fu Filippo - Telefono n. 8

TARANTO

- Carmelo Spagnuolo - Corso Vittorio Emanuele n. 1 - Tel. n. 23-33

CALABRIA

Rappresentanza: Fratelli Labate - Reggio Calabria -

Subagenti:

CROTONE

- Giuseppe Ranieri

CATANZARO

- Giuseppe Martelli

BOVERATO

- Rocco Caminiti

GIOLA TAURO

- Oreste Tarantino

PONTO S. VENENDE-

- G. En. Cantafio & Figli

PIZZO CALABRIA -

- Gesualdo Scordamaglia

2789

SICILIA

Rappresentanza:-

- "Tirrenia" S.A.N. PANERMO - Via Roma, 377

Subagenti:

MESSINA

- "ITALIA" S.A.N. - Ufficio Sociale - Via Garibaldi

CATANIA

- Ditta S. Nicotra Bertuccio - Via S. Tommaso, 5

SIRACUSA

- Ditta Concetto Nicolo Bottaro - Via dei Mille, 26

AUGUSTA

- Russo & C.

CASTELLAMARE

GOLFO

- Francesco Plaza Galante - Piazza Marina, 40 Tel. n. 2

LICATA

- Ditta Enrico Peituro - Via Principe di Napoli Tel. n. 3

MARZARA

- Giuseppe Figlioli e Giuseppe Casubolo

MARZANENI

- Antonio Romeo fu Santoro

MAZARA VALLO	-	Geetano Vinci - Via Nolo, 23 - Tel. n.12
MILAZZO	-	Trifiletti & C. - Via Luigi Rizzo n.1 Tel.n.4
PORTO MAFFIOLE	-	Ditta Vincenzo Brugio - Vicolo Marullo, 5 - Tel. n.8
RIPOSTO	-	Giuseppe Ieva fu Giovanni - Via Umberto I - Tel. n.84
SCIACCA	-	Indovino Mariaela & B. Corso Valfinimucolo, 65 Tel.59
TRICACCI EMBESE	-	Reg. Alfonso Indovina Scialabba - Via Umberto e Mergorata, n.67
TRAPANI	-	Ditta Paolo Salvo Greco
SAIDETTA Rappresentanza	-	Sig. Colasub Giorgio e Timoni Giovanni CAGLIARI - Viale Morello, n.2
SASSARI	-	Sig. Goldstein Giorgio e Timoni Giovanni
PORTO TORRES	-	" " " " " "
LA MADDALENA	-	" " " " " "
PALAU	-	" " " " " "
GOLFO ARANZI	-	" " " " " "
ALCANAZ DI TORTOLI	-	Ditta Giulio ed Emilio De Pau
CARACORRE	-	Sig. Corvino Gladstone
SAINT ANTONIO	-	Tosto Baggio
ALGATTO	-	Sig. Carlo Pignoni

0328

DIRECTIVE FOR THE
CONTROL AND OPERATING OF ITALIAN SCHOONERS

Below are details of scheme finally agreed between the Allied and Italian Authorities for the control and operating of all Italian owned schooners.

It is requested that all Allied Authorities concerned will give their utmost co-operation to ensure complete success of the scheme and to enable this valuable tonnage to be of maximum service to the Allied

War Effort.

In all cases of doubt as to procedure in employment and operation of schooners, it is requested that immediate reference will be made to D.S.T.O. Italy acting on behalf of MEDPO.

1. All schooners to be registered and numbered according to C in C. Mediterranean's 251024 January. Any craft found without registration after 30th. April should be held and reported to the Senior Naval Authority of the port concerned.

2. All schooners, irrespective of size, on completion of registration will be placed in a pool and operated by D.S.T.O. Italy under instructions from MEDPO.

3. Each schooner will be issued with folder licence card (copy attached) to be valid for 3 months. All licences will expire on the same date and will be of different colours for consecutive quarters. The first quarter will be blue and dated from 1st. April 1944. These will be issued and stamped by M.C.S.O. or D.S.T.O. Italy.

4. Voyage permits (copy attached) will be issued by D.S.T.O. Italy acting on behalf of MEDPO or by such departments as nominated by him - (List to follow). Permits should be signed and stamped by the Authority concerned. No other type of permit should be accepted. *and forward to MEDPO*

5. Routing orders will be issued by the M.C.S.O., U.S.R.O. (or

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War Report.

In all cases of doubt as to procedure in employment and operation of schooners, it is requested that immediate reference will be made to D.S.T.O. Italy acting on behalf of MEDBO.

1. All schooners to be registered and numbered according to C in C. Mediterranean's 251024 January. Any craft found without registration after 30th. April should be held and reported to the Senior Naval Authority of the port concerned.

2. All schooners, irrespective of size, on completion of registration will be placed in a pool and operated by D.S.T.O. Italy under instructions from MEDBO.

3. Each schooner will be issued with folder licence card (copy attached) to be valid for 3 months. All licences will expire on the same date and will be of different colours for consecutive quarters. The first quarter will be blue and dated from 1st. April 1944. These will be issued and stamped by M.C.S.O. or D.S.T.O. Italy.

4. Voyage permits (copy attached) will be issued by D.S.T.O. Italy acting on behalf of MEDBO or by such departments as nominated by him - (List to follow). Permits should be signed and stamped by the Authority concerned. No other type of permit should be accepted.

5. Routing orders will be issued by the M.C.S.O., U.S.R.O. (or other competent Allied Naval Authority where there is no M.C.S.O. or U.S.R.O.) to the Master on production of voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Allied Naval Authority at port of arrival within 24 hours of their arrival are liable to a fine of Lire 4,000. For failing to report for voyage permits to be stamped outwards Masters are liable to a penalty

of up to Lf 20,000 and or withdrawal of trading licence.

7. All schooners, excepting those used as Harbours craft, will be time chartered by the Royal Italian Government on the attached charterparty at uniform rates. Master should have a copy in his possession, which should be produced if required.

8. Schooners under 50 Tons d.w. Those required for harbour work by NOIC's etc. will be taken up on timecharter by D.S.T.O. Italy. The remainder will be handed over to Co-ge-ma acting on behalf of the Royal Italian Government. Co-ge-ma will be responsible for issuing voyage permits, payment of freight and all necessary Orders to Masters in order to comply with instructions as above. All voyage permits will be countersigned and stamped by the local A.C.C. Representative giving approval to shipment of cargo.

9. Schooners over 50 Tons d.w. These will be operated solely by D.S.T.O. Italy, or his representative, who will issue all voyage permits; the following procedure to be adopted:-

- (a) All Demands for schooners will be made in accordance with Mov. A.A.I. Adm. Ech. Working Instruction No. 16 of
- (b) A.C.C. will centralise all demands through transportation Sub-Commission (excluding movement around Sicilian and Sardinian Coasts ^{which} be referred to the local S.T.O. in Charge. Transportation Sub Commission will render F.F.S. to Mov. A.A.I. Adm. Ech. in accordance with above Working Instructions.

(c) All demands by Italian civilians which cannot be lifted by tonnage allocated as per Clause 3, to be forwarded to Co-ge-ma for allocation of vessels by D.S.T.O. Italy. No bids will be recognised unless stamped by appropriate A.C.C.

Authority.

2787

remainder will be handed over to Co-gen-a acting on behalf of the Royal Italian Government. Co-gen-a will be responsible for issuing voyage permits, payment of freight and all necessary Orders to Masters in order to comply with instructions as above. All voyage permits will be countersigned and stamped by the local A.C.C. Representative giving approval to shipment of cargo.

9. Schooners over 50 Tons d.w. These will be operated solely by D.S.T.O. Italy, or his representative, who will issue all voyage permits; the following procedure to be adopted:-

(a) All Demands for schooners will be made in accordance with

Mem. A.A.I. Adm. Ech. Moring Instruction No. 16 of

(b) A.C.C. will centralise all demands through Transportation

Sub-Commission (excluding movement around Sicilian and

Sardinian Coasts) which ^{will} be referred to the local S.T.O.

in Charge. Transportation Sub Commission will render R.F.S.

to Mem. A.A.I. Adm. Ech. in accordance with above Working Instructions.

(c) All demands by Italian civilians which cannot be lifted by
tonnage allocated as per Clause 8. to be forwarded to

Co-gen-a for allocation of vessels by D.S.T.O. Italy. No

bids will be recognised unless stamped by appropriate A.C.C.

Authority.

10. Payment. All hires will be settled with owners by Co-gen-a or their representatives and no individual payments should be made to Masters. D.S.T.O. Italy will be responsible for settlement with Royal Italian Government.

11. It is requested that all signals sent by N.C.S.O. or other Authorities concerning movements of schooners should be repeated to D.S.T.O. Italy.

12. All S.T.O.'s i/o to make a daily position signal of all schooners in their area. A Weekly statement should also be forwarded with details of voyages authorized by them, stating whether military, A.C.C. or civilian, in order that freight can be collected against hire if necessary.

The above scheme should be in full operation by latest 15th May 1944 and any vessel found trading and not complying with the above regulations should be stopped and the matter referred to D.S.T.O. Italy for action.

13. Agreed and approved by:-

Signed.

~~MEPO~~ Italy

A.A.I. Adm. Ech. Nov 5.

U.S. TRANSPORTATION

D.S.T.O. Italy.

A.C.C. Transportation
Sub-Commission

321/101/2-11

HEADQUARTERS
ARMED FORCES, AMERICA
RECONSTRUCTION
APO 294

28 February 1944

321/101

MEMORANDUM

TO:

CHIEF, RECONSTRUCTION

1. The present position requires closing up and in order to provide a basis, the following facts are set forth.

2. (a) Shipping Administration was started at 21.000 about 1943 and was not under Administration action 1/10 but under 15th Army action.

(b) Major KUNIKUNO (1) was acting Director and had 5 or 6 officers under him, most of them with any shipping background, no far as I am aware.

(c) Major KUNIKUNO also had "subordinating" to the title of the Administration but this had no authority nor did this Administration deal at any time with any ship construction.

(d) When H. A. arrived at 21.000, 4 Nov 43, I was informed that all ships under 200 tons in Italy were controlled by the shipping Administration (Lt. Col. J. J. KUNIKUNO) to the City Chief Administration was in charge of Administration Section at 21.000 (transferred from 15 AC to 100) and knew more about the activities of the Administration in Italy than I do. He might be usefully consulted over the present set-up.

(e) All Italian ships of any size had been taken over by the Army and there were, therefore, only submarines available for all.

3. On 21.000, 13 the attached letter and directive (1) were issued from 21.000 but I know nothing about it until 1944. (2) was then to 21.000 from 21.000 3 Jan 44. I do not know whether he was consulted regarding the change or not.

4. Major KUNIKUNO and 2 others were awarded for U.S. and 1st. On 20 Jan 44, 1944, this H. to say that all the remaining officers except Lt. (1) KUNIKUNO and Lt. KUNIKUNO (both in 21.000) were available for reassignment. 1-1 accordingly posted all surplus officers away except Major KUNIKUNO who worked for two weeks in 21.000's office till reassignment.

5. The present position is, therefore, as follows:

Director H. J. KUNIKUNO (1) (Chief of the Administration)

Major KUNIKUNO (1)

Major KUNIKUNO (1) Administration

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BEST COPY POSSIBLE

6. It must be clearly borne in mind that shipping sub-commission is only concerned with Italian ships and not requisitioned by the military authorities and it is, therefore, only because that some under the shipping sub-commission, probably 30% of Mr. Campbell's time is spent in radio work.

7. From the foregoing it will be realized that the shipping sub-commission does not really exist as a separate entity and none of the present staff of the shipping sub-commission sit on the strength of A.C.

8. On 3rd Jan 1944 Mr. Campbell started a shipping control log. (see copy attached) but this is merely a log as being operated from Deputy Sea Transport Officer under radio and I cannot see that the shipping sub-commission came into the picture at all. Also for shipping traffic are handled by internal communication sub-commission which follows and presents them to the weekly meeting of Mr. Campbell's staff, and which decides whether the ship will be assigned for rail or otherwise, and in the latter, A.C. 9. allocation of ships available through the Admiralty control log.

9. On 12 Feb 44, Mr. Campbell asked for the appointment of port officers (4th all) in

Hard
Tavito
Tavito-Tavito

Admiralty
Admiralty
Admiralty

A copy of his letter is attached from which it will be seen that:-

1. When port officers will deal with all Italian vessels using the port irrespective of class.

2. They will keep records of, and forward information to Mr. Campbell regarding:

- (i) Port operation
- (ii) Composition of cargoes
- (iii) Repairs
- (iv) General port working
- (v) Records of movements of all Italian vessels.

They will keep in close touch with A.C. 9, and A.C. 10, with a view to using non-Italian vessels for port cargo but there is very little chance of this.

10. In my opinion the appointment of port officers is necessary for three reasons at least in order to carry into the port all shipping traffic engaged in "black market" cargoes. These officers will be definitely under the strength of the shipping sub-commission and would not in any way be under A.C. 9. They would presumably submit all reports and communications with A.C. 9 through Mr. Campbell as acting head of their sub-commission.

From the foregoing clarity, it will be realized that the present

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are handled by Internal Transportation Sub-commission which collates and presents them to the Chief of Staff. The Transportation Sub-commission which handles the bill will be advised of the bill or amendment, and if the latter, S.S. O. will also be advised. Available through the Marine Control Unit.

7. On 12 Feb 44, Mr. Campbell asked for the appointment of Port Officers (in all) in

- Barb
- Baranto
- Crotone-Maggio
- Alerno
- Atena
- Avellino

A copy of this letter is attached for which it will be seen that:

1. These Port Officers will deal with all Italian vessels using the Port in cooperation of mine.

2. They will keep records of, and forward information to Mr. Campbell regarding:

- (i) Port Operations
- (ii) Composition of Cargo
- (iii) Spillage
- (iv) General Port Conditions
- (v) Records of movements of all Italian vessels.

They will keep in close touch with S.S. O. and U.S. O. with a view to using non-Italian vessels for all cargo but there is very little chance of this.

10. In my opinion the appointment of port officers are necessary for these months at least in order to keep into the Port all Italian cargo in "black market" voyages. These officers would be desirable strength of all shipping sub-commission and would not in any way come under S.S. O. They would presumably submit all reports and communicate with Mr. AOS through Mr. Campbell as acting head of their sub-commission.

11. From the foregoing picture, it will be realized that the present position is an unsatisfactory one ~~XXXXXXXXXXXXXX~~ as responsibility is divided and it is advisable that the position be clarified.

There are two suggestions which might help:

a. Shipping sub-commission to consist of 1 Liaison Officer and the Port Officers, all on the strength of AOS. The Liaison Officer would be head of the sub-commission but his sole duty would be to keep in contact with S.S. O. and the Port Officers, traveling around from time to time to keep in close touch.

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Alternatively:-

2. Form a Shipping sub-division of Internal Transportation Sub-commission and abolish the Shipping sub-commission as such. Internal Transportation Sub-commission might be reorganized as "Transportation Sub-commission" with a Director and three sub-divisions. U.S. Railways, Roads, and Shipping each with its own head, and co-ordinated by the Director.

In this connection, it must be borne in mind that while no shipping has yet been handed over to the Italian Government, sooner or later the Government will take such a decision and as it is already proposed to hand over the Italian railways, one can foresee the handing over of, at least, vessels suitable for coastwise shipping at some later date. In such a case, a separate shipping sub-commission would be essential to deal with the Italian Ministry of Shipping.

12. It is strongly urged that a conference be held in the near future, before appointing new officers, between U.S.A. and U.K. representatives in order that the present situation may be discussed and a policy for future action arrived at.

h. m.

M. HAY, C.A.T., A.A.
Staff Officer, Records Section

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DRAFT

Movement by water craft (Coasters & Schooners under 50 Tons deadweight).

On and from a new system will be introduced, as set out hereunder, for the movement of supplies by coasters and schooners.

1. Coasters.

Bids will be submitted to Transportation Sub-Commission, H.Q., ACC, who will advise in due course allocation of coaster. *There is therefore no change in the present procedure.*
Schooners under 50 Tons deadweight.

2.

(a) All schooners under 50 tons deadweight will be operated and controlled by *Comitato di Palermo (Giuliano Nave)* CO-GE-NA, under supervision and direction of Transportation Sub-Commission.

(b) CO-GE-NA will operate as under :-

(i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.

(ii) Schooners will be made available for irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact ACC Supply Officer as to traffic offering on the return journey.

(iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(v) CO-GE-NA representatives will daily contact ACC Supply Officers as to what cargo is offering for various ports.

(vi) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily, and details are given in Appendix 1.

(vii) *See note.* Supply Officers will operate as under :-

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(i) They will at all times endeavour to use schooners for movement in preference to rail.

will maintain close liaison with CO-GE-NA representatives

(a) All schooners under 50 tons deadweight will be operated and controlled by CO-GE-NA, under supervision and direction of Transportation Sub-Commission.

(b) CO-GE-NA will operate as under :-

(i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.

(ii) Schooners will be made available for irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact ACC Supply Officer as to traffic offering on the return journey.

(iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(v) CO-GE-NA representatives will daily contact ACC Supply Officers as to what cargo is offering ^{for} various ports.

(vi) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily, and details are given in Appendix A.

(vii) *See note*
(e) Supply Officers will operate as under :- 2782

(1) They will at all times endeavour to use schooners for movement in preference to rail.

(ii) They will maintain close liaison with CO-GE-NA representatives to ensure maximum use of schooners.

(iii) They will submit a monthly return of schooner-borne traffic to

Transportation Sub-Commission, H.Q., ACC.

(iv) *See note*

(v) *See note*

Movement by water craft (Coasters & Schooners under 50 tons deadweight).

On and from a new system will be introduced, as set out hereunder, for the movement of supplies by coasters and schooners.

1. Coasters.

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H.Q. A.C.C., who will advise in due course of allocation of coaster.

(b) Bids for movement from Sicily will be made by No. 1 Region H.Q. to Mov. H.Q. No. 1 District who will advise allocation.

2. Schooners under 50 tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and controlled by Comitato Italiano Gestione Navi (CO-GE-NA), under supervision and direction of Transportation Sub-Commission.

(b) CO-GE-NA will operate as under:

(i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.

(ii) Schooners will be made available for irregular traffic.

(iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact ACC Supply Officer as to traffic offering on the return journey.

(iv) If no back load is available, the schooner will be utilized if required to take a load to any other port.

(v) CO-GE-NA representatives will daily contact ACC Supply Officers as to what cargo is offering at various ports.

(vi) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily and Sardinia and details are given in Appendix "A".

(vii) CO-GE-NA will collect all freights.

(c) Supply Officers will operate as under:

(i) They will at all times endeavour to use schooners for movement in preference to rail.

(ii) They will maintain close liaison with CO-GE-NA representative to ensure maximum use of schooners.

(iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission, H.Q. ACC.

(iv) Provincial Supply Officer will pass all approved requests for shipping space to the local CO-GE-NA representative who will meet requirements as far as possible with the above mentioned schooners. If the tonnage offering is in excess of what these schooners can cope with CO-GE-NA will apply to Transportation who will submit bid to the Schooners Board.

This particularly applies to ACC and other goods which by their nature require special handling.

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to Nov. H.Q. No. District who will advise allocation.

2. Schooners under 50 Tons deadweight.

- (a) All schooners under 50 tons deadweight will be operated and controlled by Comitato Italiano Gestione Navi (CO-GE-NA), under supervision and direction of Transportation Sub-Commission.
- (b) CO-GE-NA will operate as under:
 - (i) A schedule of schooners will be drawn up to serve regularly certain ports for which there is a steady traffic.
 - (ii) Schooners will be made available for irregular traffic.
 - (iii) When schooners leave for a given destination, a message will be sent to CO-GE-NA representative at destination who will contact ACC Supply Officer as to traffic offering on the return journey.
 - (iv) If no back load is available, the schooner will be utilized if required to take a load to any other port.
 - (v) CO-GE-NA representatives will daily contact ACC Supply Officers as to what cargo is offering at various ports.
 - (vi) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily and Sardinia and details are given in Appendix "A".
 - (vii) CO-GE-NA will collect all freights.
- (c) Supply Officers will operate as under:
 - (i) They will at all times endeavour to use schooners for movement in preference to rail.
 - (ii) They will maintain close liaison with CO-GE-NA representative to ensure maximum use of schooners.
 - (iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission, HQ.ACC.
 - (iv) Provincial Supply Officer will pass all approved requests for shipping space to the local CO-GE-NA representative who will meet requirements as far as possible with the above mentioned schooners. If the tonnage offering is in excess of what these schooners can cope with CO-GE-NA will apply to Transportation Sub-Commission who will submit bid to the Schooners Board. This particularly applies to ACC and other goods which by their nature or location, can only be carried by sea. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.
 - (v) Freight on ACC goods will be paid by Medbo to CO-GE-NA and for this purpose Provincial Supply Officers will specify which are ACC goods.

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Schooners Regulations

Under the C in C Mediterranean instructions, all schooners must be numbered and registered. Any craft found without registration should be held and reported to Senior Naval Officer at Ports.

Each schooner will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

Every schooner must have a voyage permit for the specific voyage. Voyage permits will be issued by the D.S.T.C. or his nominee. For this purpose in regard to schooners under 50 tons the CO-GR-NA representative is the D.S.T.C. Italy's nominee. This voyage permit will not be valid unless stamped by the ACC Provincial Supply Officers (or by ACC Transportation Sub-Commissioners H.Q.).

(a) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(b) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(c) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(d) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(e) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

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(g) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(h) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(i) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

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(m) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(n) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

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(s) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(t) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(u) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(v) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(w) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

(x) All schooners will be issued with a 3 month license by D.S.T.C. Italy or his accredited representative.

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1. Coasters

@ Bids for movement from mainland
will be submitted to ~~Colo.~~ Tr Sub.
Commission, H.Q.A.C.C., who will
advise in due course allocation of coaster.

@ Bids for movement from
Sicily will be made by No. 1
Region H.Q. to Mar. H.Q. No 1, District
..... who will advise
allocation.

~~2(c)(i)~~ 2(c)(iv)

Provincial Supply Officer will pass all approved requests for shipping space to the local long-range representative who will meet requirements as far as possible with the above mentioned schemes. When these schemes are inadequate to meet requirements, barge use will apply to Inland Board for further transport.

Inland Commission will make allocation to the Inland Board.

This particularly applies to A.C. & other goods which by their nature or location can only be carried by sea.

In the event of there being an excess of where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.

2 (b) (VII)

Bo. ger-na will collect all freights.

2 (c) (v)

Freight on a. b. c. goods will be paid by Medbo to Bo-ge-na and for this purpose Provincial Supply Officers will specify which are a. c. c. Goods.

[Handwritten signature]

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MOVEMENT BY SCHOONER

1. ACC Goods.

(a) From and around the Mainland of Italy

Bids will be submitted under the system at present in operation to Transportation Sub-Commission who will submit these demands to the Schooner Control Board.

Allotments of schooners with all necessary details will be notified by ACC Transportation Sub-Commission to bidders and Port Officers.

(b) From and around Sicily (excluding at present moves to Sardinia)

Bids will be submitted to the Transportation Sub-Commission Representative who will submit these demands to the Representative of the Schooner Control Board.

Allotment of schooners with all necessary details will be notified by ACC Transportation Sub-Commission Representative to bidders and Port Officers.

No freight is payable on these goods.

2. Italian Nationals Goods

Schooners of under 50 Tons are allotted to Comitato Gestioni Navi (CO-GE-NA) for this purpose but demands which cannot be met by this tonnage may be forwarded by CO-GE-NA to the Schooner Control Board.

(a) Consignors requiring movement of goods will apply to the ACC Provincial Supply Officer for approval.

(b) With this approval consignor will apply to CO-GE-NA for movement.

(c) Provincial Supply Officer will furnish CO-GE-NA with a priority

list of goods in general terms and may in exceptional cases give a special priority to a particular cargo.

(d) ACC-PSOs may also put in an ACC bid and give it a special priority.

(e) The method of collection of freight on goods of Italian Nationals is by sub-charter of the vessel by CO-GE-NA who will be responsible for collection of freight.

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