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

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

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MEDITERRANEAN SHIPPING BOARD

CABINET COMMITTEE

No. 11a

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

Present:

Mr. Ian D. Garbell
Lieut. De Maestri U.S.A.
Colonel R.P.G. Buchanan
Major R.P. Dargatzis
Mr. L. Hart
Mr. A.C. Hogarth
Mr. J.A. Macdonald
Mr. A.G. Bell
Mr. H. J. Scriven
Mr. G. Crooks
Lt. Gen. G. Mattelini

Dr. Garbelli.

Col. Laurocello

Cor. Z. Mattoli
Lt. A. Maroni

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

M.S.A.

D.M.W.P.A.

D.M.W.P.A.

D.M.W.P.A.

Coal Section, A.C.

Ports & Warehouses Div. A.C.

Dir: Gen: Italian Merchant

Marine.

Chief of Navy Ministry of

Marine

Inspector of Port

Operations

M.W.P. Liaison

Division, A.C.

98. Postal facilities. Referring to Minute 98 of the last meeting (Colonel Buchanan said that the Italian authorities were held up for machinery for making mail contracts with shipping companies, and he had raised the question at MEDRO as to whether M.A.T. and M.S.A. would make a standard form of contract to cover all shipping companies. MEDRO considered that this was outwith their jurisdiction and said that the Ministry of Marine should make their own contracts with individual shipping companies. General Mattelini noted.

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

100. National tariff. Arising out of the above the Chairman asked whether the tariff referred to had been finally approved and accepted. Gen. Mattelini said that it had been circulated to all Captains of the Ports with the

Dr. Gambioli.
Col. Lauricello
Capt. E. Mattoli
Lt. A. Maron

Chief of Div: Ministry of
Marine
Lt. Inspector of Port
Operations
M.W.T. Liaison
Liaison, A.C.

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

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

101. Classification of Ports. Gen. Mattolini said that he had received a report from the Captain of the Port at Palermo to the effect that he had been informed by the American Port Officer that the port was to pass from Category "B" to "A", and asked for some clarification. The Chairman pointed out that MEDNAVNAV had asked that owing to the considerable American interest in Palermo the port should revert to Category "C", which had been agreed. Lieut. De Maestri, Navy Sub-Commission, considered that U.S. Navy interests were too large to allow for reversion to Category "A" (port under entirely Italian control) and it was agreed that Palermo should be considered Category "C" as arranged.

✓ Port rules plan shown
Laboon S/C

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

In closing this last meeting of the Campbell Committee the Chairman thanked the Members.

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Taking from experience in N.W. Europe, Mr. Luconochie further pointed out that a similar action had been taken which resulted in the National Government assuming the chairmanship of a Shipping Committee, which he could envisage in Italy continuing under the chairmanship of a nominee of the Italian Merchant Marine.

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In closing this last meeting of the Campbell Committee the Chairman thanked the Members for their assistance so willingly given at all times, as a result of which he felt that some achievement had been made in getting the Italian ports back to normal control.

Colonel Buchanan on behalf of the Allied Commission extended appreciation and thanks to the Chairman and Members for services rendered to the Commission, and General Matteini presented his personal gratitude to the Chairman for the invaluable help he had given both to the Italian Ministry of Marine and himself.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

UNITED STATES DEPARTMENT OF
STATE
WASHINGTON, D.C. 20520

28th September, 1948.

ATTENTION: MEMBERS

A meeting of the Campbell Committee
has been arranged to be held in Room 10, Thursday
next, 1st October, at 11.15 hrs. in the U.S.C.
Building, 25 Corso d'Italia.

Your attendance is invited.

To All Members.

Major L. L. L.

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Keywords: child sexual abuse; disclosure; social support

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No. 785021

11/27/2004

Chief of Div. 1
Inspector of
M. H. Hanson
Hanson, M. H.

Mr. Joseph
Co. 1st Infantry
Regt. 2nd Division
U. S. Army

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11. Lt. Col. Massell stated that in view of the commitments in these ports C-4, British must retain a certain amount of military control in these ports; especially was this the case at Bari which was the main port for supplies to British armies in Greece and Austria. This part it was proposed should revert to Category C, which would mean that at least 50 of its capacity would be turned back to the Italians to meet civil requirements. This proposal had been confirmed by the Chief Administrative Officer unless the military position clarified itself, and in view of future military commitments Massell were not prepared to forego complete control of the port of Bari.

12. Lt. Col. Massell pointed out that if the port were regarded as Category C, labour would be controlled by the civilian authorities and Army would bid in the normal way for labour through the Company's Portables, but he insisted that the Army must retain the right to operate a British Military controlled area. This would, in effect, put Bari in the same class as Naples, with the Italian sailing as Sub-area Commander. It was recommended that the Captain of Porto

be requested to attend the port conference, but the Government was
It was agreed that this proposal be adopted, but the Government was
some that exercised us to whether the Italians were in a position to take over
immediately the civilian portion, and Col. Pottle agreed that from experience
IN(Ex.) had found that an efficient organization had not yet been set in all
ports. Gen. Matteini confirmed that he was not prepared to take complete
control of all ports yet, but advised that Col. Lauricello is preparing such an
organization. With this in view Col. Lauricello is travelling to Bari
immediately to organize civilian control of that port, while similar visits
would be made to Brindisi and Taranto at the same time, in order that those
ports can be transferred at the earliest possible date.
In the case of ports reverting to Category A but which were likely to
carry a small military commitment, e.g. Genoa, Gen. Matteini confessed that
any such commitment would be given priority. Col. Pottle said that this had
proved to be too slow in Civitavecchia, where Mr. Segen stated that although
there had been a little delay in shipping the Italian organization was working
well.

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Col. Baccanella pointed out that there would still be considerable traffic, and the meeting considered that it might be necessary for a military Commission that Italian, British, and American to supervise the handling of these categories. In considering Italian, B. Col. Baccanella pointed out the need of maintaining a supply line for the transportation of goods in the port. It is not Austria through the port, as he considered that for a while at least there should remain in Category B. After discussion, however, it was agreed that the port would revert to Category A as from 1st October. It being fully understood that military traffic would receive priority as before, Col. Baccanella further stated that a military liaison officer could be left at all ports which has a military significance.

Mr. Ryan pointed out that liaison between the Army (in this case American) and the Navy at Civita Vecchia was not satisfactory, and thought that this should be closely monitored in future transactions. Col. Baccanella said that A.S. (Br.) had raised a directive on this point, and agreed to discuss with A.S. (Br.) with a view to a working arrangement being found on the American side.

After full discussion recommendations as attended were unanimously agreed. These recommendations would be passed to the Committee for final approval and Mr. Col. Baccanella undertook to produce a document for their notification to G.S. for presentation to the Italian Government through the Allied Commission.

Clear and Equipment. Colonel Baccanella raised the question of fire fighting equipment in the ports, which Colonel Pottle said was inadequate and would continue to be so unless A.S. demanded an extra for requirements. This equipment is covered by the Army Fire Service, and could only be allocated through that Service. Lt. Bullen stated that the Transport have equipment which could be turned over to the Italian authorities. Colonel Baccanella said he had drawn up a list of all gear and equipment required in the ports, which he promised to forward to the Allied authorities.

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

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

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

THE UNIVERSITY OF CHICAGO

16. United States - Immigration and Naturalization Service - Bureau of Citizenship and Immigration Control

17. United States - Immigration and Naturalization Service - Bureau of Citizenship and Immigration Control

18. United States - Immigration and Naturalization Service - Bureau of Citizenship and Immigration Control

19. United States - Immigration and Naturalization Service - Bureau of Citizenship and Immigration Control

Classification Information Summary

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In the event that information is not available, the classification of the information shall be determined by the classification authority. The classification authority shall determine the classification of the information based on the information provided.

Classification	Authority	Justification
1. (Top Secret)	(Top Secret)	(Top Secret)
2. (Secret)	(Secret)	(Secret)
3. (Confidential)	(Confidential)	(Confidential)
4. (Unclassified)	(Unclassified)	(Unclassified)
5. (Top Secret)	(Top Secret)	(Top Secret)
6. (Secret)	(Secret)	(Secret)
7. (Confidential)	(Confidential)	(Confidential)
8. (Unclassified)	(Unclassified)	(Unclassified)
9. (Top Secret)	(Top Secret)	(Top Secret)
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84. (Unclassified)	(Unclassified)	(Unclassified)
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95. (Confidential)	(Confidential)	(Confidential)
96. (Unclassified)	(Unclassified)	(Unclassified)
97. (Top Secret)	(Top Secret)	(Top Secret)
98. (Secret)	(Secret)	(Secret)
99. (Confidential)	(Confidential)	(Confidential)
100. (Unclassified)	(Unclassified)	(Unclassified)

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reverting to A on 1st October (from C)

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Col. Lauricello
Mr. Campbell
Mr. Z. Battell
Lt. A. Karyak

Lt. Inspector of Port Operations
Chief of Div. Ministry Marine
M. M. T. Liaison
Liaison, A.C.

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

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

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

Referring to Min. 87 of the Campbell Committee meeting of 15th July, Gen. Mattioli said that while he had accepted responsibility for the payment of military labour against certification for IM(Ex.) some confusion had arisen as to whether the Italian Government was expected to continue to employ the same personnel who were previously utilised by the Allies. He said that while they were ready to accept the responsibility for the reception of military cargoes, the handling of such cargoes would have to be done under the Italian law through the Compagnia Portuale. In effect, the Chairman said, the Italian Authorities would accept responsibility by their own methods but not through any machinery set up by IM(Ex.). This was agreed.

Colonel Pottle asked whether, in the case of Category C ports, the Italians were prepared to accept responsibility for Italian organisational management that part set aside for military operations. This presented little difficulty, the Chairman said, with which Gen. Mattioli agreed, although the latter said

which had been suggested to give a standard daily wage of 250 lire per day over a month's working. Mr. Stovatore pointed out that it was not intended that each worker would be paid 250 lire per day, but for each day worked 250 lire. The balance would be paid into the fund to make up the amount necessary to ensure every worker receiving a daily wage. Colonel Farrell said that in some cases the men refused to accept a standard rate.

Gen. Martelli explained that the National Staff for Cook Workers could only be transferred at this of 33 - it was now in the return of an experiment which would be subject to revision in about six months' time. The consideration of labour had been the subject of the experiment on this basis.

Mr. Allen said the intention was to put the physical operation of ships back on a sound basis, and as the Stovatore should be agreed, and the arrangement by the Stovatore Agent, who would arrange the necessary labour through a Master Stovatore, an arrangement for payment, he could not see any objection the Italian authorities could make.

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

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

It. Ballen was advised that because to go on was the Master Stovatore's responsibility.

The Chairman advised that it had been laid down by the Mediterranean Shipping Board that the ship will pay Stovatore's bill on behalf of the Italian Government. Gen. Martelli asked that a direction on this point should be communicated to him.

1508

• *Staphylococcus aureus*

supervision. It was advised that if they were Allied vessels the Italian authorities would take the responsibility, through the captain of the port, to take over the civil responsibilities as soon as the ships were discharged and that normal practice was employed.

General Martelli said that the following statement be noted:

Translation:

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

In the general way it would be for the Italian authorities to give to ships with military cargo the same functions that for merchant ships operated by the Maritime (own) or Contractors. This request could be accepted.

For the operation of loading and unloading the Italian Maritime Authority could avail themselves of contractors (not self-authorized), or of the Company's Portside which according to the present Italian law are authorized to undertake the duties of Contractors.

It is considered opportune to establish that the Italian Maritime authorities are not compelled to assume any personnel presently engaged in any port, by the Italian Government or ship operation.

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

1507

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

At Col. Amely, for Labour Dis. A.M.C., asked whether in the event of military labour not being available for military ships, civilian labour would be employed, and the Chairman replied that the shipping authority would be aware of ships' arrival and if no military labour was available the ship would require to be discharged here.

NAVY-HARBOUR ALLIED COMMISSION

100 334

COMMUNIS SECTION

10/234/10/23.3

31 JULY 1945

SUBJECT : Campbell Committee Report.

TO : Executive Commissioner.

1. Reference your letter 1005/23/25 dated 23 July 1945.
2. The Campbell Committee Report will need continuous implementation by all concerned. It will be necessary to investigate the problem from time to time as they arise, and take appropriate action either directly or by calling a meeting of the full Committee.
3. The following letters from Navy Sub-Commission will serve as examples of implementation to date : -
 - (a) No. 2861 of 6 July (copy in your possession) directs the Ministry of Marine to take action to implement the policies laid down.
 - (b) No. 3022 of 14 July (copy attached) to Army deals with the transfer of ports in Italy to Italian Government control.
 - (c) No. 3046 of 14 July (copy attached) to U. In U. Med. discusses the retention of non-operational ships in Italian waters.

A copy of the Campbell Committee Report is

225

1. Reference your letter 0005/52/SG dated 23 July 1945.

2. The Campbell Committee Report will need continuous implementation by all concerned. It will be necessary to investigate the problems from time to time as they arise, and take appropriate action either directly or by calling a meeting of the full Committee.

3. The following letters from Navy Sub-Commission will serve as examples of implementation to date: -

- (a) No. 2043 of 6 July (copy in your possession) directs the Ministry of Marine to take action to implement the policies laid down.
- (b) No. 3032 of 24 July (copy attached) re 1940 deals with the transfer of ports in Italy to Italian Government control.
- (c) No. 3046 of 24 July (copy attached) to C. in C. Med. discusses the activation of non-operational salvage in Italian waters.

4. A copy of the Campbell Committee Report is attached herewith.

1306

H. S. GILBERT
Inspector General, U.S.A.
Acting Vice President

Encls. 3032 of 24 July, 3040 of 24 July,
Campbell Committee Report.

Copy to : Navy Sub-Commission

Minute No. 73 of the previous meeting "General Policy", sub-part 1 to read: "in a similar way General Mattioli said that the counter operations would be eventually allowed by the suggested effort against the A.C. program, etc...."

The Italian, welcomed the discussion. Lt. Col. Sellara and Lt. Col. Pannell, and explained that, the Campobelli Committee Report having received the approval of the Commander in Chief, Mediterranean and the Supreme Allied Commander, and the Ministry of Marine having been informed of such approval, the purpose of the present meeting was to examine the points which required further action both by JMWG and the Italian authorities. It was agreed that these recommendations which affected the allied authorities should be taken up through the Mediterranean Shipping Board.

Classification of ports. The classification of ports as agreed at a meeting on 5th July was accepted. General Mattioli said that the classification raised no difficulties on the Italian side, but Col. Sellara considered that some changes would be made. On the advice of the Chairman, however, that the position would be under review in about a month's time he agreed to the port remaining in its present position. It was agreed that the Italian Government would submit a list of ports for notification to the Italian Government and that the Italian authorities should be kept up to date on the subject of classification of ports. (See Minute No. 72)

Provision of equipment, fuel etc. Referring to Section 1, sub-section 3, para 5 of the Report, the Chairman asked if a list of factories and workshops specialising in the manufacture of motor equipment etc. could be completed in order that the allied authorities could be requested to de-requisition that premises were available. General Mattioli, however, stated that with the liberation of the North the position had somewhat improved; supplies had been found in the northern ports and there would be about 25% of available raw materials allocated for such requirements. Col. Staff pointed out that the allied authorities were obliged to meet the essential needs of Italy out of the equipment now surplus as a result of the cessation of hostilities, but said that if demands were not made quickly supplies would be sent overseas. It was agreed, therefore, that a list of requirements should be drawn up jointly with the Ministry of Marine, and that all equipment in (Italy) had available - the also undertook to prepare a list of all equipment in the ports and that a complete picture submitted. As the goods on the Italian side and that a complete picture submitted. As the goods on the Italian side there would be no financial interests.

the Ministry of Marine.

79.

Police and Security. Section III. Gen. Mattelini stated that he had approached the Minister of the Interior to arrange for an officer of the Carabinieri to be attached to the staff of the Captain of the Port, but had been advised that it was not within the Italian law to do so. There is, however, an Inspector of Civil Police in all ports and he would report to the Captain of the Port. Gen. Mattelini reported also that the Minister of the Interior has already taken steps to increase the numbers of the special forces and a list of the equipment submitted has been produced. Gen. Mattelini stated that the list be forwarded to him in order that he could take up the matter with the Civil Affairs Section of Public Security Branch, Allied Commission. Mr. Razzanella reported that on a recent visit to Livorno he discovered that Port Police were not being issued, with the result that people were entering the port and boarding ships at will. It, however, said that this was due to the supply of passes having run out, but others were being printed and the normal practice would continue.

It was agreed that the question of powers which may be accorded by the Italian police over non-Italian nationals, and in particular Allied nationals, should be raised at Milan and a joint statement issued. Major Larman was requested to take this matter up. ✓

80.

Port Sanitary Organisation. Section VIII. General Mattelini advised that he was in touch with the Minister of the Interior on this matter and everything possible was being done to obtain personnel and equipment. A list of requirements would be submitted in due course.

81.

Staffing of Ports. Referring to the points to be considered by the Italian authorities the Chairman asked the position of the manning of the ports. Gen. Mattelini said that immediate steps had been taken to provide personnel and that there would be supplemented according to requirements. As soon as the staffing of the ports was complete a list would be sent to the Committee.

82.

Standardised Forms. Section I, sub-section (ii) para. 4. Mr. Razzanella said that the complaints had been received in this direction and the system was working satisfactorily.

On the question of port returns, Gen. Mattelini said that it would be necessary to give instructions to all ports as to the procedure to be adopted for liaison between Italian and Allied authorities. He said that at present in some ports the Captain of the Port attended the Port Committee Meetings, in some the MOIC, and in others there was no Italian authority at all. It was stated that G. 4. (K), Gen Transport, Staff Officer Shipping to C in C, Med., and A.C. would draw up an instruction to all ports setting out what the position should be in the various categories of ports A, B, C and D.

83.

Handling of craft, equipment, gear etc. Section I, sub-section (iii) para. 4. It was found that returns for harbour craft had been sent to DMO. On the question of gear and spare parts, it was agreed that F & S, Div. (A.S.), should contact the Allied Authority to find out what information was required, it being felt that so long as gear and equipment was on loan some record should be kept.

51. Intelligence Center. Section 11, page 611. The informant stated that the Center is present within the Ministry of Defense and that it is not subject to any other authority or supervision. The informant stated that the Center is not subject to any other authority or supervision. The informant stated that the Center is not subject to any other authority or supervision.

52. Intelligence Center. Section 11, page 611. The informant stated that the Center is not subject to any other authority or supervision. The informant stated that the Center is not subject to any other authority or supervision. The informant stated that the Center is not subject to any other authority or supervision.

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58. Intelligence Center. Section 11, page 611. The informant stated that the Center is not subject to any other authority or supervision. The informant stated that the Center is not subject to any other authority or supervision. The informant stated that the Center is not subject to any other authority or supervision.

mailing system.
The Chairman submitted that much of this trouble would be eliminated when the Italian Intelligence Centre was fully set up, and said he could assist in getting the two Offices in to the Intelligence from it and through the channels.

85. Communications. Gen. Mattioli pointed out that communications north of Florence could not be guaranteed, and asked if permission could be granted for the use of Allied channels until such time as the Italian lines were in order, or alternatively the use of wireline. The Chairman said that this should be taken up through the Navy Sub-Committee.
86. Carro Armato. Section III. In answering the Chairman, Gen. Mattioli said that arrangements have been made between the Ministry of Marine and Ministry of Finance for a law to be passed allowing dues to be levied on all civil cargo passing through Italian ports.
87. Finance. Col. Farrell raised the question of payment of labour for military services in the various categories of ports. In view of their administering staffs and military requirements in the ports (Mr. Farrell preferred to make payments for labour through one authority, especially in ports such as C and D, and suggested that that authority might be the Captain of the port.
- The Chairman pointed out that it had already been agreed that, with the exception of stevedoring costs which were paid by the ship concerned, any services performed were signed for and recorded by the Captain of the port, and he thought the same arrangements could be made for the payment of labour for British Military account, provided (Mr. Farrell) would certify such service. This was agreed in principle, but Gen. Mattioli pointed out that as the appropriations for the year 1945/46 had already been arranged he would have to ask the Finance Minister for a further appropriation - he would thus require to know the amount involved. Col. Farrell undertook to work out an approximate figure of man days from which an estimate could be taken.
- After some discussion it was agreed that the Italian authority would undertake payment of labourer's certificate, and the final details were left to be worked out between (Mr. Farrell), (Mr. Mattioli), (Mr. Farrell), and the Italian Ministry of Marine.
88. Discharge of U.S. vessels in Italian operated areas. Naples. The Chairman referred to a letter from the Transportation S/D. to the Ministry of Marine regarding complaints of the slow discharge of U.S.A. vessels in the Italian operated areas of Naples port. It appeared from the discussion which followed that the main trouble lay in the lack of supervision and liaison between the Italian and American port authorities. Gen. Mattioli said that additional officers have been sent for the supervision of the movement of trucks, but whilst there has been some improvement Col. Farrell considered that a general liaison system should be laid down.

1304

Minute No. 70 of the previous meeting "General Policy", sub-part 1, to read: "...in a similar way General Battistini said that the counter measures would be essentially aligned by the suggested Office against the Axis program. etc."

The Chairman welcomed to the meeting Lt. Col. Bellare and Lt. Col. Battistini, and explained that the Campbell Committee Report having received the approval of the Commander in Chief, Mediterranean and the Supreme Allied Commander, and the Ministry of Marine having been informed of such approval, the purpose of the present meeting was to examine the points which required further action both by the British and the Italian Authorities. It was agreed that these recommendations which affected the Allied authorities should be taken up through the Mediterranean Shipping Board.

Classification of ports. The classification of ports as agreed at a meeting on 5th July was accepted. General Battistini said that the classification raised no difficulties on the Italian side, but Col. Bellare considered that a more should be under Category B. On the advice of the Chairman, however, that the position would be reviewed in about two months' time he agreed to the port remaining in its present category. In writing the dates in which the ports notification to the Italian Government in writing the dates in which the ports revert to Italian control, together with detailed instructions on the method of control. (See Minute No. 82)

Provision of equipment, etc. Referring to Section 1, sub-section 3, paragraph 1 of the report, the Chairman asked if a list of factories and workshops specialising in the manufacture of harbour equipment etc. could be completed in order that the Allied authorities could be requested to de-regulation what materials were available. General Battistini, however, stated that with the liberation of the North the position had somewhat improved; supplies had been found in the northern ports and there would be about 25% of available raw materials allocated for such requirements. Col. Staff pointed out that the Allied authorities were disposed to meet the essential needs of Italy out of the equipment now surplus as a result of the cessation of hostilities. It was agreed, therefore, that a list of requirements should be drawn up jointly with the Ministry of Marine and Ports & Harbours (M.P.H.) and available - the also undertake to prepare a list of all equipment in (M.P.H.) had available - the same would be done on the American side and thus a complete picture submitted. As the year already being used in the ports was needed over purely on loan Col. Battistini said there would be no financial interests.

79. Police and Security. Section VII. Gen. Mattaini stated that he had approached the Minister of the Interior to arrange for an officer of the Carabinieri to be attached to the staff of the Captain of the Port, but had been advised that it was not within the Italian law to do so. There is, however, an Inspector of Civil Police in all ports and he would report to the Captain of the Port. Gen. Mattaini reported also that the Minister of the Interior has already taken steps to increase the number of the special forces and a list of the equipment required has been prepared. Col. Hoff asked that the list be forwarded to him in order that he could take up the matter with the Civil Affairs Section of Public Security Branch, Allied Commission. Mr. Bazzanella reported that on a recent visit to Olvitarochina he discovered that Port Zuccone was not being issued, with the result that people were entering the port and boarding ships at will. Lt. Morera said that this was due to the supply of persons having run out, but others were being printed and the normal practice would continue.

It was agreed that the question of powers which may be exercised by the Italian police over non-Italian nationals, and in particular Allied nationals, should be raised at GUSC and a joint statement issued. Major Laraman was requested to take this matter up.

80. Port Sanitary Organization. Section VIII. General Mattaini advised that he was in touch with the Minister of the Interior on this matter and everything feasible was being done to obtain personnel and equipment. A list of requirements would be submitted in due course.

91. Staffing of ports. Turning to the points to be considered by the Italian Authorities the Chairman asked the position of the manning of the ports. Gen. Mattaini said that immediate steps had been taken to provide personnel and these would be supplemented according to requirements. As soon as the staffing of the ports was complete a list would be sent to the Committee.

82. Standardized forms. Section I, Sub-section (ii) para. 1. Mr. Bazzanella said that no complaints had been received in this direction and the system was working satisfactorily.

On the question of port facilities, Gen. Mattaini said that it would be necessary to give instructions to all ports as to the procedure to be adopted for liaison between Italian and Allied authorities. He said that at present in some ports the Captain of the Port attended the Port Committee Meetings, in some the MLC, and in others there was no Italian authority at all. It was stated that G.A.(M), Sea Transport, Staff Officer Shipping to C in C. Med., and A.C. would draw up an instruction to all ports setting out what the position should be in the various categories of ports A.B.C. and D.

83. Handling of cargo, equipment, fuel etc. Section I, sub-section (iii) para. 4. It was found that returns for harbour craft had been sent to PMHC. On the question of gear and spare parts, it was agreed that V & W, Div., A.C., should contact the Allied Authorities to find out what information was required, it being felt that so long as gear and equipment was on loan some record should be kept.

63. Communications. Gen. Mattioli pointed out that communications north of Florence could not be guaranteed, and asked if permission could be granted for the use of Allied channels during such time as the Italian ships were in order. He alternatively the use of intercepts. The Chairman said that this would be taken up through the Navy Sub-Committee.

64. Carriage. Section 11. In answering the Chairman, Gen. Mattioli said that arrangements have been made between the Ministry of Marine and Ministry of Finance for a law to be passed allowing ships to be loaded on all civil cargo passing through Italian ports.

65. Finance. Col. Randall raised the question of payment of labour for military services in the various categories of ports. In view of their disinclination to and military requirements in the ports (Mr. Mattioli) preferred to make payments for labour through one authority, especially in ports such as Genoa, and suggested that that authority might be the Captain of the port.

The Chairman pointed out that it had already been agreed that, with the exception of sterilising costs which were paid by the ship concerned, any services performed were signed for in records by the Captain of the port, and he thought the same arrangements could be made for the payment of labour for military services, provided (Mr. Mattioli) would certify such service.

This was agreed in principle, but Gen. Mattioli pointed out that as the appropriations for the year 1945/46 had already been arranged he would have to ask the Finance Minister for a further appropriation - he would then require to know the amount involved. Col. Randall undertook to work out an approximate figure of man days from which an estimate could be made.

After some discussion it was agreed that the Italian authority would undertake payment of labour/against participation, and the final details were left to be worked out between Mr. (Mr. Mattioli), Mr. (Mr. Mattioli), and the Italian Ministry of Marine.

66. Discharge of M.E.A. vessels in Italian operated area. The Chairman referred to a letter from the Transportation S/C. to the Ministry of Marine regarding complaints of the slow discharge of M.E.A. vessels in the Italian operated area of Naples port. It appeared from the discussion which followed that the main trouble lay in the lack of supervision and liaison between the Italian and American port authorities. Gen. Mattioli said that additional officers have been sent for the supervision of the movement of trucks, but whilst there has been some improvement Col. Stoff considered that a better liaison system should be laid down.

67. Discharge of M.E.A. vessels in Italian operated area. The Chairman referred to a letter from the Transportation S/C. to the Ministry of Marine regarding complaints of the slow discharge of M.E.A. vessels in the Italian operated area of Naples port. It appeared from the discussion which followed that the main trouble lay in the lack of supervision and liaison between the Italian and American port authorities. Gen. Mattioli said that additional officers have been sent for the supervision of the movement of trucks, but whilst there has been some improvement Col. Stoff considered that a better liaison system should be laid down.

to appear please from 4 to 8

file

* CONFIDENTIAL

at a meeting held in Los Angeles, California, on May 1965 to consider the classification of the following documents:

1. All reports from the intelligence community to the President and his staff, to be classified "Confidential" or "Secret".

2. All reports from the intelligence community to the President and his staff, to be classified "Confidential" or "Secret".

3. All reports from the intelligence community to the President and his staff, to be classified "Confidential" or "Secret".

4. All reports from the intelligence community to the President and his staff, to be classified "Confidential" or "Secret".

5. All reports from the intelligence community to the President and his staff, to be classified "Confidential" or "Secret".

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8. All reports from the intelligence community to the President and his staff, to be classified "Confidential" or "Secret".

9. All reports from the intelligence community to the President and his staff, to be classified "Confidential" or "Secret".

10. All reports from the intelligence community to the President and his staff, to be classified "Confidential" or "Secret".

to be made available to the public
in accordance with the provisions of
the Freedom of Information Act, 5 U.S.C. 552, et seq.
and the Executive Order of the President
of the United States, dated May 12, 1962, 128 F.R. 11889.

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be made available to the public

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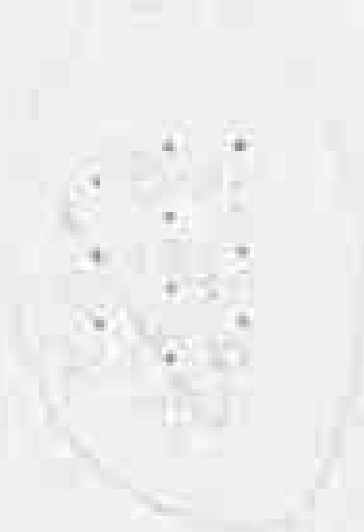
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Declassified E.O. 12356 Section 3.3/NND No. 785021

7. H. A. A. A.

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Please see all your
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 also see. as a driver
 Par City to P. & W. house SW 1.

AMERICAN SHIPPING BOARD

CHIEF COMMITTEE

Minutes of Meeting held in Room 201 on 6th June, 1945.

Present: Mr. Ian E. Campbell
 Colonel M. J. Bluff
 Major G. J. Sedgway
 Mr. A. M. Razzanella
 Lt. Gen. Mattioli
 Gen. S. Mattioli
 Sir. Beretta
 Captain Ford

Chairman
 Transportation S/C.
 Ports & Harbours Div.
 MarGen. Merchant
 Marine.
 Liaison M.H.E.
 Liaison A.C.
 Trans: S/S.

A meeting of the Committee was called to discuss the attached proposed recommendations for the formation of an Italian organization to deal with the running of shipping.

General Policy.

It was seen that the main machinery for the allocation of shipping would be the shipping owners themselves who would be attached to the executive body of the suggested COMAR and would make the allocations for the loading of the essential cargoes to see that A.C. programmes were speedily carried out as first priority.

General Mattioli pointed out that the shipping would not be on time charter, but owners would collect freight directly from the trader - he considered that that method would give an incentive to the owners to turn their vessels round quickly. Cargoes carried within the A.C. programme would be carried as first priority and controlled as to freight rates up the existing 100,000 tonnage basis, after which it was proposed that owners would be free to carry other goods at "market" rates.

In answering the Chairman General Mattioli said that requisition would take the form of a tight control on all vessels but would be without payment or possibly only a token payment.

As far as the A.C. programme was concerned Colonel Staff stated that they would work to a 30,000 ton monthly programme of essential commodities which they would pass to COMAR, or the equivalent Italian Govt. body, for carriage - but in view of the possibility of the shipping capacity being short 30,000 tons he asked that should an emergency arise for the lifting of an additional tonnage whether COMAR would accept. General Mattioli replied that provided shipping tonnage was available additional cargoes would be carried in an emergency.

In a similar way General Mattioli said that the coastal services

Meeting of the Committee was called by the Italian Organisation to deal
proposed recommendations for the formation of an Italian Organisation to deal
with the running of schooners.

General policy.

It was seen that the main machinery for the allocation of schooners
would be the schooner owners themselves who would be attached to the executive
body of the suggested COMAR and would make the allocations for the loading of
the essential cargoes to see that A.C. programmes were speedily carried out as
first priority.

General Matteini pointed out that the schooner would not be on
time charter, but owners would collect freight directly from the trader - he
considered that that method would give an incentive to the owners to turn
their vessels round quickly. Cargoes carried within the A.C. programme would
be carried as first priority and controlled as to freight rates on the
existing CO.02.HA ton-mile basis, after which it was proposed that owners would
be free to carry other goods at "market" rates.

In answering the Chairman General Matteini said that requisition
would take the form of a tight control on all vessels but would be without
payment or possibly only a token payment.

As far as the A.C. programme was concerned Colonel Sieff stated that
they would work to a 30,000 tons monthly programme of essential commodities
which they would pass to COMAR, or the equivalent Italian Govt. body, for
carriage - but in view of the possibility of the schooner capacity being above
30,000 tons he asked that should an emergency arise for the lifting of an
additional tonnage whether COMAR would accept. General Matteini replied that
provided schooner tonnage was available additional cargoes would be carried in
an emergency.

In a similar way General Matteini said that the coaster services
would be allocated by the suggested COMAR against the A.C. programme, and
Colonel Sieff explained that the various Sub-Commissions would pass their
bids to A.C. and they in turn would pass on their programmes in bulk to
COMAR for allocation. He added that the programmes would be considered
against the schooner and liner space available, and what could not be carried
by these means would be presented to MEMBC or IMA for allocation.

Referring to item 3 on the allocation of fuel, for which
General Matteini had made himself personally responsible, Colonel Sieff asked
whether the scheme proposed by the Ministry of Marine and accepted by the
Allied Commission and Petroleum Section, A.F.M.C., had been co-ordinated with
the Ministry of Industry & Commerce, as Pet. Section were not convinced that
the increased figures were justified. The Allied Commission, however, wanted
assurance that the demand for schooner traffic is being met so that vessels
are not delayed through lack of fuel, and General Matteini said that exact
figures were being prepared and he hoped to settle this point quickly.

The general policy of the recommendations was accepted, and
General Matteini said it was proposed to put the scheme into operation as

14/1/43

from the 1st. July, 1945. Organizational details were being worked out and it was hoped that the scheme would be in working order in a short time.

Organization.

The Chairman explained that M.W.T. as such were anxious to drop out of the picture at the earliest possible moment, but that it was essential that when the work was finally turned over to COMAR or equivalent Italian Govt. body, that organization would be capable of handling the business, including all communications.

As far as signals were concerning Lt. Stevens stated that at present COMARs were receiving all the necessary signals, and that a complete picture of schooner traffic is received through their agents. The Chairman asked, however, that this matter might be checked and confirmed when General Mattioli was in Naples, as he felt that there might be a duplication of signal traffic through Royal Navy channels.

Regarding Item No. 2 "Committee of Schooner Centers": The Chairman asked whether this committee is to be attached to the suggested COMAR, would be working part or whole time. General Mattioli said that they would work full time until the program of essential commodities was completed, and thereafter turn to their own interests. Colonel Bleff said that from experience gained it was found that programmes would be running continuously, and situations frequently arose which needed immediate handling, and the Chairman stressed the necessity for the Centers' Committee being in touch all the time.

Answering Mr. Benzanella Colonel Bleff stated that the A.C. Liaison Officer attached to the suggested COMAR would be responsible channel through which Allied Commission programmed messages would be passed - he should see that the kids are co-ordinated and allocated, in the same way that the Italian Liaison with Allied Commission would act for the Italian Government organization.

General Mattioli stated that Lt. Stevens would be the head of the Italian organization in Rome, which appointed the Committee welcomed. The Chairman asked whether it was intended that individual schooner allocations would be made in Rome, but Gen. Mattioli said that as the majority of the schooners were in the Naples area actual allocations would be made from there, but only on instructions from Rome. Colonel Bleff said that there would be more traffic eventually in the North, but General Mattioli explained that he had planned to make the organization in this one so that it could be transferred from one place to another as circumstances necessitated.

Item 4 - freight. The Chairman pointed out that under the scheme of regulation with a normal rate of hire freight would have to be paid for every cargo carried, and asked what the position would be regarding A.C.

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General Matteini stated that Lt. Mureza would be the head of the Italian organization in Rome, which appointment the Committee welcomed. The Chairman asked whether it was intended that individual schooner allocations could be made in Rome, but Gen. Matteini said that as the majority of the schooners were in the Naples area actual allocations would be made from there, but only on instructions from Rome. Colonel Sieff said that there would be more traffic eventually in the North, but General Matteini explained that he had planned to make the organization an elastic one so that it could be drafted from one place to another as circumstances necessitated.

Item 4 - Freight. The Chairman pointed out that under the scheme of requisition with a normal rate of hire freight would have to be paid for every cargo carried, and asked what the position would be regarding A.C. cargoes. General Matteini replied that as set out in the Campbell Committee report no freight would be payable for A.C. cargoes to meet civil requirements, and that freight on other cargoes would be paid by the Italian Government. As an illustration Colonel Sieff asked if UNRRA supplies are discharged at say Naples for redistribution, some by rail, some by road or even some by sea, who would pay the freight if a schooner were allocated for the sea carriage. General Matteini replied that the Italian Government would pay the freight.

As regards the rate of freight, the Chairman said that the Allied authorities were not interested in the actual rates fixed except to see that they were not prohibitive. New rates are now being fixed and Colonel Sieff asked that the Price Control Section of the Allied Commission be advised of the ultimate rates fixed. Lt. Mureza undertook to do this.

Supplies for Lampedusa Island. The Chairman referred to a letter received from the Allied Commission Liaison Officer, Palermo, which pointed out the unavailability of the schooner at present being used for the supplies of food and other necessities to the inhabitants of the Islands. Colonel Sieff said that this matter had been raised at UNRRA, and was in fact being complicated by the requests for shipping to cover refugee movements. Out of the four vessels available for service among the Islands, two were being taken off

storages in concentration, and the soldiers have been declaring short weights. The Sicily which stated that the soldiers were being taken into and it was hoped that the quantities of standardised weights was being taken into and it was hoped that the quantities would be avoided in future. *Washed 7/9 held 12 June 45*

by each from complete autonomy. Colonel Skiff stated that this matter had been Stevedoring costs and control. Had been taken up at WMSO, where it had the subject of correspondence with the Comaguna Portals should be the only body been agreed in principle that the Comaguna Portals should be the only body to supply stevedore labour not establish with the interested parties the manner to be paid. In certain ports, however, in Italy through which the redeployment of Allied personnel was taking place the Military Authorities are expected to the release of stevedores from military control, as suggested in A.C. memorandum of 26th May, para. 4, and it was agreed that in ports which would not be required for redeployment contracts should be made through the Comaguna Portals and the stevedores paid a daily wage to be agreed by A.C., and not on tonnage rates.

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REVENUE INFORMATION

GENERAL POLICY

General Policy

1. All schooners, to be formally registered by the Italian government and to be entered through COMNAV.
2. All schooners to be registered with COMNAV.
3. Present system of navigation licenses and voyage permits to be maintained.
4. Italian Government to be responsible, through COMNAV, for handling of the schooner's navigation lifting program as submitted by competent Italian Government agencies and endorsed and approved by A.C.
5. Directorate General of Merchant Marine to be responsible for bulk allocation of fuel in various ports.
6. A.C. Headquarters to supervise carrying out of overall program for essential commodities and to be kept informed daily of cargo situation by COMNAV head office in Rome.

Organization

1. A.C. Headquarters to supply COMNAV in advance with overall program for essential commodities submitted by him in order to enable COMNAV to make proper allocation.
2. COMNAV to appoint each schooner's owner as operating agent to act on their behalf.
3. A committee of owners of schooners to be attached to COMNAV staff, as experts to advise on the allocation of schooners to carry out lifting program for essential commodities approved by A.C. as first priority.
4. Existing COMNAV tonnage freight rates to be considered at present, as official basis to be paid. Freight rates to be adjusted according to actual cost of owners' operations within 30 days and to be revised quarterly.
5. A regulation of lifting of essential supplies schooners to be drawn to limit other cargo authorized by competent Italian Government authorities through COMNAV head office in Rome.

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3. Directorate General of Merchant Marine to be responsible for bulk allocation of fuel in various ports.

6. A.C. Headquarters to supervise carrying out of overall program for essential commodities and to be kept informed daily of cargo situation by COMAR Head Office in Rome.

Organization:

1. A.C. Headquarters to supply COMAR in advance with overall program of movements of essential commodities by sea in order to enable COMAR to make proper allocation.

2. COMAR to appoint each schooner's owner as operating agent to act on their behalf.

3. A committee of owners of schooners to be attached to COMAR staff, an experts to advise on the allocation of schooners to carry out lifting program for essential commodities as proved by A.C. as first priority.

4. Fixing 20,000 ton mile freight rate to be considered at present, an official ceiling to be paid. Freight rates to be adjusted according to actual cost of schooners' operations within 30 days and to be revised quarterly.

5. On completion of lifting of essential program schooners to be free to haul other cargo authorized by competent Italian Government authorities through Chamber of Commerce.

6. Individual exporters to apply to Chamber of Commerce for export licenses.

7. Chamber of Commerce upon the issue of export license to notify COMAR local agent, Port Captain and Custom authority of port of embarkation.

8. Individual exporters supplied with export permit to arrange through usual commercial channels or directly with ship owners for hauling of cargo.

9. Shipper to submit export licence and name of schooner to COMAR local representative in order to obtain voyage permit.

10. Voyage permit to be submitted to Capitaneria di Porto. After checking mileage, Cap. di Porto, will allocate sufficient fuel to cover the voyage to the next re-fueling station. Custom authorities of the port of embarkation to verify upon information received from Chamber of Commerce, that commodities carried are those listed on export licence.

11. A.C. Headquarters to be kept informed of cargo movements by COMAR Head Office in Rome.

2277
Declassified E.O. 12356 Section 3.3/NND No. 785021

with the Ital. Port Liaison Office

seen by Mary Crawford

RECOMMENDATION BY THE DISCIPLINE BOARD

RECOMMENDATION

The report of the Board of Discipline dated 14th May was received and accepted by the Joint Services Committee on 17th May and on Saturday 18th May, and the following recommendations:

Section I, sub-section II, para 1, insert -

"1. Called forward on 14th May 1954, and with a Division of Command."

Section I, sub-section II, para 2, insert after "para 1."

"in Category 'A' and up to a and Division of Command as in Category 'A' para 1."

Section I, sub-section II, para 4 - except as to be added as follows:

which does not preclude the extent to which the individual of merit, equipment of gear for their own use."

The report has been forwarded to the Joint Administrative Officer, J.S.C., by the Chairman of the Board with the request that it be submitted to the Supreme Allied Commanders, approval, and if approved, that the necessary steps be taken to ensure the Italian Government and its Authorities in order that the necessary equipment can be represented as possible.

for info filed

"D. Allied Naval or Military ports, but with a Civilian commitment."

Section I, sub-section iii, para. 4, insert after "gear etc." -

"in Category 'A' and 'B' ports and civilian operated areas in Category 'C' ports."

Section I, sub-section iii, para. 4 - second sentence to be added as follows:-

"This does not preclude the private purchase by individuals of outfit, equipment or gear for their own use."

The Report has been forwarded to the Chief Administrative Officer, A.P.H.C., by the Chairman of the Board with the request that it be submitted to the Supreme Allied Commander for approval, and is approved, that the necessary steps be taken to instruct the Italian Government and other authorities in order that the policy outlined can be implemented as early as possible.

LA. H. G. p. 11

IAN D. CAMPBELL.

CHAIRMAN

MEMO CAMPBELL COMMITTEE, RMC.

15th May, 1945.

Copy sent to Col. Smith

Minutes of meeting 20.7.1971

63. Repair Facilities. Ref. 24. Major Godfrey stated that it had been reported at MIMO meeting on 14.7.71 that the Navy are now using the repair facilities at Dumbarton (the Navy's immediate no full capacity, and in consequence the labour position has improved).

64. Definition of Agent. Major Godfrey stated that it had been reported at MIMO by the G in C. that a list of agreed parts concerned to be made. The control had been issued, but as this was not yet in the possession of the Commission the Chairman requested it would be necessary to report that the list is not yet available, and report accordingly.

REPORT. The Committee has agreed the Report in a completed form, and discussed with the Chairman's suggestion that if any other points arose a further meeting be held and if necessary an addendum added to the Report. The Report was duly signed by the Chairman and Lt. Col. Macdonald on behalf of the Members.

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65. Communications. Ref. 24. Capt. Rutz asked that arrangements be made for Officers in the port to have advanced information regarding ship movements, and suggested that the Ministry of Marine Intelligence Centre in Rome be put on the circulation for G in C. He's movement signals. Mr. Ragan suggested that a Shipping Division Room be set up in Rome, and instructed trouble experienced recently at Civitavecchia when through lack of information three coal ships appeared likely to arrive for discharge at the same time. Major Godfrey agreed to take this matter up with A.S.H.Q.

66. Civitavecchia. Major Godfrey reported that he had recently made an inspection of the port night working at Civitavecchia, and stated that of the four vessels in port three were lying idle. There were no stands at either the entrance or exit to the port - there were very few people in the port area and there was no apparent security control although contributors were observed running a monopoly of wine. Vehicles carrying personnel were ordering and leaving the port without check or scrutiny, and the whole position generally was chaotic. Some worry with the allied Commission. As regards the vessels lying idle, the Chairman asked what steps had been taken with the ship's agents to ensure that no work was done on the vessels and that the ship's agents were kept informed by the Agents to ensure speedy turnaround, but the trouble lay with the labour. General Macdonald asked that he be given full details regarding the complaints and said he would have an inspector investigate the trouble, and also appoint a superintendent to supervise the labour in conjunction with the Captain of the port.

It was concluded that the Sub-Committee should be set up for more serious, and although lack of manpower was a contributory cause it was felt that the Commission should have supervision and direction. General Macdonald said he would look into this matter also.

Major Godfrey stated that the allied Commission propose to hold instructions of port at various intervals.

1. The purpose of this document is to provide a summary of the information received from the source regarding the activities of the [redacted] group. The information was obtained from a confidential source who has provided reliable information in the past.

2. The source has provided information regarding the activities of the [redacted] group, which is a [redacted] organization. The source has provided information regarding the activities of the [redacted] group, which is a [redacted] organization. The source has provided information regarding the activities of the [redacted] group, which is a [redacted] organization.

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10. [redacted]
11. [redacted]

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Subject: [illegible]
[illegible]

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26. [illegible]
27. [illegible]
28. [illegible]
29. [illegible]
30. [illegible]

Minutes of the previous meeting agreed, with the following amendments:

58. Unemployment in North. Ref. 57. Major Doherty pointed out that the provision of vehicles for their clearance was accepted by the Port Commandant, with the maximum Italian Air Force vehicles to be used from the Italian port area.

59. Payment of interest, etc. Ref. 56. General Doherty stated that at the time of the meeting, the interest on the loan was £100,000, and the interest on the loan was £100,000. In accordance with the agreement, the rate in the first instance is responsible for the payment of the interest on the loan, and all other services would be the responsibility of the Ministry of the Port.

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Further amendments and additions are attached hereto for immediate consideration and report to the Chairman, in order that the Committee may be able to deal with matters arising from the report and make recommendations to the Mediterranean Shipping Board. The Committee would be restricted to matters of policy only.

51. Definition of areas. Ref. 36. Colonel Stoff reported that he had been advised that the Army had agreed the areas and ports in which they have no interests - the matter is under discussion between Nov. 5th, A.F.H.Q. and Royal Navy, and a reply is expected in the near future.

52. Payment of tugs. Ref. 43. General Mattioli pointed out that while the tug to be towed would cover tugs and persons, the tug only would be allocated to the Congressia for administration, tugs being under the control of the Captain of the Port and being used for personnel other than ship tugs. Mr. Hughes considered that some difference should be made between tugs for berthing and other tugs, the former being a naval concern, but Gen. Mattioli said that it is not possible to differentiate and a pool of tug tugs would be made and allocated through the Captain of the Port. Mr. Hughes felt that this should be developed further with the Navy.

53. Security. Ref. 40. Captain Buta took exception to the wording of the sentence regarding the responsibility for security control, and pointed out that the Ministry of Marine were already going beyond their powers according to present Italian law if the help they are giving in this matter, and unless a new decree is made the Ministry for the Interior is responsible for security and following of ports and port areas. It was therefore agreed that that particular sentence in minute 40. be deleted, but in view of the importance of security the pressing nature of immediate control was again stressed.

Col. Stoff referred to a report made by the C.I.B. regarding Civitavecchia, and the result of the investigation had made it necessary to re-organise Allied Military Police from an intelligence and security angle. He asked, therefore, for the Italian authorities' assurance that the new system indicated force in the immediate future, particularly at Civitavecchia. Captain Buta said that the recommendation had been made to the Ministry for the Interior to have an officer stationed to the Captain of the Port, and the possibility of having the special police force in under discussion. The matter is progressing, but Gen. Mattioli pointed out that it is lack of suitable personnel was proving a difficulty.

Colonel Stoff stated that it has been agreed by MAPPO (Min. 1944) that in the absence of Allied Police the Italian authorities should be given power to detain British or American offenders, for handling over to their respective Military Police. The immediate appointment of an Italian Security Officer on the staff of the Captain of the Port, particularly at Civitavecchia was recommended.

54. Repair facilities. Indications have been received that the repair facilities at Civitavecchia are not being fully utilized, and Captain Buta said that while the Navy were in a position to consider the release of certain facilities, he had no jurisdiction over civilian repairs. Colonel Stoff stated that Transportation S/C. had received a communication on this subject which he had passed to the MAPPO repair Committee for consideration.

Mr. Gen. Mattioli
Capt. R. Buta
Lt. Col. R. Gagne
Dr. Camillo
Mr. Gen. Italian M.M.
Gen. Staff, R.I.N.
Salerno, R.I.N.
Chief of Divisions, M.M.

1. Organization - The U.S. District Court in the Southern District of New York has jurisdiction over the Southern District of New York. The Southern District of New York is one of the thirteen federal judicial districts in the United States. It covers the southern portion of New York State, including the cities of New York, Albany, and Buffalo. The district is headed by the United States District Judge, who is appointed by the President and confirmed by the Senate. The district is divided into three judicial districts: the Southern District of New York, the Eastern District of New York, and the Western District of New York. The Southern District of New York is the largest of the three districts, covering the area from the tip of Long Island to the Adirondacks. It is home to the Southern District of New York Courthouse, which is one of the largest courthouses in the United States. The Southern District of New York is also home to the Southern District of New York Prison, which is one of the largest prisons in the United States. The Southern District of New York is a very important district, and it is one of the most important districts in the United States.

2. History - The Southern District of New York was created in 1789, when the first federal judicial districts were established. It was one of the original thirteen districts, and it has since played a major role in the history of the United States. The district has been the site of many important events, including the trial of John Jay, the first Chief Justice of the United States, and the trial of the British soldiers involved in the Boston Massacre. The district has also been the site of many important legal decisions, including the landmark case of Marbury v. Madison, which established the principle of judicial review. The Southern District of New York has a long and rich history, and it continues to play an important role in the United States today.

3. Geography - The Southern District of New York covers an area of approximately 10,000 square miles. It is located in the southern portion of New York State, and it is bordered by the state of New Jersey to the west, the state of Connecticut to the south, and the state of Pennsylvania to the east. The district is home to many major cities, including New York, Albany, and Buffalo. It is also home to many important landmarks, including the Statue of Liberty, the Empire State Building, and the Adirondack Park. The Southern District of New York is a very diverse area, and it is home to people from many different backgrounds and cultures.

affected personnel would have to be allowed. However, when it was proposed to organize a local control unit, the Italian staff would be assigned with Port Commandant on matters of day to day continuing operations, and there would also be a liaison staff to work in connection with policy and programming matters. Sufficient gear for handling a local control unit would be handled over to the Captain of the Port, and it was agreed that the local control unit, Capt. Bagnoli, would be assigned to the Captain of the Port through Port Commandant on matters. Provision of vehicles for local command was accepted by the Port Commandant, with the maximum Italian driver personnel to be used from the Italian Port Area. Still complete control of berthing reverted to the Ministry of Marine. This function would continue to be carried out by the Royal Navy, to which dual control. Detailed inspection would be assigned to the responsibility of the Captain of the Port.

It was seen that these arrangements had certain those suggested in Minute 27, and the results of the experiment must put into force were awaited with interest.

26. Payment of stevedoring etc. (Ref. 2). Mr. Torrey - Assistant to the Director of W.B.A. (Ref. 1) - upon introduction by Mr. Bagnoli, asked whether anything had been done in connection with putting Port Captains in funds to cover various services rendered in Italian/Italian ports. Mr. Bagnoli advised that Captains of the Port had been put into funds only where it was known that that port had been turned over to Italian control; when it was known that other ports were retained under Italian control, it was known that other that little would be sent to the Captain of the Port at Livorno for settlement of port services.

27. Salvage - compensation. Ref. 1. Mr. Torrey advised the meeting that it had been established that the Italian authorities would be responsible for compensation in the event of wreck salvaged by private enterprise being requisitioned for service by either the Italian authorities or the Italian Government.

28. Draft report. The incomplete draft, as circulated was discussed, and agreed with the attached amendments.

Next Meeting to be held on Friday 27th April in the offices of the Campbell Committee, at 10.30 hrs.

The minutes of the previous meeting were taken as read, with the following amendments:

Item 30. Mr. Hughes stated that C. Ingham, M.D., had not in fact approved the report put forward in the Salvage of Italian Merchant Ships - the committee had merely been put forward for consideration. It was pointed out that Lt. C. Ingham had not been appointed Salvage Division Officer, and that appointment would come from the U.S. Navy. Captain Butler said that Lt. C. Ingham had been appointed to act as Salvage Officer for the Italian Merchant Fleet Salvage Officer, and that it was felt that the new Salvage Officer would assist in co-ordinating the work.

36. Definition of terms. Ref. 33. Captain Butler said he was still without the information required, and the Chairman suggested that in order to pass this matter this Committee should draw up a list of terms which it considered might be relevant to Italian control and submit to JEPHO for consideration. This was agreed.

Chairman: Underman, JEPHO, JEPHO, JEPHO.

37. Stowage of goods. Mr. Regan asked if the gear and equipment at present being imported from U.S.A. under the auspices of W.S.A. could be issued to W.S.A. agents in the ports. Those agents would be held responsible for the custody and maintenance of the gear and would have over the gear as loan to the stowage companies as required. Mr. Regan insisted that the gear supplied to Civitavecchia, of which a quantity had disappeared and that resulting was not in good condition. He further considered that the issue to W.S.A./M.W.T. agents would ensure care being taken of the gear and an equal issue to stowage companies. The Chairman stated that difficulty might arise through M.W.T. having several agents in each port, and asked whether W.S.A. would be prepared to leave the gear as common user for all ships through their agents. General Matfield considered that the gear should be allocated to the Captain of the Port as the proper authority. After discussion it was agreed that the Committee would recommend that imported stowage gear would be the responsibility of the Captain of the Port, who would use the Compendium Particulars for distribution and maintenance for W.S.A./M.W.T. use.

38. Mine barge. It was pointed out by Mr. Regan that some of the 20 mine barge allocated to Civitavecchia had required repairs and alterations to fit them for work in the port. Some delivery as to who would reimburse the local authorities for the costs of this work had arisen and in particular as to how these authorities would be reimbursed in the event of these barges being re-allocated to another port.

Mr. Hughes stated that his section had been pressing forward on the general question of the allocation of Allied Merchant craft to Italian ports, but that he considered that the provision of the 20 mine barges to Civitavecchia could be taken as a definite allocation and that they would

Italian authorities for approval. In answering the Italian request, the Italian authorities stated that the Commission's findings were in accordance with the Italian authorities' findings and that the Commission's findings were in accordance with the Italian authorities' findings.

On the question of the Italian request, the Italian authorities stated that the Commission's findings were in accordance with the Italian authorities' findings and that the Commission's findings were in accordance with the Italian authorities' findings.

Security, Feb. 27, last year. General Kattani reported that a tentative arrangement with the Ministry of Marine and Commerce had been reached for the Italian authorities to have an office in the Ministry of Marine and Commerce. The Italian authorities stated that the Commission's findings were in accordance with the Italian authorities' findings and that the Commission's findings were in accordance with the Italian authorities' findings.

Mr. Baranowski considered that the Italian authorities' findings were in accordance with the Italian authorities' findings and that the Commission's findings were in accordance with the Italian authorities' findings.

Withdrawal of A.C. Officers from ports. General Kattani reported that a tentative arrangement had been reached for the Italian authorities to have an office in the Ministry of Marine and Commerce. The Italian authorities stated that the Commission's findings were in accordance with the Italian authorities' findings and that the Commission's findings were in accordance with the Italian authorities' findings.

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Discussion

the Ministry of Industry a number of copies of the Ministry of Marine, Fisheries, and the Shipping Service, and as per building with other of industry. The Minister said that this is treated as a matter of industry.

Mr. C. C. Young, Deputy Minister of Marine, Fisheries, and the Shipping Service, said that the Minister's statement is a matter of industry.

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44. Communications. Ref. 22. Major Geoffrey reported the efficient operation of 5000 signals from 30 ports through Ministry of Marine, Fisheries, and the Shipping Service. This was carried out immediately.

45. Small craft. Mr. Hughes advised that the Ministry of Marine, Fisheries, and the Shipping Service, and any de-regulated craft which is the subject of a regulation, is subject to a limitation of tonnage and the Minister suggested that this is a limitation between 1000 and 1500 tons.

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46. Salvage. Ref. 10. Mr. C. C. Young, Deputy Minister of Marine, Fisheries, and the Shipping Service, said that the Minister's statement is a matter of industry.

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12. In view of the fact that the Government of the United States has already to afford with all the facilities and facilities for the use of the United States.

13. The Government of the United States has already to afford with all the facilities and facilities for the use of the United States.

14. The Government of the United States has already to afford with all the facilities and facilities for the use of the United States.

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16. The Government of the United States has already to afford with all the facilities and facilities for the use of the United States.

17. The Government of the United States has already to afford with all the facilities and facilities for the use of the United States.

Unreliable Source

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 08-10-2001 BY 60322
WST/STP/STP/STP/STP/STP

14th April, 1968.

The Bureau Supply Office, Rome,
Italy. Office of the Chief of Staff,
Rome.

1. The Bureau Supply Office, Rome, is requested to provide the following information:

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7. The Bureau Supply Office, Rome, is requested to provide the following information:

8. The Bureau Supply Office, Rome, is requested to provide the following information:

9. The Bureau Supply Office, Rome, is requested to provide the following information:

3. C-in-C. Med. will shortly appoint a Salvage Liaison Officer to be attached to FOVALI Base or Navy Sub-Commission who will be his representative on salvage matters.

4. The salvage branch of the Italian Ministry of Marine is the Divisione Salvatori who supervise all salvage in territory under the jurisdiction of the Italian Government.

5. Colonel Spinali has been appointed as A.I.S. Salvage Officer Liaison by the Commander in Chief, Mediterranean. He is in charge of an Italian group which works entirely under the direction of the Fleet Salvage Officer, Mediterranean.

6. All privately owned craft as salvaged by private salvage companies or individuals under license granted to the owner of the craft upon application to Divisione Risparmi.

7. In practice the Italian Ministry of Marine submits lists of vessels found in any non-operational area to C-in-C. Med. The salvage of any craft not required for the use of the Allied Forces then becomes the responsibility of the Italian Ministry of Marine.

8. It would seem it is left to the owner of the craft other than those still required by Fleet Salvage Officer such as prisoners, and A.I.S. craft, to make applications for salvage. It is not clear if priorities are established or what supervision is exercised.

RECOMMENDATIONS.

i. That Divisione Risparmi prepare a list of all salvagable small craft, details of licenses issued and progress of work.

ii. Salvage Liaison Officer, Director of Harbour Craft, Transportation Sub-Commission and Divisione Risparmi representatives sent as soon as possible to decide how the salvage of craft required for the agreed programme can be accelerated, and hold regular meetings thereafter.

iii. An Officer now on Navy Sub-Commission act as Salvage Liaison Officer representative until the arrival of the latter.

iv. Fleet Salvage Officer's view is that the suggested Sub-Committee would fulfil a useful function in controlling salvage of Italian craft not required by the Allied Forces (see 7. above).

v. Fleet Salvage Officer concurs with recommendation that the Salvage Officer on FOVALI's staff attend these meetings in order to co-ordinate the resources used for salvage generally.

as recommended by the Joint Disarmament Commission, to be allocated to the quantities of Quota on control of the civilian need to be allotted, as they expect that "disturbances" will arise for the capture of the United States. The Joint Government should also contain the Joint Security and Police in the area.

for the movement of students across the United States and the District of Columbia.

Later in the meeting, Mr. Kallbach asked what points are combined in whether there could be any dividing barrier between the civil and military aspects. Col. Heflong said that at present the army was required to keep back in the way they became available, but the Chairman pointed out that there would develop into some eventually an consideration that they should be cleared off. This stated the problem as in civilian control of military expenditure being subject to civilian control, and while the current arrangement for Security and Soldier of points was under the supervision of the industry of the Interior, the allocation of personnel was insufficient. The Chairman Government had been prepared to allocate extra points, but on the condition it should have no direct

29. The Committee, in its report, stated that the Committee had been asked to review the operations of the Port of Montreal and to make recommendations on the basis of its findings. The Committee has completed its study and has prepared this report. It is the Committee's opinion that the Port of Montreal is a well-managed and efficient port, and that it is well-served by the various agencies and organizations which are concerned with its operation. The Committee has no recommendations to make at this time.

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Page 10 of 10

10. Conduct. Item 2, page 1. The first sentence of the first paragraph of the first section of the first article of the Constitution of the United States reads: "We the People of the United States, in Order to form a more perfect Union, establish Justice, insure domestic Tranquility, provide for the common defence, promote the general Welfare, and secure the Blessings of Liberty to ourselves and our Posterity, do hereby constitute and ordain this Constitution."

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UNITED STATES DEPARTMENT OF JUSTICE

Office of Director of National Security

Washington, D.C. 20535

27th April 1964

Memorandum for Mr. Tolson, Mr. Boardman, Mr. Nichols, Mr. Belmont, Mr. Casper, Mr. Callahan, Mr. Conrad, Mr. DeLoach, Mr. Evans, Mr. Gale, Mr. Rosen, Mr. Sullivan, Mr. Tavel, Mr. Trotter, Mr. Tele. Room, Mr. Holmes, Miss Gandy

SUBJECT: Operation of the Central Intelligence Agency

1. Enclosed in this memorandum is a summary of all matters in the file of the Central Intelligence Agency.
2. The summary is divided into two parts: the first part is a summary of the operations of the Central Intelligence Agency, and the second part is a summary of the results of the operations of the Central Intelligence Agency.
3. The first part of the summary is divided into three sections: the first section is a summary of the operations of the Central Intelligence Agency, the second section is a summary of the results of the operations of the Central Intelligence Agency, and the third section is a summary of the results of the operations of the Central Intelligence Agency.
4. The second part of the summary is divided into three sections: the first section is a summary of the results of the operations of the Central Intelligence Agency, the second section is a summary of the results of the operations of the Central Intelligence Agency, and the third section is a summary of the results of the operations of the Central Intelligence Agency.
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7. The first section of the third part of the summary is a summary of the results of the operations of the Central Intelligence Agency, and the second section of the third part of the summary is a summary of the results of the operations of the Central Intelligence Agency.

SAVING OF WRECKED AIRCRAFT.

1. Coordinator in Chief, Submarine in responsible for all salvage in the Mediterranean.
 2. The Italian Ministry of Air will work under the direction of the Fleet Salvage Officer of U.S. Navy, in the Salvage of Italian small craft.
 3. U.S. Navy will shortly appoint a Salvage Liaison Officer to be attached to the Italian Navy or Navy Sub-Commission the will be his representative on salvage matters.
 4. The Italian branch of the Italian Ministry of Air in the Divisiono Aeronautica will receive all salvage in a priority under the jurisdiction of the Italian Government.
 5. When an Italian Navy submarine salvages under instructions of Fleet Salvage Officer U.S. Navy, the submarine will be in U.S. Navy. When the craft is U.S. Navy, it will be in U.S. Navy. When the craft is U.S. Navy, it will be in U.S. Navy. When the craft is U.S. Navy, it will be in U.S. Navy.
 6. All privately owned craft is salvaged by private salvage companies or individuals under license granted to the owner of the craft upon application to Divisiono Aeronautica.
 7. In practice the Fleet Salvage Officer decision which craft are to be used for Allied Services and Air Force U.S. Navy, to salvage. Full authority is then given to the Italian Ministry of Air regarding salvage of other Italian small craft.
 8. It would seem it is left to the owner of the craft other than those still registered with Salvage Officer such as bombers, and U.S. Navy, to make application for salvage. It is not clear if priorities are established or that supervision is exercised.
- RECOMMENDATIONS.
- i. That Divisiono Aeronautica prepare a list of all salvagable small craft, details of location, and progress of work.
 - ii. Salvage Liaison Officer, Director of Maritime Unit, Transportation Sub-Commission and Divisiono Aeronautica representatives meet to make it possible to decide how the salvage of craft required for the agreed program, can be accelerated, and hold regular meetings thereafter.
 - iii. An officer now on Navy Sub-Commission act as Salvage Liaison Officer representative until the arrival of the latter.

19. Communication. Ref. 22. Colonel Stelf reported that C in C. Med. has approved of the Italian cypher for passage of shipping information through the Ministry of Marine set up in Italy and Sicily, and that the Ministry of Marine confirmed that all reports and other messages could be handled through the Captaincy in Port.

It. Cdr. Vaccari later in the morning asked whether, in order to condense signals transmitted, his Ministry could be furnished with a list of Allied vessels in Italian waters, it being proposed to allocate these names to a cypher group. It was suggested that this list could be obtained from the Fleet Signals Officer on the staff of the C in C. Med. as Colonel Stelf undertook to explore the possibilities.

Gen. Matteini asked when it was proposed to commence sending the Shipping reports through the Italian network, and it was agreed that Shipping Division of Transportation S/B. should arrange for a trial to commence about April 1945.

ATTACH: Lt. Col. Halfour.

20. Manning and control of Italian ports. Mr. Hughes, D.C.M.S. staff, when Mr. Campbell welcomed to the Committee, said that he had not yet held the discussions suggested at the previous meeting, but he was making the contacts and would report further.

Gen. Matteini presented a further detailed list of the ports for salvage which was passed to Mr. Hughes.

21. Payment of stevedores etc. Ref. 16. Gen. Matteini stated that he had written officially to the Ministry of Industry & Commerce on the question of payment but had so far received no reply.

Mr. Bagen stated that it had been agreed in Civitavecchia to introduce the wages to stevedores and port workers, and asked if there was any control in this matter. The Chairman considered that whilst the Committee could advise the Mediterranean Shipping Board on rising payments, it was not a matter which could be discussed in detail at this meeting. As a general policy, however, Gen. Matteini said that there is to be set up in Rome a Committee to discuss this question in all aspects of ports, and on this Committee there would be representatives of Agents and Owners so that all tariffs could be agreed; although the latter would not be the same in all ports there would be fixed rates on which to assess normal expenses etc.

Referring to item 10 of the last meeting, Mr. Matteini asked in what way would payment of pilchage rates be set and how it would be given already been agreed that an acknowledgment of services rendered must be given by each ship, and the Captain of the ship would be responsible to see that payment for these services was properly settled. Gen. Matteini stated that the Ministry of Marine had agreed to put the Captain of the Port in funds so that these dues could be met.

22. Definition of areas. Ref. 16. Captain Butler stated he had sent a signal asking that the matter of the definition of port areas be expedited.

23. Organization in ports. Colonel Stett referred to the actual organization which it was proposed would run the ports, and said it would appear that these now fell into three categories:-

- a) Ports handed back in their entirety to Italian control - (C.G. Civitavecchia)
- b) Ports classified as civilian but with Allied Military commitment.
- c) Ports classified as military but containing a civilian operated area.

It was agreed that the problem should be examined in detail by a small sub-committee who should report their recommendations at the next meeting of the full Committee.

24. Salvage. Colonel Stett stated that he had recently returned from Civitavecchia where the port was working extremely well, with the exception of salvage. He said that good progress was being made on the reconstruction of the main pier opposite the coal pier, where eventually there would be sufficient space to berth a Liberty ship, but at present this was blocked by a sunken craft. He recommended priority for the raising of the tug off the berth in order that future civilian programmes may not be held up. It was agreed that this should be done through the Port Control Committee to the MMSO Repair Committee.

On the general question of salvage of non-operational craft (vide item 15) Lt. Col. Valente said he had received reply from the C in C. Med. Salvage Committee to the effect that that Committee was formed to deal only with Allied vessels and prizes, and that the salvage of any Italian craft should be referred to the Italian Ministry of Marine Department under the charge of Col. Garzo. In the opinion of the Salvage Committee it would appear that private enterprise could go ahead with the salvage of non-operational craft, but there would be no question of recompense. The Chairman referred to MEMO minute No. 1860 of 20th March which stated that the Chairman of that Board considered that arrangements should be made by the Italian Government whereby owners could be recompensed to some extent, and it was put to this present Committee for consideration.

Captain Butts said that work was going ahead, but has been held up owing to lack of facilities, airways, drydocks, gear etc., and little progress has been made. Some assistance has been given, and in this connection it was considered that D.O.M.C. should work in conjunction with the MMSO Repair Committee. It was recommended that certain repair facilities be placed at the disposal of the Ministry of Marine for the salvage and repair of sunken craft.

Mr. Hughes asked for a definition of "harbour craft", and Gen. Metcalfe produced a statement giving the details of all such craft to be salvaged and their various categories. On the question of dredgers, Mr. Hughes said that as he was a member of the Dredging Committee he would raise any matters in that connection.

Captain Butler referred to the Inter-Ministerial Salvage Committee which

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said that good progress was being made on the reconstruction of the berth opposite the coal pier, where eventually there would be sufficient space to berth a liberty ship, but at present this was blocked by a sunken craft. He recommended priority for the raising of the tug off the berth in order that future civilian programmes may not be held up. It was agreed that this should be done through the Port Control Committee to the MEDCO Repair Committee.

On the general question of salvage of non-operational craft (vide item 15) Lt. Col. Bulfour said he had received enquiry from the C in C. Med. Salvage Committee to the effect that that Committee was formed to deal only with Allied vessels and prizes, and that the salvage of any Italian craft should be referred to the Italian Ministry of Marine Department under the charge of Col. Garzo. In the opinion of the Salvage Committee it would appear that private enterprise could go ahead with the salvage of non-operational craft, but there would be no question of recompense. The Chairman referred to MEDCO minute No. 1860 of 20th March which stated that the Chairman of that Board considered that arrangements should be made by the Italian Government whereby owners could be recompensed to some extent, and it was put to this present Committee for examination.

Captain Rata said that work was going ahead, but has been held up owing to lack of facilities, slipways, drydocks, gear etc., and little progress has been made. Some assistance had been given, and in this connection it was considered that I.O.N.C. should work in conjunction with the MEDCO Repair Committee. It was recommended that certain repair facilities be placed at the disposal of the Ministry of Marine for the salvage and repair of sunken craft.

Mr. Hughes asked for a definition of "harbour craft", and Gen. Matteini produced a statement giving the details of all such craft to be salvaged and their various categories. On the question of dredgers, Mr. Hughes said that as he was a member of the Dredging Committee he would raise any matters in that connection.

Captain Butler referred to the Inter-Ministerial Salvage Committee which had been set up to study the problems of salvage of non-operational craft by private individuals, the workings of which did not appear to be wholly in agreement with the directive received by Transportation S/C. from the C in C. Med. Salvage Committee. It was, however, felt that the interested parties should discuss this matter between themselves and report at the next meeting.

25. Payment of tugs and lighters. Ref. 8. In answer to the Chairman Gen. Matteini said that he was discussing this matter with the Ministry of Finance, but discussions were not yet complete although it had been arranged that the Captain of the Port would be put in funds for the disbursement of these items until revenue could be obtained from the institution of dues on civilian cargoes.

Before the form of dues to be levied on cargoes could be discussed further it would be necessary to know what craft were to be turned over to Italian use, and whether these will be withdrawn as soon as tugs and barges are raised into service. The general policy was still awaited and Mr. Hughes was requested to hasten a decision.

ACTION: Mr. Hughes.

26. Port Organization. On 10/10/50, after the meeting at the Port of New York, the Port organization group of 50, 50-50-50, was organized and the organization study the entire organization of the port and the entire port area. The points contained in the report were: 1. The port area is a large area and brought forward for discussion. The report was given to the Port of New York.

27. Final Report. The report was given to the Port of New York and asked that it might be a subject for the Port of New York. The report was given to the Port of New York.

Next morning, in the last meeting, the report was given to the Port of New York and the report was given to the Port of New York.

MEDITERRANEAN SHIPPING BOARD

Nov. 2.

Minutes of Meeting of CAMPBELL COMMITTEE in Rome

10.00 hrs. 23rd March 1945.

- | | |
|--------------------------------|--------------------------|
| President: Mr. Ian H. Campbell | Chairman |
| Capt. H. St. J. Butler, R.S.N. | Navy Sub. Sec. |
| Lt. Col. J. A. Ralfe | Transportation Sub. Sec. |
| Lt. Gen. Mattelini | Mr. Sen. Italian M.L. |
| Capt. F. Ratti | Gen. Staff, R.I.N. |
| Lt. Mr. Vaccarisi | Communications, R.I.N. |
| Dr. Campbell | Chief of Divisions, |
| | M.S. Office. |
| Capt. Percival Giamelli | Advisor |
| Mr. S. A. Smith | M.S. - H.E. 1 |
| Mr. C. C. Crooks | T.A. 6. (Operations) |
| Mr. A. M. Ranzanella | Port & Warehouse Div. |
| | (T.A. 6) |

Minutes of Meeting 15th March reviewed except that Lt. Col. Ralfeur disclaimed action in item No. 8.

10. Payment of at Veduggia etc. Ref. 8. last paragraph. Mr. Ralfeur said that he understood the payment referred to was for pilotage, which was subsequently reimbursed by the Italian Government.
11. Provision of staff, daily reports etc. Ref. 5. Lt. Col. Ralfeur stated that the U in C could not at present approve of the form of Sitrep report required. G. 1. Intelligence also could not allow any information regarding ship movements to be passed through existing civilian channels.
General Mattelini advised that as from the 21st March he had appointed an Executive Officer, attached to his staff in Rome, who would take charge of all matters concerning port working, communications etc.
12. Communications. Ref. 4. Arising out of the above, para. 1, Lt. Col. Ralfeur produced a memorandum showing the alternative means of communication, but owing to the Security being placed on shipping information being passed through open lines only one method seemed workable, i.e. that of the Italian Ministry of Marine network, which would cover requirements provided signals were made in Italian cypher and acceptable to C in C. Lt. Col. Vaccarisi, Chief of Communications Ministry, stated that a cypher had been approved by C in C. Med. and that the network could handle the Sitrep reports.
As regards agents passing messages, it was agreed that depending on the amount of traffic involved, these could be handled through the Capitane di Porto. It was also agreed that messages other than Sitrep reports should be passed in Italian and translated into English by the D. P. S.

Mr. S. A. Rehn
Mr. C. C. Crooks
Mr. H. M. Barnumella
W.S.A.
Tn.6. (Operations)
Port & Warehouse Div.
(Tn.6)

Minutes of Meeting 15th March agreed except that Lt. Col. Balfour
disclaimed action in item No. 8.

10. Payment of stevedores etc. Ref. 3., last paragraph. Mr. Regan said that he understood the payment referred to was for piloting, which was subsequently reimbursed by the Italian Government.
11. Provision of Staff, daily reports etc. Ref. 5. Lt. Col. Balfour stated that the C in C had could not at present approve of the form of Sitrep report required. G. 1. Intelligence also could not allow any information regarding ship movements to be passed through existing civilian channels.
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As regards agents passing messages, it was agreed that depending on the amount of traffic involved, these could be handled through the Capitano di Porto. It was also agreed that messages other than Sitrep reports should be passed in Italian and translated into English by the Department concerned. Mr. Vaccarisi also stated that if the Italian Naval network was to handle this traffic a directive would have to be issued to ensure freedom from requisition. Captain Butler said that ABHQ had already issued directives protecting existing facilities, and Col. Balfour undertook to contact Communications Sub. Com with a view to re-affirming such protection.
13. Responsible authority in ports. Ref. 2. Gen. Mattelini presented a statement showing the constitution and operating areas of the Compagnie Portuali as at the 15th March 1945, copy of which is attached.
14. Definition of areas. Ref. 3. Captain Butler, in reply to the Chairman, said that he had received no information as yet but hoped to produce a statement at the next meeting.
15. Manning and control of tugs. Ref. 6. Salvage of non-operational harbour craft: Gen. Mattelini furnished a memorandum (copy of translation attached) showing the general position of the sunken small craft and giving suggestions for possible salvage. He said that this work was in no way complete, and after further examination he hoped to submit a definite plan for salvage and rehabilitation of the craft.
The Chairman referred to a letter from the Director of Transportation Sub-

Sub-Commission to be in D. Ltd. this Commission was asked for a ruling on the salvage of these ships by local authorities, and suggested that as the Director of Harbour Works had been asked to report to this Committee by the Mediterranean Shipping Board the whole question could be worked out between that officer and the Italian Navy Staff Officer. This was agreed.

16. Payment of stevedores etc. Ref. 3. The Chairman referred to a letter he had received from the Chairman of the Mediterranean Shipping Board regarding a claim on Works. He suggested for a decision to be made on the basis of a fatal accident at Genoa, in which it was stated that the amount of insurance paid in no way represented a sufficient income for the dependents' needs, and he asked for the views of the Committee. It was generally agreed that the present Italian law on the question of compensation for injury was unsatisfactory, in that the insurance was based on the basic pay and did not include the increases for cost of living, war bonus etc. General Kettner said that the problem was under examination by the Ministry of Industry, Commerce & Labour, but he would take up the question on behalf of the Merchant Navy with the Ministry of Marine.

In the meantime it was agreed that with up to the question as a whole was beyond the scope of this Committee, recommendation should be made through the Allied Commission direct to the Ministry of Industry, Commerce & Labour that a speedy solution be found, particularly in view of the possibility of difficulties arising in directing port working. The Chairman undertook to communicate with Labour and Finance Sub-Committees of the Allied Commission.

17. Handling over of ports (International). The Chairman referred to the directives issued by E.O.W. 24, in Sept. 1944 to Italian Naval Officers in Charge regarding the operating and administration of ports handed back to Italian control, and pointed out that these instructions were not in accordance with the general conditions now envisaged. Captain Butler said that these instructions were given as a temporary expedient and they could be modified to meet existing conditions.

Captain Butler raised this question and asked that some unification be made in the directives issued in in some cases instructions had been given direct to the port, in others through the Ministry of Marine, whilst some officers had received no instructions at all. He said he had some suggestions to make regarding the instructions required at the ports, and would draw up a scheme which he would discuss with Captain Butler, and it was agreed that whatever form of instruction was evolved this should be issued through the kind try of Marine.

The Chairman pointed out that whatever new directives are drawn up, those issued in September would require to be rescinded by the Royal Navy.

18. Control of Railways. Referring to the Chairman's question as to whether, in view of all port facilities being under the control of the Capitans of Ports, it was necessary to have a separate committee for the Italian

prevent Italian law on the question of compensation for injury was unsatisfactory, in that the insurance was based on the basic pay and did not include the increases for cost of living, war bonus etc. General Matteini said that the problem was under examination by the Ministry of Industry, Commerce & Labour, but he would take up the question on behalf of the Merchant Navy with the Ministry of Marine.

In the meantime it was agreed that although the question as a whole was beyond the scope of this Committee, recommendation should be made through the Allied Commission direct to the Ministry of Industry, Commerce & Labour that a speedy solution be found, particularly in view of the possibility of difficulties arising and affecting port working. The Chairman undertook to communicate with Labour and Finance Sub-Commissions of the Allied Commission.

17. Handing over of ports (instructions). The Chairman referred to the directives issued by F.O.W.I.T. in Sept. 1941 to Italian Naval Officers in Charge regarding the operating and administration of ports handed back to Italian control, and pointed out that these instructions were not in accordance with the general conditions now envisaged. Captain Butler said that these instructions were given as a temporary expedient and they could be modified to meet existing conditions.

Captain Butler later raised this question and asked that some unification be made in the directives issued as in some cases instructions had been given direct to the port, in others through the Ministry of Marine, whilst some officers had received no instructions at all. He said he had some suggestions to make regarding the information required at the ports, and would draw up a scheme which he would discuss with Captain Butler, and it was agreed that whatever form of instruction was evolved this should be issued through the Ministry of Marine.

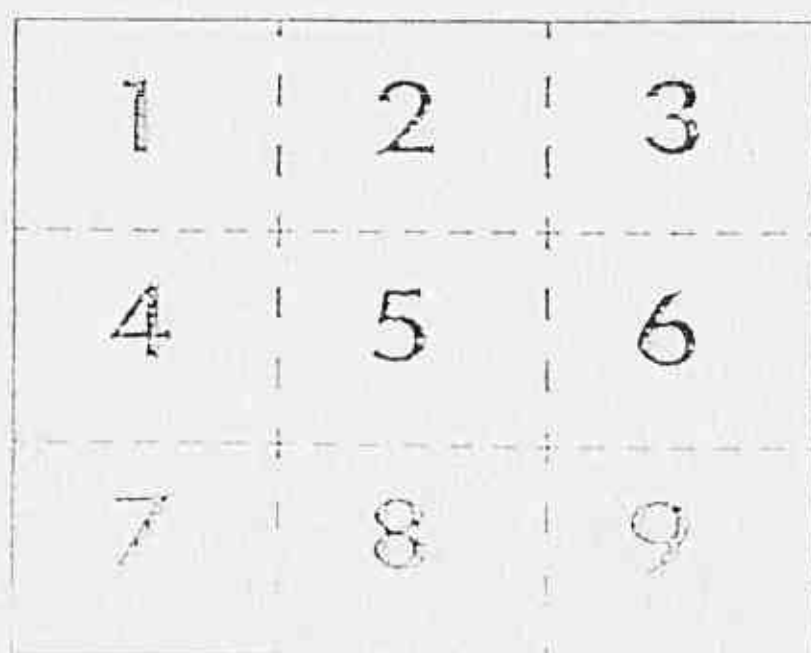
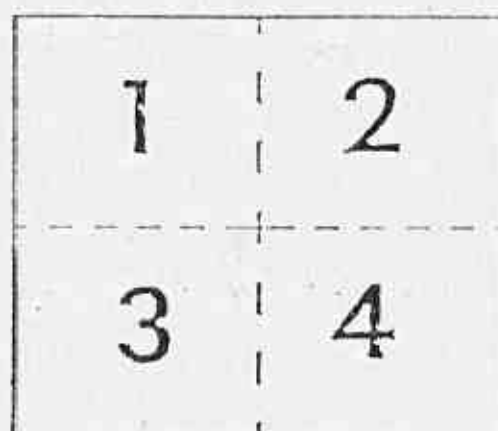
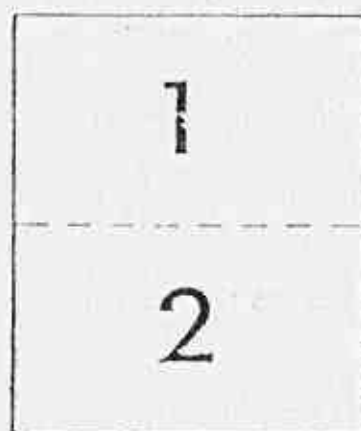
The Chairman pointed out that whatever new directives are drawn up, these issued in September would require to be rescinded by the Royal Navy.

18. Control of Railways. Referring to the Chairman's question as to whether, in view of all port facilities being under the control of the Capitano di Porto, railways were included, Gen. Matteini said that as far as the Italian Government was concerned the railways were still controlled by the State Railway System, although the Capitano di Porto had a supervisory interest because of the tonnage moving through the port. Lt. Col. Balfour, however, said that Mov. & Tr. through Transportation Movement Control Officers would continue to be responsible for co-ordinating bills for rolling stock, movement of tonnage etc.

Next meeting. This will be held in the Main Conference Room on the Third Floor, N.A.S., on Friday, 24th March at 10.00 hrs.

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

SEE DIAGRAMS BELOW.



MINISTERO DELLA MARINA

Direzione Generale della Marina Mercantile
Divisione IV - Porti, Demanio e Pesca

ELENCO DELLE COMPAGNIE PORTUALI E LORO FORZA NUMERICA AL 15 MARZO 1941

| PORTI | Denominazione delle organizzazioni operaie | Forza numerica | | | |
|----------------------------|--|----------------|----------------|------------------|--------|
| | | Forme
nenti | Avven-
tizi | Occas-
ionali | Totale |
| ANCONA | Compagnia lavoratori portuali | 224 | - | 282 | 506 |
| AUGUSTA | id. | 40 | - | 310 | 350 |
| BARI | Compagnia Portuale "MAZARIO SAURO" | 356 | 50 | 1600 | 2046 |
| BANILETTA | Compagnia portuale "S. PIETRO MOSCA" | 86 | 40 | - | 126 |
| BRINDISI | Compagnia portuale "N. e S. BRINDISI" | 118 | 24 | 195 | 337 |
| CAGLIARI | Compagnia portuale "A. DEFFENI" | 219 | - | - | 219 |
| CARLOFORTE | Compagnia portuale "SAN CARLO" | 111 | 57 | - | 168 |
| Castellammare del
Golfo | Compagnia lavoratori portuali | 14 | - | - | 14 |
| Castellammare di
Stabia | id. | 50 | - | 50 | 100 |
| CATANIA | id. | 551 | - | - | 551 |
| Civitavecchia | Compagnia portuale "ROMA" | 352 | - | 80 | 432 |
| Crotone | Compagnia lavoratori portuali | 109 | 23 | - | 132 |
| Gela | id. | 51 | - | - | 51 |
| Jonia | id. | 103 | - | - | 103 |
| Ischia | id. | 11 | 2 | - | 13 |
| Licata | Compagnia portuale "MONTE BENOMO" | 403 | 85 | - | 488 |
| Lipari | Compagnia lavoratori portuali | 300 | - | - | 300 |
| Manfredonia | Compagnia portuale "F. MUSCATIELLO" | 24 | 24 | - | 48 |
| Margherita di Savoia | Compagnia portuale "P. DEL VECCHIO" | 71 | - | - | 71 |
| Marsala | Compagnia lavoratori portuali | 27 | 29 | - | 56 |
| Marzamemi | id. | 30 | - | - | 30 |
| Mazara del Vallo | id. | 36 | - | - | 36 |
| Messina | Compagnia portuale "ITALIA" | 291 | - | 176 | 467 |
| Milazzo | Compagnia lavoratori portuali | 53 | - | 14 | 67 |
| Molfetta | Compagnia portuale "D. PICCA" | 24 | - | - | 24 |
| Monopoli | Compagnia portuale "G. PEPE" | 21 | - | - | 21 |
| Olbia | Compagnia lavoratori portuali | 69 | - | 10 | 79 |
| Ortona | Compagnia portuale "V. NOCCO" | 31 | - | - | 31 |
| Palermo | Compagnia lavoratori portuali | 621 | - | - | 621 |
| Pescara | Compagnia portuale "N. SAURO" | 50 | 15 | - | 65 |
| | id. | 10 | - | - | 10 |

MINISTERO DELLA MARINA

Direzione Generale della Marina Mercantile
Divisione IV - Porti, Demanio e Pesca

ELENCO DELLE COMPAGNIE PORTUALI E LORO FORZA NUMERICA AL 15 MARZO 1945.

| Denominazione delle organizzazioni operanti | Forza numerica | | | | NOTE |
|---|----------------|-----------|-------------|--------|------|
| | Permanenti | Avventizi | Occasionali | Totale | |
| Compagnia lavoratori portuali | 224 | - | 282 | 506 | |
| id. | 40 | - | 310 | 350 | |
| Compagnia Portuale "MAZARIO SAURO" | 356 | 50 | 1600 | 2046 | |
| Compagnia portuale "S. PIETRO MOSCA" | 86 | 40 | - | 126 | |
| Compagnia portuale "N. e S. BRIAMO" | 118 | 24 | 195 | 337 | |
| Compagnia portuale "A. DEFFENU" | 219 | - | - | 219 | |
| Compagnia portuale "SAN CARLO" | 111 | 57 | - | 168 | |
| Compagnia lavoratori portuali | 14 | - | - | 14 | |
| id. | 50 | - | 50 | 100 | |
| id. | 551 | - | - | 551 | |
| id. | 352 | - | 80 | 432 | |
| Compagnia portuale "ROMA" | 109 | 23 | - | 132 | |
| Compagnia lavoratori portuali | 51 | - | - | 51 | |
| id. | 103 | - | - | 103 | |
| id. | 11 | 2 | - | 13 | |
| id. | 408 | 85 | - | 493 | |
| Compagnia portuale "MONTE ECONOMO" | 300 | - | - | 300 | |
| Compagnia lavoratori portuali | 24 | 24 | - | 48 | |
| Compagnia portuale "F. MUSCATIELLO" | 71 | - | - | 71 | |
| Compagnia portuale "P. DEL VECCHIO" | 27 | 29 | - | 56 | |
| Compagnia lavoratori portuali | 30 | - | - | 30 | |
| id. | 36 | - | - | 36 | |
| id. | 291 | - | 176 | 467 | |
| Compagnia portuale "ITALIA" | 53 | - | 14 | 67 | |
| Compagnia lavoratori portuali | 24 | - | - | 24 | |
| Compagnia portuale "D. PICCA" | 21 | - | - | 21 | |
| Compagnia portuale "G. PEPE" | 69 | - | 10 | 79 | |
| Compagnia lavoratori portuali | 31 | - | - | 31 | |
| Compagnia portuale "V. ROCCO" | 621 | - | - | 621 | |
| Compagnia lavoratori portuali | 50 | 15 | - | 65 | |
| Compagnia portuale "N. SAURO" | 18 | - | - | 18 | |

Attualmente quasi tutti assenti
perche' dedicatisi ad altri

| | | | | | |
|----------------------|--------------------------------------|--------|--------|-----|-----|
| Ischia | id. | | | | |
| Licata | Compagnia portuale "MONTE ROMANO" | 408 | 85 | - | 493 |
| Lipari | Compagnia lavoratori portuali | 300 | - | - | 300 |
| Manfredonia | Compagnia portuale "F. MUSCATIELLO" | 24 | 24 | - | 48 |
| Margherita di Savoia | Compagnia portuale "P. DEL VESCOIO" | 71 | - | - | 71 |
| Marsala | Compagnia lavoratori portuali | 27 | 29 | - | 56 |
| Marsamari | id. | 30 | - | - | 30 |
| Mazara del Vallo | id. | 36 | - | - | 36 |
| Messina | Compagnia portuale "ITALIA" | 291 | - | 176 | 467 |
| Milazzo | Compagnia lavoratori portuali | 53 | - | 14 | 67 |
| Molfetta | Compagnia portuale "D. PICCA" | 24 | - | - | 24 |
| Monopoli | Compagnia portuale "G. PEPE" | 21 | - | - | 21 |
| Olbia | Compagnia lavoratori portuali | 69 | - | 10 | 79 |
| Ortona | Compagnia portuale "V. ROCCO" | 31 | - | - | 31 |
| Palermo | Compagnia lavoratori portuali | 621 | - | - | 621 |
| Pescara | Compagnia portuale "N. SAURO" | 50 | 15 | - | 65 |
| Portici | Gruppo lavoratori portuali | 18 | - | - | 18 |
| Porto Empedocle | Compagnia lavoratori portuali | 298 | 51 | - | 349 |
| Portofino | id. | 64 | - | - | 64 |
| Porto Torres | id. | 74 | - | 34 | 108 |
| Pozzallo | id. | 68 | - | - | 68 |
| Praiano | Compagnia portuale "D. RIZZO" | 3 | - | 4 | 7 |
| Reggio Calabria | Compagnia portuale "T. GULFI" | (1) 61 | (2) 13 | 80 | 154 |
| Rodi Garganico | Compagnia portuale "M. GROSSE" | 11 | 12 | - | 23 |
| Salerno | Compagnia portuale "PIRELLA GIORIA" | 118 | 5 | - | 123 |
| S. Antico | Compagnia portuale "SAN GIORGIO" | 150 | 133 | - | 283 |
| Sanigallia | Compagnia portuale "L. TOTI" | 11 | 6 | - | 17 |
| Siracusa | Compagnia portuale "S. SE. STILAINO" | 187 | - | 150 | 337 |
| Taranto | Compagnia portuale "PIRELLA" | 130 | 62 | - | 192 |
| Terre Annunziata | Compagnia portuale "V. ROCCO" | 122 | 21 | - | 143 |
| Terre del Greco | Compagnia lavoratori portuali | 3 | - | - | 3 |
| Trani | Compagnia portuale "A. RIZZO" | 12 | - | - | 12 |
| Trepani | Compagnia lavoratori portuali | 77 | 43 | - | 120 |
| Vibo Valentia | id. | 33 | 10 | - | 43 |
| Vieste | Compagnia portuale "D. CASPARO" | 10 | 1 | - | 11 |

| | | | |
|------|-----|------|------|
| 5939 | 706 | 2985 | 9630 |
|------|-----|------|------|

IL DIRETTORE GENERALE

(sgd.) G. MATTEINI.

| | | | | |
|----------------------|--------|--------|------|------|
| le "MONTE ECONOMO" | 403 | 85 | - | 488 |
| tori portuali | 300 | - | - | 300 |
| le "F. MUSCATIELLO" | 24 | 24 | - | 48 |
| le "P. DEL VESCOVIO" | 71 | - | - | 71 |
| tori portuali | 27 | 29 | - | 56 |
| | 30 | - | - | 30 |
| | 36 | - | - | 36 |
| le "ITALIA" | 291 | - | 176 | 467 |
| tori portuali | 53 | - | 14 | 67 |
| le "D. PICCA" | 24 | - | - | 24 |
| le "G. PEPE" | 21 | - | - | 21 |
| atori portuali | 69 | - | 10 | 79 |
| le "V. FOCCO" | 31 | - | - | 31 |
| atori portuali | 621 | - | - | 621 |
| le "N. SAURO" | 50 | 15 | - | 65 |
| ri portuali | 13 | - | - | 13 |
| atori portuali | 286 | 51 | - | 337 |
| | 64 | - | - | 64 |
| | 74 | - | 34 | 108 |
| | 63 | - | - | 63 |
| | 3 | - | 4 | 7 |
| ale "L. RIZZO" | (1) 61 | (2) 13 | 80 | 154 |
| ale "T. GUZZI" | | | | |
| ale "M. GROSSE" | 11 | 12 | - | 23 |
| ale "FLAVIO GIOLA" | 118 | 5 | - | 123 |
| ale "SAN GIORGIO" | 150 | 133 | - | 283 |
| ale "E. TOTI" | 11 | 6 | - | 17 |
| ale "SAN SEBASTIANO" | 187 | - | 150 | 337 |
| ale "NEPTUNA" | 130 | 62 | - | 192 |
| ale "V. ROCCO" | 122 | 21 | - | 143 |
| atori portuali | 3 | - | - | 3 |
| ale "A. RAGNO" | 12 | - | - | 12 |
| atori portuali | 77 | 43 | - | 120 |
| id. | 33 | 10 | - | 43 |
| ale "D. CAMPANARO" | 10 | 1 | - | 11 |
| | 5939 | 706 | 2985 | 9630 |

Attualmente quasi tutti assenti
perche dedicatisi ad altri
lavori

(1) Presenti n. 34
(2) Presenti n. 9

IL DIRETTORE GENERALE

(sgd.) C. MATTEINI.

TRANSLATION.

MINISTRE DU MARINE
DIRECTION GENERALE DE L'ETAT
MARITIME
(Technical Dept.)

NOTE RE CRAFT OF SALVAGE TOWNSHIP AVAILABLE FOR SALVAGE ON
THE COASTS OF LIBERATED ITALY.

1. The impossibility, for a long time, of obtaining drydocks for repairing vessels limits bringing into state of efficiency number of salvaged craft to ships under 500 grt and harbour craft.

2. The volume of ships and harbour craft considered as available for salvage is estimated at about 600 units (total tonnage estimated at about 45,000 gr.t). divided as follows:-

| | |
|--------------------------------|-----|
| Littoral of the Tyrrhenian Sea | 240 |
| " " Island of Elba | 20 |
| " " Sardinia | 15 |
| " " Sicily | 150 |
| " " Ionian Sea | 30 |
| " " Adriatic | 120 |
| Total | 575 |

3. There are in Italy about 80 salvage companies which can be divided into three categories:

- i. Companies which are competent to undertake salvage work (about) 10 on big jobs
- ii. Companies competent to undertake salvage work on medium jobs 25
- iii. Companies competent to undertake salvage work on small jobs 45 adjacent to their headquarters

Actually the larger part of the Companies in the first two categories (total about 25) work within a limited sphere, not being able, as mentioned above, to undertake big jobs.

4. The number of shipyards in liberated Italy competent to repair ships of small tonnage and harbour craft is over 200.

5. It is necessary to arrange promptly

- a) bring into a state of efficiency the largest number of motor sailing vessels, motor fishing vessels, tug, dredgers, lighters and harbour craft.

| | |
|---------------------------------|-----|
| Battorial of the Tyrrhenian Sea | 240 |
| " " Island of Elba | 20 |
| " " Gerdania | 15 |
| " " Sicily | 150 |
| " " Ionian Sea | 30 |
| " " Adriatic | 120 |
| Total | 575 |

3. There are in Italy about 60 salvage companies which can be divided into three categories:

- i. Companies which are competent to undertake salvage work (about) 10
- ii. Companies competent to undertake salvage work on medium jobs on big jobs 25
- iii. Companies competent to undertake salvage work on small jobs adjacent to their headquarters 45

Actually the larger part of the Companies in the first two categories (total about 25) work within a limited sphere, not being able, as mentioned above, to undertake big jobs.

4. The number of shipyards in liberated Italy competent to repair ships of small tonnage and harbour craft is over 200.

5. It is necessary to arrange promptly

- a) bring into a state of efficiency the largest number of motor sailing vessels, motor fishing vessels, tugs, dredgers, lighters and harbour craft.
- b) clear the waters of ports and canals (for which it will be necessary to remove harbour craft, the salvage of which would not be inconvenient from the economic-technical point of view).

6. With this object in view it is necessary to mobilise without delay (also to take advantage of the season of fine weather) all the gear and personnel of the various Companies. In order to obtain the maximum results the Companies must be distributed over the various coastal zones in relation to the number and nature of the jobs, the gear of each firm, and, particularly for the small firms, to their headquarters.

In order to avoid an excessive spread of gear and personnel, the Salvage Branch of the (Italian) Marine should limit its own jobs to operative zones or to those ports in which there is a prevalence of harbour craft of their own or under their control and to make available for other jobs gear and personnel otherwise in excess.

7. Salvage work must in principle first be applied to floating cranes and dredgers which, once they are in working order, should be made available for salvage and dredging in ports.

-2-

8. It is thought that all the salvaged work referred to above could be carried out in about 7-10 months, and bringing them into a state of efficiency (salvage and subsequent repairs) would not take more than 12-15 months.
9. In order to carry out the programs mentioned above it is necessary that a part of the gear and material requested from the allies should reach Italy by June/July.
availability should be assured of about 15-20,000 cubic meters of timber and about 1,000-1,500 tons of ferrous material for repair work.
availability of the means of transport for this material should be assured.

Colonel of Naval Construction
(Gianmario Dorigli)

Rome, 23 March 1945.

control of those ports which are not required to be under Italian control or have become redundant to their needs.

He went on to say that it might appear strange to the Italian members that the Mediterranean Shipping Board should be the authority through which the transference of control should pass, but pointed out that as there is still an acute shortage of tonnage to meet worldwide requirements, it is essential that the strictest economy is practiced in the use of ships, and those ships which are employed must be employed as efficiently and turned round as speedily as possible. With this object in view the Chairman considered that the points for examination set out in the memorandum of 24th February by the Chairman of the Mediterranean Shipping Board should be examined broadly from an international angle and not only in the light of Italian domestic problems.

It was pointed out that until recently it had not been clear under which Ministry the Undersecretary for Merchant Marine would function, although on examination of the Arbitration Terms and the Cunningham-Croft Convention, it appeared that so long as Italian ships continued in Europe, or until other arrangements were made to meet the Allied Governments and the Government of Italy, there would be no question but that the Undersecretary of Merchant Marine must remain within the Ministry of Marine. General Vattolani confirmed this and pointed out that the agreement of 1943 in November 1943 was that the Directorate Generale of Merchant Marine should function under the Ministry of Marine and remain there for the duration of hostilities.

2. Responsibility in ports. Having settled that the Italian Ministry of Marine will be the responsible Italian authority, the Chairman asked for a review of what Italian organizations there would normally have been in ports and how they were controlled. Dr. Gambioli stated that prior to the war Italian ports worked under the supervision of the Capitano di Porto, under whose control all matters pertaining to port and ship working were placed; stewards were crew from the foreign vessels who allocated the work themselves but were supervised by the Capitano di Porto. Capitano di Porto could also allocate priorities for discharging.

After some discussion it was agreed that the operation of the ports released to Italian control should revert to the machinery set up prior to the war under the Capitano di Porto, in Gen. Vattolani stated that he had already sent officers to Antwerp and other harbours. Investigations are being made and a practical man will be appointed to each port in order that the machinery can be set into action.

Replying to the question raised by the Chairman as to whether each port had its own tariff, Gen. Vattolani said that that was the case.

3. Definition of areas. Captain Butler stated that he had received no further report as to the ports or areas which would ultimately come under Italian control, but he had written to the C. in C. and, asking for this information, in the meantime he produced correspondence showing a list of exceptions covering areas for non-operational saloons which he thought might be applied. This list covered ports in the Italian Islands, Sardinia and Sicily, Liphorn and all

no decision is possible, for some reason, there was no doubt that some system could be devised whereby the necessary information would be passed in order to make for efficient and speedy treatment of shipping. And Col. Balfour said that with the assistance of Gen. Mattioli he would endeavour to work out further details.

ACTION: Col. Balfour
Gen. Mattioli

5. Provision of staff. The Chairman suggested the necessity of the Italian members supplying the clerical staff to give daily reports on ships' returns, expected dates of completion of loading and discharge etc. Gen. Mattioli said that they were in a position to supply the staff and they could get the information from the ports, but that would require to know what form of report was required. Col. Balfour suggested to give Gen. Mattioli the details after they had been submitted to the C. in C. for approval that such information could be passed through existing channels. ACTION: Col. Balfour
Gen. Mattioli

6. Manning and control of turn of battle. The Chairman pointed out that there would be a considerable number of such craft for some time to come, and it was considered that these should come under control and remain with some authority. The Chairman also suggested the possibility of arranging up a bareboat charter, and after discussion the Italian members were in agreement that harbour craft should come under the supervision of the Captain di Porto, and if possible a bareboat charter arranged. It was agreed also that equipment should be pooled and controlled through the Captain di Porto.

7. Berthing of vessels on arrival. It was agreed that the berthing of vessels is the duty of the Captain of the Port.

8. Payment of stevedores, fuel, lighters etc. Turning to the question of payment of stevedores and the possibility of making a charge on civil cargoes, and also payment of wages, lighters etc. and the possibility of instituting dues on civilian cargoes to reimburse dock authorities for costs, the Chairman asked whether the equipment supplied by the Allies was on loan or was to be paid for. Then in relation to the necessary income at the assessment of dues on civil cargo to collect, the necessary income Col. Balfour said he believed the equipment was on loan but that there was no statement in writing. He indicated that transport and army transportation gear is on loan. But he was written to the Air and Naval Advisor asking for a ruling. The barges used are, in fact, the property of the Ministry of War Transport, and in view of the importance of this point it was agreed that A.M.S. should be pressed for a decision. ACTION: CHAIRMAN

Gen. Mattioli said that at the present time the Captain of the Port was arranging tariffs and collecting charges for the use of lighters etc., based on the cargo, but it was proposed that the Port authority should fix such fees. It was agreed that whatever dues were arranged must be made in all ports on all civil cargo however discharged.

It was stated that the ships covering Italian ports paid for services rendered, and it was agreed that the authorities to obtain funds necessary to pay expenses. It was stated that it had been agreed at A.S.M.C. that the ship would be the final responsible for payment of stevedores, but the responsibility, according to the wording of the armistice terms, would fall to the Italian Government. It was agreed, therefore, that pending a final decision regarding this, the necessary instructions should be given for services rendered and Col. Balfour would issue the necessary instructions.

ACTION: Col. Balfour
Mr. Regan

Replying to the question Mr. Regan said that some ships were paying disbursements for port services, but he did not know what the amount covered - he would, however, ascertain and report.

9. Transmission of Orders. The Chairman stated that there would be for some time to come a shipping control under which vessels of all nationalities would continue to be directed into employment, and the transmission of orders to such vessels would require to be given through an official body.

After some discussion it was agreed that the Italian Naval Officer in Charge should be the authority through which the orders should be transmitted, and he would be held responsible for seeing that such orders were carried out. It was foreseen that difficulty might arise over the dual interests in the port, i.e. Captain of Port and A.S.M.C., but it was considered that the routing of ships was an operational duty.

The question arose as to whether the Captain of the Port would be subordinate to the Italian S.O.L.C., but Mr. Mattioli said that although at the present time there are Italian Naval Officers in certain ports performing the functions of the Captain of Port in addition to their operational duties, they were prepared to assume normal conditions when necessary. It was stated that Naval Officers are in the ports for Naval operations only, and are concerned with merchant shipping only when entering or leaving the ports.

Next meeting to be held at 10.0 hrs. on FRIDAY 23rd March and regularly every Friday thereafter.

2327

10-01