

Camp Bell Report

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CAMPBELL

REPORT

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CONFIDENTIAL.

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE

REPORT.

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ROME, May 1945.

MEDITERRANEAN SHIPPING BOARD

CAREFULLY COMMITTEE

REPORT.

To: CHAIRMAN and MEMBERS of the  
MEDITERRANEAN SHIPPING BOARD,  
A.F.H.Q., C.M.F.

The Committee having examined the points specifically mentioned in the remit from the Chairman of the Mediterranean Shipping Board of the 24th February, 1945, has necessarily had to examine other aspects of the proposal to return Italian ports to the operation and control of the Italian Government. It is therefore not proposed that this report should be confined to those questions set out in paragraph 5 of the Chairman's communication (Appendix "A").

2. In the working of the Committee it has been clearly understood by the members that any decisions arrived at could not be taken as executive, and that the Committee's duty terminated with the formulation of recommendations on which the Mediterranean Shipping Board could take executive action should it see fit.

3. The recommendations made by the Committee are intended to implement the policy of the Allied Governments to relax the control of the Italian Government under the Armistice in the matter of day to day administration and only to exercise such control when Allied Military interests require.

4. This policy is considered to be particularly applicable to ports in "Italian Government Territory", which are specifically returned to Italian Government jurisdiction and to a lesser degree for such ports in "Military Government Territory".

5. The Allied Naval Commander-in-Chief, Mediterranean, as representative of the Supreme Allied Commander, Mediterranean Theatre, will continue to exercise control over Italian Naval Commands in ports which are returned to Italian Government jurisdiction, in the same manner in which all Allied Naval Commands are under and responsible to the Theatre Commander through his representatives.

6. Nothing in these recommendations is to be construed as modifying the provisions of the Armistice or naval agreements thereto.

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SECTION I. PORT ORGANISATION.1. Responsible Authority.

1. The initial step which the Committee had to take was to satisfy themselves as to the proper Italian Government authority with which satisfactory discussions and consultations could take place.
2. The Committee examined the organisation by which the Italian Government administered maritime affairs and ports prior to Italy's entry into the war. The ministerial responsibility was then vested in the Ministry of Communications, the executive Division being the Direzione Generale della Marina Mercantile. The Director General of the Merchant Marine was responsible to the Minister of Communications through an Undersecretary of Merchant Marine.
3. At the time of the armistice with Italy in 1943 the responsible Minister was the Minister of Marine, the Undersecretary of Merchant Marine being included in that Ministry.
4. The Committee are informed that it is the intention of the Italian Government that the Direction General of the Merchant Marine, as well as the Undersecretaryship of the Merchant Marine, shall remain within the Ministry of Marine for the duration of the armistice.
5. An examination of the organisation which is already in being (see chart appendix "D"), as well as the functions of the divisions and sections of the Direction General, has shown that there already exists within the Italian Government full working machinery to administer and control those ports which may be released from Allied Military supervision.
6. The executive authority in a commercial port under Italian control rests with the Captain of the Port (Capitano di Porto) who is responsible for all technical port services, movement of cargoes through the port, all classes of port labour (except in the ports of Genoa, Venice and Naples where there are autonomous port authorities) and the administration of mechanical equipment and harbour craft owned by the Italian Government. A diagrammatic chart is attached as appendix "I" showing the ramifications of the service performed by the Captain of the Port.
7. The Committee consider that the Director General of the Merchant Marine under the office of the Minister of Marine could provide the necessary administrative authority and staff to operate ports which may be returned to Italian Governmental control.
8. In order that there is the minimum dislocation of services it is considered by the Committee that official notification from AFHQ to the Italian Government (Ministry of Marine) that a port is about to revert to Italian control should clearly state the date on which such transfer of control will pass, and lay down the official procedure to be followed.

ii. Classification of ports.

1. The Committee have classified the various ports into three categories which cover the different measures of responsibility which may be released by the Italian authorities, as follows:

3. At the time of the armistice with Italy in 1945 the responsible Minister was the Minister of Marine, the Undersecretary of Merchant Marine being included in that Ministry.

4. The Committee are informed that it is the intention of the Italian Government that the Direction General of the Merchant Marine, as well as the Undersecretaryship of the Merchant Marine, shall remain within the Ministry of Marine for the duration of the armistice.

5. An examination of the organization which is already in being (see chart Appendix "D"), as well as the functions of the divisions and sections of the Direction General, has shown that there already exists within the Italian Government full working machinery to administer and control those reports which may be released from Allied Military supervision.

6. The executive authority in a commercial port under Italian control rests with the Captain of the Port (Capitano di Porto) who is responsible for all technical port services, movement of cargoes through the port, all classes of port labour (except in the ports of Genoa, Venice and Naples where there are autonomous port authorities) and the administration of mechanical equipment and harbour craft owned by the Italian Government. A diagrammatic chart is attached as Appendix "E" showing the ramifications of the service performed by the Captain of the Port.

7. The Committee consider that the Director General of the Merchant Marine under the office of the Minister of Marine could provide the necessary administrative authority and staff to operate ports which may be returned to Italian Governmental control.

8. In order that there is the minimum dislocation of services it is considered by the Committee that official notification from IMAQ to the Italian Government (Ministry of Marine) that a port is about to revert to Italian control should clearly state the date on which such transfer of control will pass, and lay down the official procedure to be followed.

1. The Committee have classified the various parts into three categories which cover the different measures of responsibility which may be released by the allied authorities, as follows:

Category A: A port banned back to Italian control in its entirety.

E. Ports classified as civilian, but with an Allied Naval or military commitment.

C. Allied Naval or Military ports containing a civilian operated area. 94

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# ii. Classification of ports (cont:)

2. Category A. ports present no difficulties. In the case of Category B. the Committee consider that the Capitano di Porto should resume full responsibility and control for the port working, but should have the added responsibility of carrying out the requirements of the Senior Allied Movements or Transportation Officer as a first priority. In this respect the Allied Military authorities should be passed to the Capitano di Porto only through the office of the Senior Allied Movements or Transportation Officer. All aspects of port operation, including control of labour, tugs, harbour craft, equipment etc. should be the province of the Captain of the Port.

3. It is the opinion of the Committee that in the case of ports coming within Category C. it will be necessary for the Italian Government to appoint a Capitano di Porto and organisation to administer the civilian operated area, and take over further berths or areas as they are released from Allied control. As the overriding authority in the port will remain with the Allied Naval Officer in Charge and/or Port Commandant, and all ship movements within the port will continue to be governed by the Allied authority, the Committee recommend that the Capitano di Porto should bear the same relationship to the Port Commandant as a Port Sub-area Commandant. Clearance by road, rail or lighter can thus continue to be governed through existing military channels. It is recommended that the Captain of the Port should attend the Port Committee Meetings, for that part at least which would affect the working of the civilian section of the port.

4. It is further recommended that in Category B and C ports all routine returns, request forms, statistical returns etc. exchanged between the Allied authorities and the office of the Captain of the Port should be rendered on standardised forms, titled and sub-titled bi-lingually in English and Italian.

## iii. Control of Craft, equipment, gear etc.

1. Under the sections of the Office of the Captain of the Port which control Port Technical Services, the Committee are satisfied that an adequate control could be achieved over such operations as pilotage, towage, boatmen for running lines, allocation of berths, anchoring lines and mooring etc. The control of ship tugs, craft tugs, lighters, specialised harbour craft etc. is the responsibility of the Captain of the Port under existing Italian law.

2. In the discussions of the Committee, the Italian members have advised that there is no organisational difficulty in assigning the control and maintenance of any Allied equipment which may be allocated to the Captain of the Port. The Captain of the Port would supervise through the formations under his control the use and allocation of tugs, barges, lighters and craft of other descriptions. For this purpose the Compagnia Portuale could be the agency employed to carry out the ordinary day to day working, until such time as normal commercial enterprise can be employed. In a similar manner any land equipment, including stevedores gear supplied by the Allies, would be administered by the Compagnia Portuale under the direct jurisdiction of the Captain of the Port, who would remain responsible for servicing, repairing and maintaining all craft and gear allocated to him.

3. The Directorate General of the Merchant Marine has attached to his staff an Executive Officer known as "Inspector of Port Operations" (Ispectore Portuale) who is responsible for the co-ordinated control of all

and take over further berths or areas as they are released from Allied control. As the overriding authority in the port will remain with the Allied Naval Officer in Charge and/or Port Commandant, and all ship movements within the port will continue to be governed by the Allied Authority, the Committee recommend that the Capitano di Porto should bear the same relationship to the Port Commandant as a Port Sub-area Commander. Clearance by road, rail or lighter can thus continue to be governed through existing military channels. It is recommended that the Captain of the Port should attend the Port Committee meetings, for that part at least which would affect the working of the civilian section of the port.

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3. The Directorate General of the Merchant Marine has attached to his staff an Executive Officer known as "Inspector of Port Operations" (Ispettore Funzionamento Porti) who is responsible for the co-ordinated control of all harbour craft not required by Allied Services. He should ensure that the full and most efficient use is made of such craft. This Officer should also exercise general supervision over repairs to craft within the Italian jurisdiction.

4. It is therefore recommended that all craft, equipment, gear etc. supplied either from Allied or Italian Government sources should be the direct responsibility of the Captain of the Port, who should be held accountable through the Ministry of Marine. *in category B & C ports the direct responsibility should be held by the Captain of the Port, who should be held accountable through the Ministry of Marine. It is not possible to provide further details of craft, equipment as gear for this own memo.*

iii. Control of Craft, equipment, gear etc. (Cont:)

5. The Committee are of the opinion that consideration should be given by the Allied Authorities to the release from requisition of factories and workshops which previously specialised in the manufacture of harbour equipment and gear which is not only in short supply but in many ports non-existent.

SECTION II.

COMMUNICATIONS. (Means of communication between Ports and the Shipping Authority.)

1. The Committee consider that the matter of communications is of paramount importance if an efficient control of ports by the Italian Government is to be achieved.
2. Examination shows that apart from Allied facilities, which are deemed not to be available for the purposes of the Committee's enquiry, four exclusively Italian and independent channels exist and can be developed.

- (a) Italian Ports and Telegraph Department (Civil)
- (b) Italian State Railways system.
- (c) Italian Army network.
- (d) Italian Ministry of Marine network.

3. In view of the stringent security control required in information regarding shipping, also the fact that the Ministry of Marine would be the executive Governmental authority dealing with ports and shipping, the network offered by that Authority appears to the Committee to be the correct channel.

4. The investigations of the Committee show:-

- (a) The Ministry of Marine network covers all ports which are under examination for control by the Italian Government. (See Appendix "F")
- (b) Commander in Chief, Mediterranean, has no objection to the use of this network provided all signals are passed in Italian cypher. A cypher suitable for this purpose is already in being and, the Committee understand, has been approved by C-in-C. Med.
- (c) The Communications Section of the Ministry of Marine is capable of handling all traffic connected with daily routine reports of port and ship working (SIREPS). The Section is also prepared to accept messages of an approved commercial nature necessary for the economical use of shipping of all types.
- (d) On the recommendation of the Committee the Director General of the Merchant Marine has appointed an Executive Officer to his staff whose duties include the collation of routine returns on port and ship working, advise of such returns to the allied authorities concerned, and all matters concerning communications. This Officer, the Inspector of Port Operations (Ispettore Funzionamento Porti) will maintain an Intelligence Centre within the Ministry of Marine.

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  - (a) The Ministry of Marine network covers all ports which are under examination for control by the Italian Government. (See Appendix "P")
  - (b) Commander in Chief, Mediterranean, has no objection to the use of this network provided all signals are passed in Italian cypher. A cypher suitable for this purpose is already in being and, the Committee understand, has been approved by C-in-C. Med.
  - (c) The Communications Section of the Ministry of Marine is capable of handling all traffic connected with daily routine reports of port and ship working (SITREPs). The Section is also prepared to accept messages of an approved commercial nature necessary for the economical use of shipping of all types.
  - (d) On the recommendation of the Committee the Director General of the Merchant Marine has appointed an Executive Officer to his staff whose duties include the collation of routine returns on port and ship working, advise of such returns to the Allied authorities concerned, and all matters concerning communications. This Officer, the Inspector of Port Operations (Ispettore Funzionamento Porti) will maintain an Intelligence Centre within the Ministry of Marine.
5. In considering the question of communications which will of necessity pass between various authorities using different languages, the Committee consider that there will be less possibility of error or misunderstanding if all signals or messages are passed in one common language. As originators of signals, cypher clerks, telegraphists etc. will, for the most part, be Italian nationals, the Committee are of the opinion that present needs can best be met by the use of the Italian language.

COM. ACTIONS (Cont.)

6. The Committee are satisfied that a communication system controlled and operated by Italian Governmental personnel is available for dealing with all port and ship matters arising at those ports not directly controlled by the Allied authorities in liberated Italy.

The Committee therefore recommends :-

- i. All information reports, orders etc. referring to ports, ships, port working or ship working required to be passed by telecommunication between Returned Ports and Headquarters, either Allied or Italian, and vice versa, should be passed through the telecommunications network of the Italian Ministry of Marine.
- ii. All messages passed through this network shall be enciphered in an approved Italian cypher, such approval to be obtained from the Commander in Chief, Mediterranean.
- iii. All signals other than tabulated signals (i.e. SINTER form signals) should be originated and delivered in the Italian language.
- iv. Signals originating from sources other than Allied or Italian Government offices should be approved by the Capitano di Porto where established, or other Italian Governmental office to be designated by the Ministry of Marine.
- v. Ministry of Marine should only permit use of their telecommunication network by other Allied authorities after they are satisfied that all matters in connection with shipping are adequately and efficiently dealt with.
- vi. Italian wireless communications should only be employed with the concurrence of the Commander in Chief, Mediterranean, and only when other facilities are not available.
- vii. The use of Allied signal channels where the subject matter either requires action on the part of the Italian authorities, or is passed to them for information, should be avoided if such information can be conveyed by means of the Ministry of Marine network.

SECTION IIICARGO DUES.

1. In order to obtain the quickest despatch of ocean going vessels and coasters, it was clear to the Committee that handling methods would require to be employed which, while achieving the desired result, would be unwarranted from an economic view point. For this reason, and by reason of the fact that harbour craft were being allocated from Allied sources to several of the ports, the Committee are agreed that a revenue should be collected to offset these services. As the receiving or despatching agency is not free to choose the method by which cargo is delivered or despatched, the suggestion that dues should be collected on all civilian cargo passing through all Italian ports, irrespective of whether the cargo involved uses the services for which the dues are collected, has not with the approval of the Committee. The proceeds from

- approved Italian cypher, such approval to be obtained from the Commander in Chief, Mediterranean.
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#### SECTION III

##### CARGO DUES.

1. In order to obtain the quickest despatch of ocean going vessels and coasters, it was clear to the Committee that handling methods would require to be employed which, while achieving the desired result, would be unwarrented from an economic view point. For this reason, and by reason of the fact that mercantile craft were being allocated from Allied sources to several of the ports, the Committee are agreed that a revenue should be collected to offset these services. As the receiving or despatching agency is not free to choose the method by which cargo is delivered or despatched, the suggestion that dues should be collected on all civilian cargo passing through all Italian ports, irrespective of whether the cargo involved uses the services for which the dues are collected, has met with the approval of the Committee. The proceeds from these civilian cargo dues would be offset against the cost of the uneconomical service performed, e.g. lightering, craft towage, craneage etc.
2. The question has been discussed by the Italian Committee members with the appropriate Italian Government departments, and has met with favourable comment.
3. The Committee therefore recommend that sanction is granted to the Italian Government to levy dues on all civilian cargo passing through all Italian ports, the income from which should cover the cost of supply, maintenance and running costs of all tugs, craft, equipment etc. supplied by the Allies or by the Italian Government to the Italian Port authorities.

N.B.

SECT. III

CARGO DUES (Cont.)

N.B. For a definition of "civilian goods" see Executive Memorandum No. 85 (Revised) H.C., A.C., 23rd January 1945, Para 3: "Duties on Goods Imported", para 4, which reads:-

"No duties, taxes, imposts or fees of any kind are chargeable on goods imported for the use of the Allied Forces; Allied Nationals employed by them and Allied Forces' welfare organisations or on goods imported under Allied auspices for distribution free of charge for civilian relief purposes and not for sale. Officers dealing with the latter should give a written certificate to the Customs that the goods are for free distribution for civilian relief."

SECTION IV  
SALVAGE.

1. The Committee have examined the question of salvage insofar as it affects clearance of ports and recovery of sunken or damaged harbour craft, tugs and lighters, for use in returned ports.
2. It has been ascertained that subject to the overriding authority of the salvage requirements of the Commander in Chief, Mediterranean, the Italian Ministry of Marine is responsible for the salvage, in any non-operational port or area, of all Italian vessels other than those required for the use of the Allied Services.
3. All privately owned craft can only be salvaged by private salvage companies or individuals under licence granted to the owner by the Divisione Ricupero of the Italian Ministry of Marine, whose local representation where there is no individual representation of the Divisione Ricupero, is the Port Technical Services Section of the office of the Captain of the Port.
4. As no priorities are established or supervision exercised other than that for R.I.N. craft, and that exercised by the Fleet Salvage Officer in the case of craft required for the Allied Forces, the Committee recommend that an authority be set up for the purpose of allotting priorities and deciding how requirements of craft for port working and clearance can be met from salvaged civilian craft. For this purpose the authority should include representatives from the Commander in Chief, Mediterranean, Director of Harbour Craft, Transportation Sub-Commission, A.C., and the Italian Ministry of Marine (Divisione Ricupero). The authority should confine its activities only to those ports which will revert to Italian control and in those areas which are declared non-operational by the allies.
5. In the event of any Italian vessel or craft having been salvaged by private enterprise and thereafter requisitioned by either the Allied or Italian Authorities, the Committee have been advised that the question of compensation will be arranged and settled by the Italian Government.

SECTION IVSALVAGE.

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3. All privately owned craft can only be salvaged by private salvage companies or individuals under licence granted to the owner by the Divisione Ricupero of the Italian Ministry of Marine, whose local representation where there is no individual representation of the Divisione Ricupero, is the Port / Technical Services Section of the office of the Captain of the Port.
4. As no priorities are established or supervision exercised other than that for R.I.M. craft, and that exercised by the Fleet Salvage Officer in the case of craft required for the Allied Forces, the Committee recommend that an authority be set up for the purpose of allotting priorities and deciding how requirements of craft for port working and clearance can be met from salvaged civilian craft. For this purpose the authority should include representatives from the Commander in Chief, Mediterranean, Director of Harbour Craft, Transportation Sub-Commission, A.C., and the Italian Ministry of Marine (Divisione Ricupero). The authority should confine its activities only to those ports which will revert to Italian control and in those areas which are declared non-operational by the Allies.
5. In the event of any Italian vessel or craft having been salvaged by private enterprise and thereafter requisitioned by either the Allied or Italian authorities, the Committee have been advised that the question of compensation will be arranged and settled by the Italian Government.

SECTION V.MANNING OF TUGS AND LIGHTERS, and CONTROL ON STEVEDORES.

1. In the directive received from the Mediterranean Shipping Board the Committee are charged with the examination of the problem of manning tugs and lighters, also the control of stevedores in the interests of turn around of shipping.

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SECTION V. (Cont:)

2. The engagement of all classes of seamen, both seagoing and harbour, comes within the province of the Captain of the Port (see Appendix "E" under sub-headings "Preparation of vessels for Sea and Clearances" and "Seamen"). The Committee are satisfied that the existing machinery is capable of producing the required numbers to ensure that tugs, lighters etc. are sufficiently and efficiently manned.

3. Within the jurisdiction of the Captain of the Port, through the Port Work Section of his organisation, the Port Labour Office is in fact the controlling authority of the Compagnia Portuale. This latter body comprises the organisation which provides such labour as stevedoring, dock labourers and casual labour within the port.

4. The Committee consider that the powers delegated to the Captain of the Port, if correctly applied, should result in the minimum delay to vessels and the efficient running of the port, but it is emphasised that in those cases where priority for ships working civilian cargoes is required the Inspector of Port Operations (Ispettore Funzionamento Porti) should apply to the Transportation Sub-Commission, Allied Commission.

SECTION VI.

PORT POLICING AND SECURITY.

1. The matter of adequate Security and Police agencies in Returned Port areas has been carefully examined by the Committee. Under present legislation since the disbanding of the Fascist "Milizia Portuale", the authority for such duties rests with the Minister of the Interior. Owing to shortage of suitable personnel, and circumstances over which the Minister of Marine has no control, the Committee have reluctantly but unanimously agreed that the present organisation must be reconstructed if any measure of control in this connection is to be achieved. It is to be noted that the Minister of Marine, acting for the common good, has already exceeded his legal powers in assigning in some cases Italian Naval personnel to ports for police duties, in an endeavour to better the present position.

2. After full consideration the Committee are agreed that the appointment should be made of an officer to the staff of the Captain of the Port as Security and Police Officer, responsible to the Captain of the Port for all aspects of guarding, policing, patrolling etc., all areas within his jurisdiction.

3. The Italian members of the Committee are in the fullest agreement with this procedure and have advised the Committee that the Minister of the Interior should assign an Officer of the Carabinieri to each port for such work. The Minister of the Interior should further consider the possibility of constituting a special police force for port work.

4. The Committee consider that this question is of the highest importance, and recommend that every encouragement and assistance is provided by the allies to the Italian Government in the formation and equipment of these Port Police, in order to reduce the incidents of pilferage and other crime in port areas which today have reached an alarming height.

casual labour within the port.

4. The Committee consider that the powers delegated to the Captain of the Port, if correctly applied, should result in the minimum delay to vessels and the efficient running of the port, but it is emphasised that in those cases where priority for ships working civilian cargoes is required the Inspector of Port Operations (Ispettore Funzionamento Porti) should apply to the Transportation Sub-Commission, Allied Commission.

#### SECTION VI.

##### PORT POLICING AND SECURITY.

1. The matter of adequate Security and Police agencies in Returned Port areas has been carefully examined by the Committee. Under present legislation since the disbanding of the Fascist "Milizia Portuale", the authority for such duties rests with the Minister of the Interior. Owing to shortage of suitable personnel, and circumstances over which the Minister of Marine has no control, the Committee have reluctantly but unanimously agreed that the present organisation must be reconstructed if any measure of control in this connection is to be achieved. It is to be noted that the Minister of Marine, acting for the common good, has already exceeded his legal powers in assigning in some cases Italian Naval personnel to ports for police duties, in an endeavour to better the present position.
2. After full consideration the Committee are agreed that the appointment should be made of an officer to the staff of the Captain of the Port as Security and Police Officer, responsible to the Captain of the Port for all aspects of guarding, policing, patrolling etc., all areas within his jurisdiction.
3. The Italian members of the Committee are in the fullest agreement with this procedure and have advised the Committee that the Minister of the Interior should assign an Officer of the Carabinieri to each port for such work. The Minister of the Interior should further consider the possibility of constituting a special police force for port work.
4. The Committee consider that this question is of the highest importance, and recommend that every encouragement and assistance is provided by the Allies to the Italian Government in the formation and equipment of these Port Police, in order to reduce the incidents of pilferage and other crime in port areas which today have reached an alarming height.
5. The appointment of the Carabinieri Officer to the staff of the Captains of the Port should take place immediately, and certainly before official control of the Returned Ports is assumed by the Italian authorities.
6. In the case of ports coming within Category 4. (See Section I, sub-section ii, para: 1) the full responsibility for Port Policing will be that of the Captain of the Port. In Category 3. ports the Captain of the Port will carry the same responsibility, but the Allied Authority should retain full Security and Police duties in connection with cargo moving on their account.

-3-

SECTION VIPORT POLICING AND SECURITY.

6. Captains of the Port in Category C. should hold responsibility for port policing that area which has been allocated for civilian use. It is not, however, recommended that there should be any general relaxation of the control exercised by the Port Commandant.
7. The Committee consider that official notification should be given to the Italian Government as regards the powers which may be exercised by Italian Police Officers in port areas in dealing with offenders or suspects who are of Allied nationalities.

SECTION VIIRESUMPTION OF COMMERCIAL PRACTICE.

1. The re-establishment of normal commercial agencies such as forwarding agents, ship freight and customs brokers, transport agents etc. is considered by the Committee as being highly desirable. Without the war time military organisation for receiving and despatching cargo the governmental machine which will replace such organisation could not fulfil the same functions appertaining to the movement of cargoes.
2. The Committee consider that as allied control is withdrawn from any area or ports the widest publicity should be given to the fact that commercial agencies are free to resume their normal business within the ruling limitations of trade.
3. The relaxation of the present security ban on information regarding Italian coastwise ship movements, and the publishing of arrival and sailing dates in the press would greatly assist in the free movement of cargo to and from the ports. This and the resumption of commercial practice in Returned Ports will tend to a greater overall efficiency in cargo handling and ship turnaround, by reason of the profit motive involved and the financial responsibility resting on the various parties concerned.

SECTION VIIIPORT SANITARY ORGANISATION.

1. The resumption of activities of Italian Port Sanitary authorities in Returned Ports has been examined by the Committee, and it was considered that this service should be reconstituted as early as possible. It was known, however, that the question of the Port Sanitary Service was already under discussion between the Allied Commission and A.F.H.Q.
2. The Committee are agreed that as the Service under review comprised part of the Public Health Service under the jurisdiction of the Minister of

SECTION VIIRESUMPTION OF COMMERCIAL PRACTICE.

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2. The Committee are agreed that as the Service under review comprised part of the Public Health Service under the jurisdiction of the Minister of the Interior, the question could best continue to be dealt with by the Public Health Sub-Commission of the Allied Commission.
3. The Italian members emphasised the need for Allied assistance in securing land and water transport to ensure the minimum of delay to ships in matters concerning 'pratique' and normal port sanitary inspection service.

-9-

In conclusion, the Committee are of the opinion that in the event of it being decided to transfer the control as outlined in the foregoing report, it would be of material assistance to the Italian authorities if the Committee, or a similar one, were to meet regularly in Rome to deal with matters of policy. This suggested Committee would be non-executive, functioning during the transition period, and would continue to make recommendations to the Mediterranean Shipping Board.

I have the honour to be, Sir,

Your obedient Servant,

Signed,

(LAW D. CAMPBELL)

CHAIRMAN

MEDITERRANEAN SHIPPING BOARD,

CAMPBELL COMITTEE, ROME.

For the Italian Members:

Signed,

(CARLO MATTEINI)

DIRECTOR GENERAL OF THE MERCHANT MARINE,

ROYAL (ITALIAN) MINISTRY OF MARINE.

0728

recommendations to the Mediterranean Shipping Board.

I have the honour to be, Sir,

Your obedient servant,

Signed,

(LIND. CAMPBELL)

CHAIRMAN

MEDITERRANEAN SHIPPING BOARD,

CAMPBELL COMMITTEE, ROME.

For the Italian Members:

Signed,

(CARLO MATTEINI)

DIRECTOR GENERAL OF THE MERCANT MARINE,

ROYAL (ITALIAN) MINISTRY OF MARINE.

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APPENDIX "A."MEDITERRANEAN SHIPPING BOARD,  
A.F.H.Q., C.M.F.MEDITERRANEAN SHIPPING BOARDSHIPPING AND RECEPTION OF SHIPS IN PORTS.

1. It has been agreed that as soon as practicable the Italian authorities should take over the operation of such Italian ports as are not under Allied Military Control.
2. MEDECO have agreed that a Sub-Committee under the direction of Mr. Ian Campbell should examine the possibilities of such transference.
3. The Committee should comprise representatives of Royal Navy, War Shipping Administration, Allied Commission, G.I. (Mov. & In.) T.U.S.A. and the appropriate Italian Governmental Authorities.
4. The Committee cannot at this stage be empowered to come to any decision on this matter, but submit their report in writing to MEDECO for transmission to the appropriate authority for sanction.
5. The Committee should examine and report on such questions as the:
  - Berthing of vessels on arrival.
  - The manning and control of tugs and harbour craft.
  - The transmission of orders to ships on completion of discharge.
  - The method for control of stevedores in the interest of turnaround of shipping.
  - The payment of tugs, lighters, etc. and the possibilities of instituting dues on Civilian cargoes to reimburse dock authorities for costs in an equitable manner.
  - The payment of stevedores and the possibility of making a charge on the civil cargoes for this purpose which would be payable by the receiver.
  - The appointment of one responsible Italian authority in each port who would be responsible to the Shipping Authority for the turnaround of vessels in his port.
  - The means of communication between ports and the Shipping Authority.
  - The provision of clerical staff to give daily reports on ships outturns and expected dates of completion.

(Sgt.) J. GIBSON GRAHAM.

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2. MEBCO have agreed that a Sub-Committee under the direction of Mr. Ian Campbell should examine the possibilities of such transference.
3. The Committee should comprise representatives of Royal Navy, War Shipping Administration, Allied Commission, C.4. (Mov. & In.) The U.S.A. and the appropriate Italian Governmental Authorities.
4. The Committee cannot at this stage be empowered to come to any decision on this matter, but submit their report in writing to MEBCO for transmission to the appropriate authority for sanction.
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  - Berthing of vessels on arrival.
  - The manning and control of tugs and harbour craft.
  - The transmission of orders to ships on completion of discharge.
  - The method for control of stevedores in the interest of turnaround of shipping.
  - The payment of tugs, lighters, etc. and the possibilities of instituting dues on Civilian cargoes to reimburse dock authorities for costs in an equitable manner.
  - The payment of stevedores and the possibility of making a charge on the civil cargoes for this purpose which would be payable by the receiver.
  - The appointment of one responsible Italian authority in each port who would be responsible to the Shipping Authority for the turnaround of vessels in his port.
  - The means of communication between ports and the Shipping Authority.
  - The provision of clerical staff to give daily reports on ships outturns and expected dates of completion.

(Sgd.) J. GIBSON GRAHAM.

24th February, 1945.

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APPENDIX "B."MEDITERRANEAN SHIPPING BOARDCHIEFBOARD COMMITTEEMEMBERS :

|                                  |                                                                              |
|----------------------------------|------------------------------------------------------------------------------|
| CHAIRMAN - Mr. Ian D. Campbell.  | Navy Sub-Commission, Allied Commission                                       |
| Captain H. St. J. Eutler, U.S.N. | Chief, Movements Division, Transportation Sub-Commission, Allied Commission. |
| Colonel M. J. Sieff, O.B.E.      | G.4. Mov. & In.                                                              |
| Lt. Col. J. A. Balfour, M.B.E.   | Deputy Director of Harbour Craft.                                            |
| Mr. R. Hughes                    | War Shipping Administration, Area Representative.                            |
| Mr. S. A. Regan                  | Chief, Ports & Warehouse Div., Transportation Sub-Commission, A.C.           |
| Mr. R. M. Bazzanella             | Director General, Italian Merchant Marine.                                   |
| Lt. Gen. C. Matteini             | General Staff, Royal Italian Navy.                                           |
| Captain F. Rutz                  | Chief of Divisions, Italian Merchant Marine.                                 |
| Dr. Gambioli                     | Chief of Official Operations.                                                |

ADVISER :

Captain C. Pecori Girardi

ATTENDED :

|                                   |                                                                               |
|-----------------------------------|-------------------------------------------------------------------------------|
| Lt. Cdr. G. Young, R.N.R.         | Deputy Fleet Salvage Officer, C in C. Med.                                    |
| Lt. Cdr. E. C. Davies, R.N.V.R.   | Navy Sub-Commission, Allied Commission.                                       |
| Major G. E. Godfrey, M.B.E., I.E. | Shipping Branch, Transportation Sub-Commission, Allied Commission.            |
| Mr. C. Kallioch                   | Director, War Shipping Administration, Mediterranean.                         |
| Mr. E. R. Perkins                 | Representative, War Shipping Administration.                                  |
| Mr. C. O. Crooks                  | Ports & Warehouse Division, Transportation Sub-Commission, Allied Commission. |
| Mr. J. E. Hurley                  | Ports & Warehouse Division, Transportation Sub-Commission, Allied Commission. |
| Mr. V. E. Vegeky                  | Assistant to Director, War Shipping Administration (Mediterranean).           |
| Lt. Col. G. Cazzo                 | Royal Italian Navy, Salvage.                                                  |
| Lt. Cdr. Vaccarisi                | Chief of Communications, Royal Italian Navy.                                  |
| Lt. A. Marena, R.I.N.             | Liaison with Allied Commission.                                               |

SECRETARY :

Miss R. L. Hicks

Ministry of War Transport.



APPENDIX "C"

ROME 11 4 marzo 1945.

Al MR. IAN CAMPBELL

MEDITERRANEAN SHIPPING BOARD.

MINISTERO DELLA MARINA  
Direzione Generale della Marina Mercantile

Indirizzo telegrafico: MARIMERCANT  
Divisione: SEGRETERIA.

Protocollo No. 1092 S.G.

Argomento: COMPONENTI DI COMMISSIONE.

Con riferimento ai colloqui intercorsi comunico che S.E. il Ministro della Marina ha designato i sottotestati ufficiali e funzionari a far parte della Commissione da V.S. presieduta:

Tenente Generale Carlo MATTEINI - Direttore Generale della Marina Mercantile.  
Capitano di Vascello Francesco EULA - dell'Ufficio di Stato Maggiore R. Marina  
Dott. CAMBIOLI - della Divisione Porti della Direz. Generale Marina Mercantile.

S.E. il Ministro ha altresì designato il Capitano di Vascello Corso PECORI-  
GIRALDI - Capo Ufficio Operazioni dello Stato Maggiore della R. Marina.

quale esperto a disposizione della suddetta Commissione per le questioni militari operative connesse al funzionamento dei porti.

P. IL MINISTRO  
IL TENENTE GENERALE  
DIRETTORE GENERALE MARINE MERCANTILE

(CARLO MATTEINI)

(Signed)

TRANSLATION.

Rome 11th March, 1945.

MINISTRY OF MARINE  
Directorate General of the Merchant  
Marine.

To: MR. IAN CAMPBELL

MEDITERRANEAN SHIPPING BOARD.

Telegraphic address: MARIMERCANT.

Division: Secretariat.  
Protocol: No. 1092 S.G.

Subject: MEMBERS OF A COMMISSION.

With reference to the discussion which we have held I have to inform you that His Excellency the Minister of Marine has designated the undermentioned officers and officials to take part on the Commission provided over by you:

Lt. General Carl MATTEINI - Director General of the Merchant Marine.  
Captain Francesco EULA - Office of the General Staff of Royal (Italian) Navy.  
Doctor CAMBIOLI - Ports Division of the Directorate General of the Merchant Marine.

His Excellency the Minister has further designated Captain Corso PECORI-GIRALDI, Chief of the Operations Office of the General Staff of the Royal (Italian) Navy as an expert at the disposal of the said Commission on all operational questions connected with the working of ports.

Commissione da V.S. presieduta:

Tenente Generale Carlo MATTIINI - Direttore Generale della Marina Mercantile.  
Capitano di Vascello Francesco RUIA - dell'Ufficio di Stato Maggiore P. Marina  
Dott. CAMBIOLI - della Divisione Porti della Dires. Generale Marine Mercantile.

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GIRALDI - Capo Ufficio Operazioni dello Stato Maggiore della R. Marina.

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operative connesse al funzionamento dei porti.

P. IL MINISTRO  
IL TENENTE GENERALE  
DIRETTORE GENERALE MARINE MERCANTILE

(CARLO MATTIINI)  
(Signed)

Rome 4th March, 1945.

To: MR. LAN CAMPBELL  
MEDITERRANEAN SHIPPING BOARD.

TRANSLATION.

MINISTRY OF MARINE  
Directorate General of the Merchant  
Marine.  
Telegraphic Address: MARINERCOANT.

Division: Secretariat.  
Protocol: No. 1092 S.C.

Subject: MEMBERS OF A COMMISSION.

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Doctor CAMBIOLI - Ports Division of the Directorate General of the Merchant  
Marine.

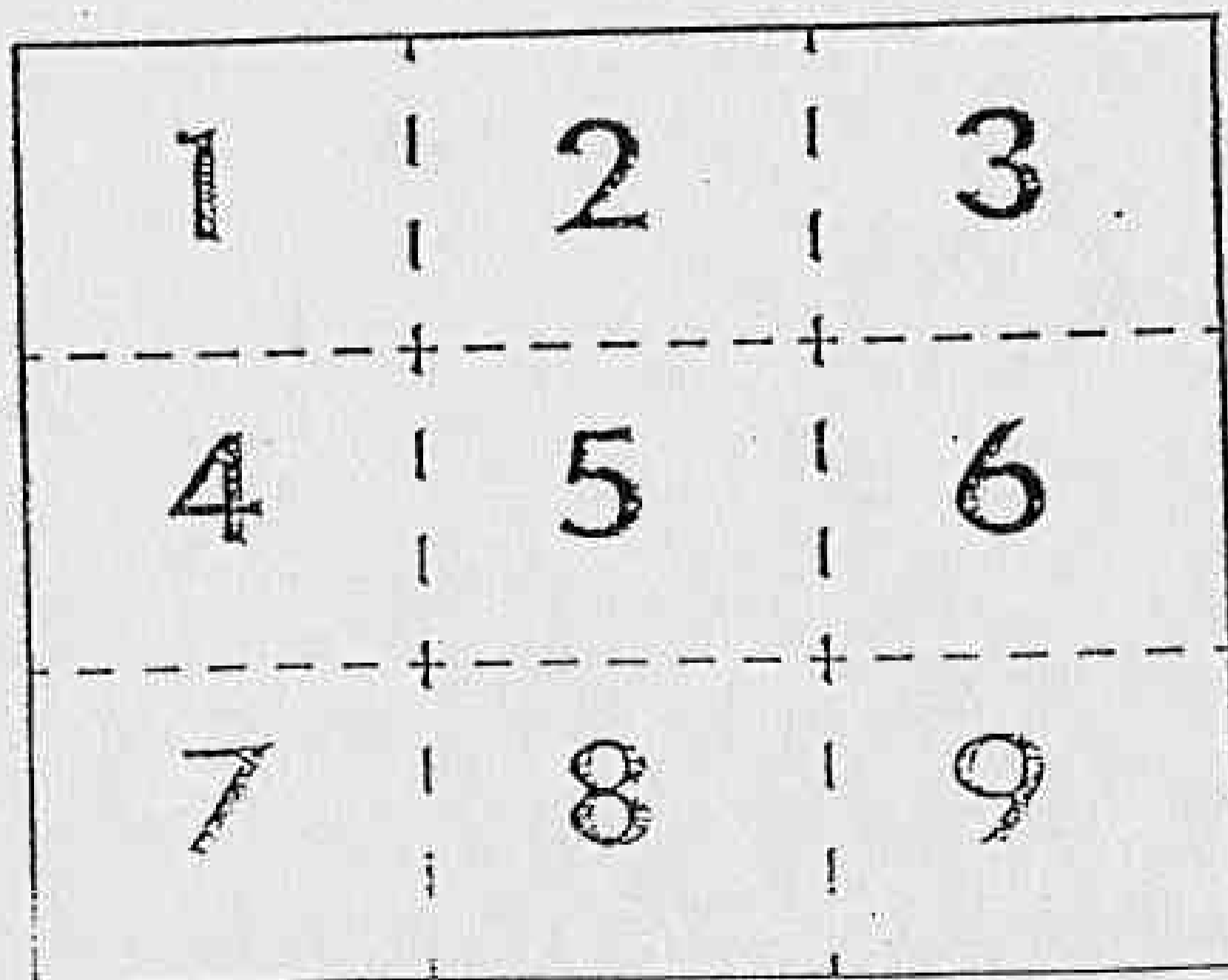
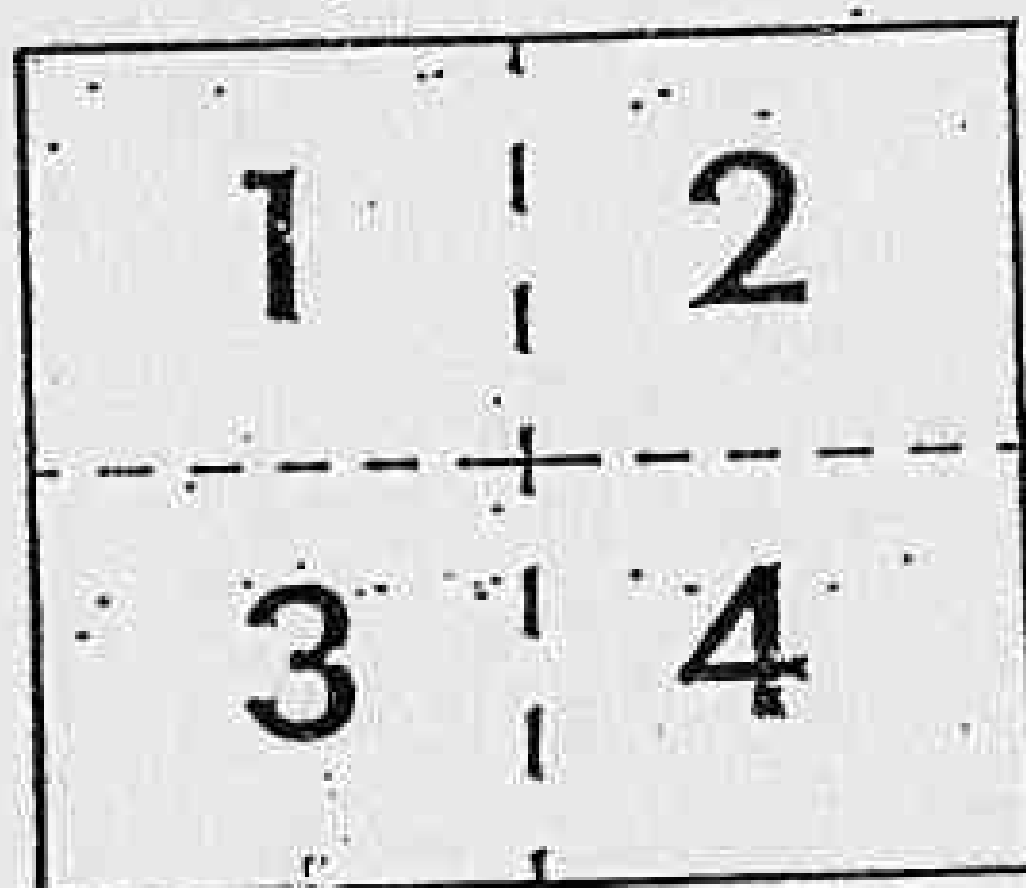
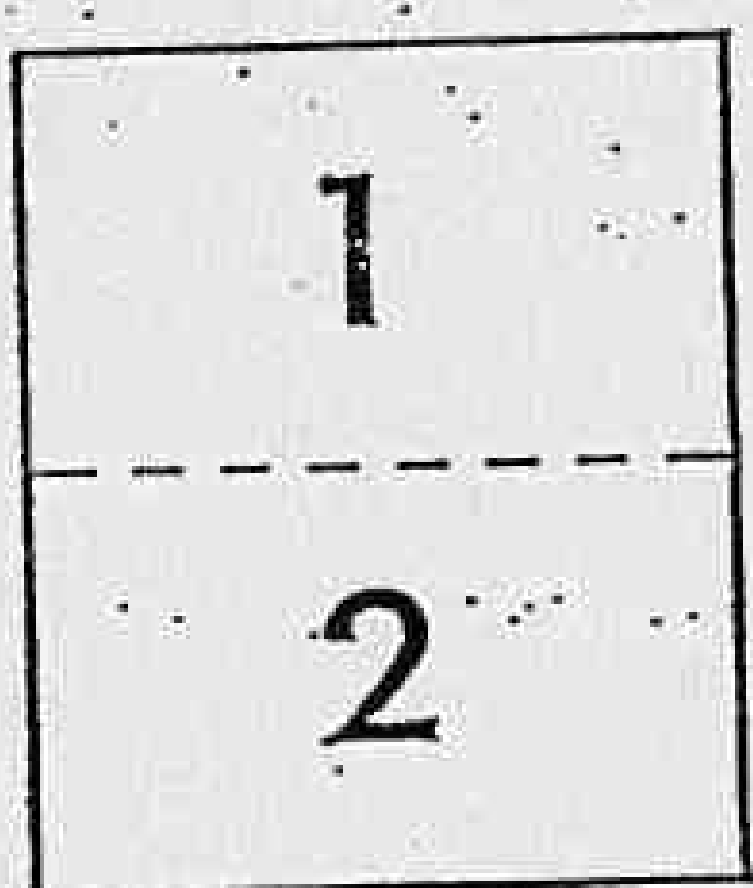
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as an expert at the disposal of the said Commission on all operational questions  
connected with the working of ports.

For the MINISTER  
LIEUTENANT GENERAL **484**  
Director General of the Merchant Marine.

(CARLO MATTIINI)  
(Signed)

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.



CENTRAL AGENCIES  
DEPENDENT AGENCIES

MINISTRY OF PUBLIC WORKS

Officers and Scientific  
Matters Central Bureau

Office of the General Staff of the Navy

Provincial Bureaus  
of Civil Engineering

Navy Department <sup>HQ</sup>  
Naval Officer in charge

PORT WORKS

Plans and works for construction and  
development of Ports.  
Systematizing mechanical means of loa-  
ding and unloading.  
Port maintenance and dredging.

LIGHTHOUSES AND MARITIME SIGNALING

MINESWEEPING SERVICES

TECHNICAL PORT SERVICES

Health Service.  
Pilotage and Towing  
Assignment of moorings  
Mooring and internal navigation  
the Port.  
Classification of vessels  
navigation.  
Preparing vessels  
Articles.  
Signing-on Crews.  
Sailing permits.  
Notice of Maritime assistance  
ning the relative  
Assistance to, salvaging  
vessels.  
Security and policing  
Administration of  
owned by the  
pervision of the  
parties.  
Temporary administration

# MINISTRY

Office of the General Staff of the Navy

Directorate General  
(Se)

Maritime  
Harbour  
District  
Fore

## MINESWEEPING SERVICES

## TECHNICAL PORT SERVICES

Health Service.  
Pilotage and Towing.  
Assignment of moorings.  
Mooring and internal movement within the Port.  
Classification of vessels and safety of navigation.  
Preparing vessels for Sea and Crews Articles.  
Signing-on Crews.  
Sailing permits.  
Notice of Maritime accidents and ascertaining the relative facts.  
Assistance to, salvage and repair of vessels.  
Security and policing of ports.  
Administration of mechanical equipment owned by the government, and supervision of that owned by private parties.  
Temporary administration of Harbour Craft

## PORT LABOUR

(Offices of Port Labour).  
Technical and administrative control over organisations of port labourers.  
Organisation and control of Port Labour.  
Tariffs for handling goods.  
Transmission to appropriate Depts of reports on daily work in port and for forward transmission to the Allied Authorities and.  
Forwarding to same Allied Authorities Reports of Masters of Allied merchant vessels and of Ships Agents.  
  
Note: • In the following ports these services are entrusted to special organisations:  
GENOA: Consorzio Autonomo del Porto (Port Authority)  
VENICE: Provveditorato del Porto (Supervisor of the Port).

See  
Note  
below

## SHIPPING

Custody of records and registers of vessels and Harbour Craft.  
Recording acts of transfer of ownership of vessels and Harbour craft.  
Measurement of ships.

# MINISTRY OF MARINE

Directorate General of the Merchant Marine  
(See Note A)

Maritime Administration  
Harbour Masters Offices  
District Maritime Offices  
Foreshores Control

Chief  
and  
tion  
Port

## SHIPPING

Custody of records and registers of vessels and Harbour Craft.  
Recording acts of transfer of ownership of vessels and Harbour craft.  
Measurement of ships.

## SEAMEN

Custody of records and registers of seafaring and auxiliary personnel.  
Supervision of such personnel.  
Grading of certain ranks.  
Social aid and welfare of seamen.

## LEGAL DEPARTMENT

Penal Proceedings for violation of maritime law and civil actions (involving sums not exceeding 10,000. - Lire) in respect of seamen wages pilots.  
mooring/berthing personnel  
divers  
boatmen  
port workmen etc.  
also damages arising out of Collisions of vessels, salvage or damage to fishing nets and equipment caused by ships.

Administration of  
Concession for  
and for spe

See  
Note  
below

re-  
port and  
the Allied

Authorities  
merchant  
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these ser-  
cial orga-

del Porto

Porto (Su-

0739

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

Chief Command of Port Officers (Military and Civil personnel of Port Offices, Inspection, Net Obstructions, Organization of Port Offices and of Dependent Offices).

| LEGAL DEPARTMENT                                                                                                                                                                                                                                                                                                                     | FISHERIES                                                                                           | CONCESSIONS/LEASES OF GOVERNMENT LAND/BUILDINGS                                                                                                                                                                            | SHIP BUILDING                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| Legal Proceedings for violation of maritime law and civil actions (involving sums not exceeding 10,000. - Lire) in respect of seamen wages pilots, mooring/berting personnel divers boatmen port workmen etc.<br>Also damages arising out of Collisions of vessels, salvage or damage to fishing nets and equipment caused by ships. | Administration of fisheries.<br>Concession for fixed fishery installations and for special permits. | Concessions of premises within the maritime public domain for.<br>Shipyards<br>Drydocks<br>Silos<br>Refrigerating plants.<br>Warehouses.<br>Depots for inflammable solid and liquid materials and for general merchandise. | Supervision through the Register Navale of construction and ships.<br>Policing / Supervision of shipyard |

# APPENDIX "D"

MINISTRY OF WAR

GENERAL STAFF  
of the  
ROYAL ARMY

Local Commands of  
the Royal Army

## CESSIONS/LEASES OF GOVERNMENT LAND/BUILDINGS

essions of premises within the mari-  
time public domain for.

yards  
ocks

gerating plants.  
houses.

ts for inflammable solid and liquid  
materials and for general merchan-  
dise.

## SHIP BUILDING

Supervision through the Registro Italiano  
Navale of construction and repair of  
ships.

Policing / Supervision of shipyards.

## PORT NET OBSTRUCTIONS (1)

(1) In ports of primary maritime military  
importance (La Spezia-Taranto-Brin-  
disi-Venice-Pola-La Maddalena-Cagliari  
Messina-Augusta-Trapani) these two  
functions are the responsibility of  
the local Navy authorities.

## DEFENSE OF PORTS (1)

| PORT WORKS                                                                                                                                                              | LIGHTHOUSES AND MARITIME SIGNALING | MINESWEEPING SERVICES | TECHNICAL PORT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Plans and works for construction and development of Ports.</p> <p>Systematizing mechanical means of loading and unloading.</p> <p>Port maintenance and dredging.</p> |                                    |                       | <p>Health Service.</p> <p>Pilotage and Towing.</p> <p>Assignment of moorings.</p> <p>Mooring and internal navigation of the Port.</p> <p>Classification of vessels for navigation.</p> <p>Preparing vessels for Articles.</p> <p>Signing-on Crews.</p> <p>Sailing permits.</p> <p>Notice of Maritime accidents and the relative facts.</p> <p>Assistance to, salvage of vessels.</p> <p>Security and policing of the Port.</p> <p>Administration of mechanical equipment owned by the government and the supervision of that of other parties.</p> <p>Temporary administration received from Allied Powers for Port use.</p> |

(A) As a temporary measure there has been established the:

**ISPETTORATO FUNZIONAMENTO PORTI**

(Inspectorate of Port Operations)

for the purpose of liaison with the Allied Authorities in respect of the Daily Reports on Work in Port also of the Reports for the Allied Authorities from Masters of Allied Merchant vessels and of Ships Agents.

**MINESWEEPING SERVICES****TECHNICAL PORT SERVICES**

Health Service.  
 Pilotage and Towing.  
 Assignment of moorings.  
 Mooring and internal movement within the Port.  
 Classification of vessels and safety of navigation.  
 Preparing vessels for Sea and Crews Articles.  
 Signing-on Crews.  
 Sailing permits.  
 Notice of Maritime accidents and ascertaining the relative facts.  
 Assistance to, salvage and repair of vessels.  
 Security and policing of ports.  
 Administration of mechanical equipment owned by the government, and supervision of that owned by private parties.  
 Temporary administration of Harbour Craft received from Allied Authorities for Port use.

**PORT LABOUR**

(Offices of Port Labour).  
 Technical and administrative control over organisations of port labourers. } See Note below  
 Organisation and control of Port Labour.  
 Tariffs for handling goods.  
 Transmission to appropriate Depts of reports on daily work in port and for forward transmission to the Allied Authorities and.  
 Forwarding to same Allied Authorities Reports of Masters of Allied merchant vessels and of Ships Agents.

Note: - In the following ports these services are entrusted to special organisations:

GENOA: Consorzio Autonomo del Porto (Port Authority)  
 VENICE: Provveditorato del Porto (Supervisor of the Port).  
 NAPLES: Ente Autonomo del Porto (Harbour Board) This Board is at present not functioning as the Port is under control of the Allied Authorities.

**SHIPPING**

Custody of records and registers and Harbour Craft.  
 Recording acts of transfer of vessels and Harbour  
 Measurement of ships.

| PORT LABOUR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SHIPPING                                                                                                                                                                        | SEAMEN                                                                                                                                                                                        | LEGAL DEPARTMENT                                                                                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>ees of Port Labour).</p> <p>nical and administrative control over organisations of port labourers.</p> <p>anisation and control of Port Labour.</p> <p>iffs for handling goods.</p> <p>nsmission to appropriate Depts of reports on daily work in port and for forward transmission to the Allied Authorities and.</p> <p>warding to same Allied Authorities</p> <p>Reports of Masters of Allied merchant vessels and of Ships Agents.</p> <p>ote: - In the following ports these services are entrusted to special organisations:</p> <p>ENOA: Consorzio Autonomo del Porto (Port Authority)</p> <p>ENICE: Provveditorato del Porto (Supervisor of the Port).</p> <p>APLES: Ente Autonomo del Porto (Harbour Board) This Board is at present not functioning as the Port is under control of the Allied Authorities.</p> | <p>Custody of records and registers of vessels and Harbour Craft.</p> <p>Recording acts of transfer of ownership of vessels and Harbour craft.</p> <p>Measurement of ships.</p> | <p>Custody of records and registers of seafaring and auxiliary personnel.</p> <p>Supervision of such personnel.</p> <p>Grading of certain ranks.</p> <p>Social aid and welfare of seamen.</p> | <p>LEGAL DEPARTMENT</p> <p>Penal Proceedings for violation time law and civil actions (sums not exceeding 10,000 in respect of seamen wages)</p> <p>mooring/berthing personnel</p> <p>divers</p> <p>boatmen</p> <p>port workmen etc.</p> <p>also damages arising out of collisions vessels, salvage or damage to nets and equipment caused</p> |

| SEAMEN                                                                                                                                                                                                                            | LEGAL DEPARTMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | FISHERIES                                                                                                                                                 | CONCESSIONS/LEASES OF GOVERNMENT LAND/BUILDINGS                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>           y of records and registers of sea-<br/>           ring and auxiliary personnel.<br/>           vision of such personnel.<br/>           ng of certain ranks.<br/>           aid and welfare of seamen.         </p> | <p>           Penal Proceedings for violation of mari-<br/>           time law and civil actions (involving<br/>           sums not exceeding 10,000. - Lire)<br/>           in respect of seamen wages pilots.<br/>           mooring/berthing personnel<br/>           divers<br/>           boatmen<br/>           port workmen etc.<br/>           also Damages arising out of Collisions of<br/>           vessels, salvage or damage to fishing<br/>           nets and equipment caused by ships.         </p> | <p>           Administration of fisheries.<br/>           Concession for fixed fishery installations<br/>           and for special permits.         </p> | <p>           Concessions of premises within the<br/>           time public domain for.<br/>           Shipyards<br/>           Drydocks<br/>           Silos<br/>           Refrigerating plants.<br/>           Warehouses.<br/>           Depots for inflammable solid and<br/>           materials and for general<br/>           use.         </p> |

| installations | CONCESSIONS/LEASES OF GOVERNMENT<br>LAND/BUILDINGS                                                                                                                                                                                                        | SHIP BUILDING                                                                                                                            | PORT NET<br>OBSTRUCTIONS (1)                                                                                                                                                                                                 | DEFENSE<br>OF PORTS (1) |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
|               | <p>Concessions of premises within the maritime public domain for.</p> <p>Shipyards</p> <p>Drydocks</p> <p>Silos</p> <p>Refrigerating plants.</p> <p>Warehouses.</p> <p>Depots for inflammable solid and liquid materials and for general merchandise.</p> | <p>Supervision through the Registro Italiano Navale of construction and repair of ships.</p> <p>Policing / Supervision of shipyards.</p> | <p>(1) In ports of primary maritime military importance (La Spezia-Taranto-Brindisi-Venice-Pola-La Maddalena-Cagliari Messina-Augusta-Trapani) these two functions are the responsibility of the local Navy authorities.</p> |                         |

ALLIED AUTHORITIES

ITALIAN CIVIL AUTHORITIES

|                                                                                                                              |                                                                    |                      |                                                                       |                                  |                                                      |
|------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|----------------------|-----------------------------------------------------------------------|----------------------------------|------------------------------------------------------|
| <b>PREFETTURA</b><br>(Government Office)<br><br>Public Health<br>Maritime Service<br>Government Concessions<br>Security etc. | <b>MUNICIPAL</b><br><br>Government Concessions<br>Military Call-up | <b>PORT - POLICE</b> | <b>TRASURY</b><br>(Provincial Office)<br><br>Customs<br>Treasury etc. | <b>CIVIL ENGINEERING SECTION</b> | <b>STATE RAILWAYS</b><br>(Chief Departmental Office) |
|------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|----------------------|-----------------------------------------------------------------------|----------------------------------|------------------------------------------------------|

|                                                                            |                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                         |
|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>GENERAL</b><br><br>Civil and Military Personnel<br>Finance and Accounts | <b>PORT TECHNICAL SERVICES</b><br><br>Public Health<br>Pilotage<br>Tugs<br>Allocation of Berths<br>Casualties to ships<br>Salvage<br>Safety precautions (Navigational)<br>Security, Policing Port and Coast<br>Fire service<br>Temporary management of Harbour craft received from Allied Authorities for Port use | <b>LEGAL DEPARTMENT</b><br><br>Penal Proceedings for violation of time law and<br>Civil actions (involving sums not exceeding Lit. 10.000 in respect of Seamen wages, Pilots, Mooring/Berthing Personnel Divers Boatmen Port workers Damages arising out of Collisions Salvage of and damage to Fishing and fishing equipment caused by |
|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

ALLIED AUTHORITIES

ITALIAN CIVIL AUTHORITIES

CAPTAIN C

(Se

CIVIL ENGINEERING  
SECTION

STATE RAILWAYS  
(Chief Departmental  
Office)

E. N. A. C.  
(Motor vehicles  
Transport Board)

CHAMBER  
OF COMMERCE

INDUSTRY  
AND COMMERCE  
INSPECTOR'S OFFICE

LABOUR  
(Provincial Office)

SERVICES

LEGAL DEPARTMENT

PREPARATION OF VESSELS FOR SEA  
AND CLEARANCES

SEAMEN

Penal Proceedings for violation of mari-  
time law and  
Civil actions (involving sums not excee-  
ding Lit. 10.000 in respect of  
Seamen wages, Pilots,  
Mooring/Berthing Personnel  
Divers  
Boatmen  
Port workers  
Damages arising out of Collisions  
Salvage of and damage to Fishing nets  
and fishing equipment caused by ships

Pratique  
Clearance Papers  
Bills of Health  
Signing-on crews  
Crew Articles  
Anchorage dues and other Maritime fees  
Custody of ship records

Registration of Seamen of 1st and 2nd  
Categories  
Supervision of Seamen  
Examinations for rating  
Grading of certain ranks  
Social aid and welfare of Seamen

ational)  
d Coast

of Harbour craft  
Authorities for

DISTRICT MARITIME O  
Pilotage, Towage, Allocation of Berth.

# CAPTAIN OF THE PORT

(See Note 1)

**LABOUR**  
(Provincial Office)

## SEAMEN

Registration of Seamen of 1st and 2nd categories  
Registration of Seamen  
Recommendations for rating  
Rating of certain ranks  
Medical aid and welfare of Seamen

## SHIPPING, SHIPOWNERSHIP, SHIPBUILDING ETC.

Registration of Ships and Harbour Craft  
Recording  
Shipbuilding contracts  
Ownership of vessels  
Change of ownership  
Bottomry Bonds  
Ships Measurements  
Control of shipbuilding and repairs through the Registro Italiano Navale  
Inspection of vessels  
Policing/Supervision Shipyards

## CONCESSIONS/LEASES OF GOVERNMENT LAND/BUILDINGS

Concession of land for :  
Shipyards  
Drydocks  
Oil Storage tanks  
Refrigerating Plant  
Warehouses  
Storage for inflammable and other goods  
Various purposes  
Dredging for Sand & Gravel

Concessions of  
Supervision and  
Grants of exel  
Concession ar

**DISTRICT MARITIME OFFICES (Short title: Circomare)**

Pilotage, Towage, Allocation of Berth, Assistance and Salvage of Ships, Policing Port and

ITALIAN NAVAL OFFICER IN CHARGE  
(See Note 2)

**CONCESSIONS/LEASES OF GOVERNMENT  
LAND/BUILDINGS**

Concession of land for :

Shipyards  
Drydocks  
Oil Storage tanks  
Refrigerating Plant  
Warehouses  
Storage for inflammable and other  
goods  
Various purposes  
Dredging for Sand & Gravel

**FISHERIES**

Concessions of Immovable Plant  
Supervision and Control of Fisheries  
Grants of exclusive rights of fishing in  
Concession areas and territorial waters

**PORT WORK**

Port Labour Offices  
Technical and administrative Control of  
Port workmen Organisations (Workers  
Guilds) and Control and Organisation  
of Port Labour  
Tariffs for handling Goods  
Transmission to appropriate Departments  
of reports on daily work in Port  
Administration of State owned mechanical  
Equipment and  
Supervision of that privately owned

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APPENDIX 'E'

ER IN CHARGE  
2)

**PORT WORK**

Port Labour Offices  
Technical and administrative Control of  
Port workmen Organisations (Workers  
Guilds) and Control and Organisation  
of Port Labour  
Tariffs for handling Goods  
Transmission to appropriate Departments  
of reports on daily work in Port  
Administration of State owned mechanical  
Equipment and  
Supervision of that privately owned

**MILITARY SERVICE  
MILITARY CALL-UP  
MOBILISATION  
OF THE NAVY**

| GENERAL                                              | PORT TECHNICAL SERVICES                                                                                                                                                                                                                                                            | LEGAL DEPARTMENT                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Civil and Military Personnel<br>Finance and Accounts | Public Health<br>Pilotage<br>Tugs<br>Allocation of Berths<br>Casualties to ships<br>Salvage<br>Safety precautions (Navigational)<br>Security, Policing Port and Coast<br>Fire service<br>Temporary management of Harbour craft<br>received from Allied Authorities for<br>Port use | Penal Proceedings for violation<br>time law and<br>Civil actions (involving sums<br>ding Lit. 10.000 in respect<br>Seamen wages, Pilots,<br>Mooring/Berthing Personnel<br>Divers<br>Boatmen<br>Port workers<br>Damages arising out of Collisions<br>Salvage of and damage to Port<br>and fishing equipment caused |

NOTE 1 — This organisation lay-out is for a large Harbour Master's Department • *Capitaneria di Porto* • (short title • *Companare*). The smaller ones have the same functions as the larger the difference being that whilst in the large Harbour Master's Departments each branch of the Service is represented by a separate Office with an Officer-in-charge, in the smaller several branches come under one single Officer.

NOTE 2 — Where there is no Navy HQ, the Harbour Master's Department (*Capitaneria*) takes its Place.

| TECHNICAL SERVICES                                                                                                                                                | LEGAL DEPARTMENT                                                                                                                                                                                                                                                                                                                                                                    | PREPARATION OF VESSELS FOR SEA<br>AND CLEARANCES                                                                                                                                         | SEAMEN                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>th</p> <p>Berths<br/>to ships</p> <p>utions (Navigational)<br/>licensing Port and Coast</p> <p>management of Harbour craft<br/>from Allied Authorities for</p> | <p>Penal Proceedings for violation of maritime law and</p> <p>Civil actions (involving sums not exceeding Lit. 10,000 in respect of</p> <p>Seamen wages, Pilots,</p> <p>Mooring/Berthing Personnel</p> <p>Divers</p> <p>Boatmen</p> <p>Port workers</p> <p>Damages arising out of Collisions</p> <p>Salvage of and damage to Fishing nets and fishing equipment caused by ships</p> | <p>Pratique</p> <p>Clearance Papers</p> <p>Bills of Health</p> <p>Signing-on crews</p> <p>Crew Articles</p> <p>Anchorage dues and other Maritime fees</p> <p>Custody of ship records</p> | <p>Registration of Seamen of 1st Categories</p> <p>Supervision of Seamen</p> <p>Examinations for rating</p> <p>Grading of certain ranks</p> <p>Social aid and welfare of Seamen</p> |

## DISTRICT

Pilotage, Towage, Allocation of Harbour Craft, Preparation of Ships for Sea and other Maritime Fees, Registration of Harbour Craft etc., Regulation of

## LOCAL

Pilotage, Towage, Allocation of Harbour Craft, Preparation of Ships for Sea and other Maritime Fees, Supervision of Harbour Craft etc., Regulation of

## FOR

Pilotage, Allocation of Harbour Craft, Preparation of Ships for Sea and other Maritime Fees, Supervision of Harbour Craft etc., Regulation of

VESSELS FOR SEA  
ARANCES

## SEAMEN

Registration of Seamen of 1st and 2nd  
Categories  
Supervision of Seamen  
Examinations for rating  
Grading of certain ranks  
Social aid and welfare of Seamen

other Maritime fees  
rds

SHIPPING, SHIPOWNERSHIP,  
SHIPBUILDING ETC.

Registration of Ships and Harbour Craft  
Recording  
Shipbuilding contracts  
Ownership of vessels  
Change of ownership  
Bottomry Bonds  
Ships Measurements  
Control of shipbuilding and repairs through  
the Registro Italiano Navale  
Inspection of vessels  
Policing/Supervision Shipyards

CONCESSIONS/LEASES OF GO  
LAND/BUILDINGS

Concession of land for :  
Shipyards  
Drydocks  
Oil Storage tanks  
Refrigerating Plant  
Warehouses  
Storage for inflammabl  
goods  
Various purposes  
Dredging for Sand & Gravel

## DISTRICT MARITIME OFFICES (Short title: Circomare)

Pilotage, Towage, Allocation of Berth, Assistance and Salvage of Ships, Policing Port and Coast, Preparation of Ships for Sea and Clearance Papers, Crew Articles, Anchorage Dues and other Maritime Fees, Registration of Seamen, Social Aid and Welfare of Seamen, Registration of Harbour Craft etc., Regulating of Work in Port, Supervision of Fisheries.

## LOCAL MARITIME OFFICES (Short title: Locamare)

Pilotage, Towage, Allocation of Berth, Assistance and Salvage of Ships, Policing Port and Coast, Preparation of Ships for Sea and Clearance Papers, Crew Articles, Anchorage Dues and other Maritime Fees, Supervision of Seamen, Social Aid and Welfare of Seamen, Registration of Harbour Craft etc., Regulating of Work in Port, Supervision of Fisheries.

## FORESHORES CONTROL (Short title: Delemare)

Pilotage, Allocation of Berth, Assistance and Salvage of Ships, Policing of Coast, Preparation of Ships for Sea and Clearance Papers, Anchorage Dues and other Maritime Fees, Registration of Harbour Craft etc., Regulating Work in Port, Supervision of Fisheries.

| CONCESSIONS/LEASES OF GOVERNMENT<br>LAND/BUILDINGS                                                                                                                                                                                                                                                  | FISHERIES                                                                                                                                                                        | PORT WORK                                                                                                                                                                                                                                                                                                                                                                                    | ML<br>ML<br>MO<br>OF |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <p>Concession of land for :</p> <ul style="list-style-type: none"><li>Shipyards</li><li>Drydocks</li><li>Oil Storage tanks</li><li>Refrigerating Plant</li><li>Warehouses</li><li>Storage for inflammable and other goods</li><li>Various purposes</li><li>Dredging for Sand &amp; Gravel</li></ul> | <p>Concessions of Immovable Plant</p> <p>Supervision and Control of Fisheries</p> <p>Grants of exclusive rights of fishing in</p> <p>Concession areas and territorial waters</p> | <p>Port Labour Offices</p> <p>Technical and administrative Control of Port workmen Organisations (Workers Guilds) and Control and Organisation of Port Labour</p> <p>Tariffs for handling Goods</p> <p>Transmission to appropriate Departments of reports on daily work in Port</p> <p>Administration of State owned mechanical Equipment and</p> <p>Supervision of that privately owned</p> |                      |

**FISHERIES**

Immovable Plant  
Control of Fisheries  
Exclusive rights of fishing in  
coastal and territorial waters

**PORT WORK**

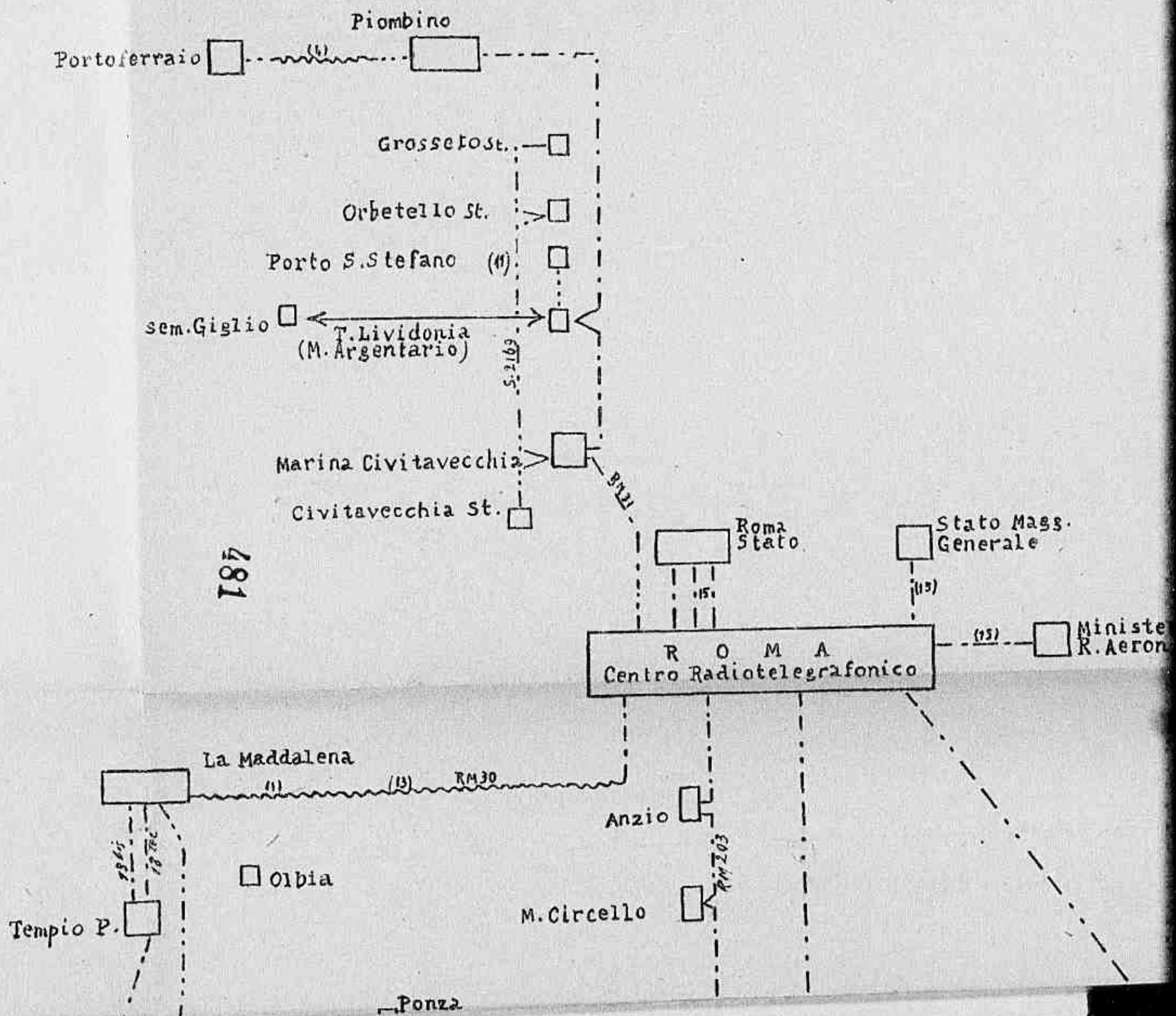
Port Labour Offices  
Technical and administrative Control of  
Port workmen Organisations (Workers  
Guilds) and Control and Organisation  
of Port Labour  
Tariffs for handling Goods  
Transmission to appropriate Departments  
of reports on daily work in Port  
Administration of State owned mechanical  
Equipment and  
Supervision of that privately owned

**MILITARY SERVICE  
MILITARY CALL-UP  
MOBILISATION  
OF THE NAVY**

SECRET

# PRINCIPALI COLLEGAMENTI TELEGRAFONICI DELLA R. MARINA O IN

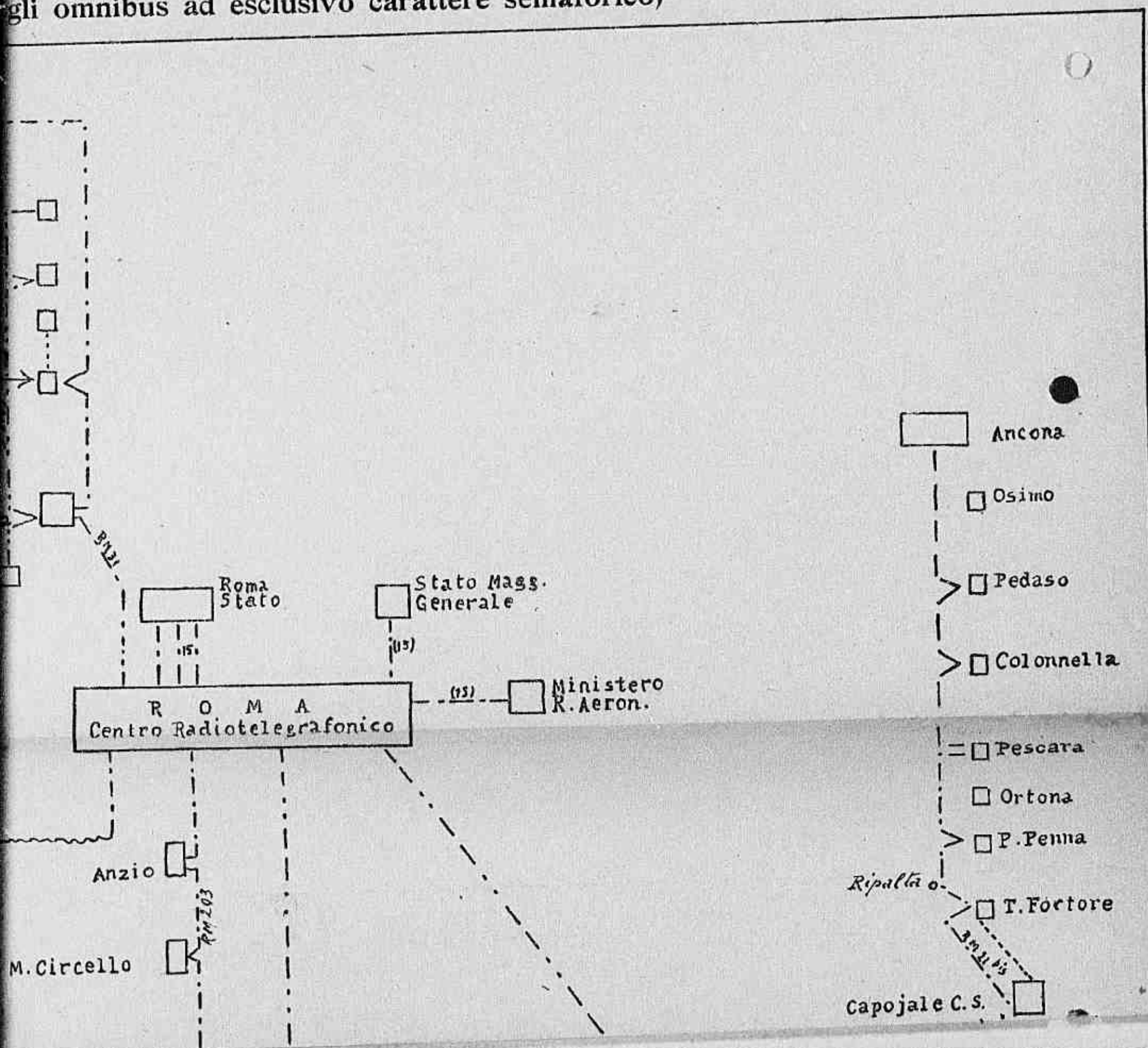
(Esclusi gli omnibus ad esclusivo carattere semaforico)



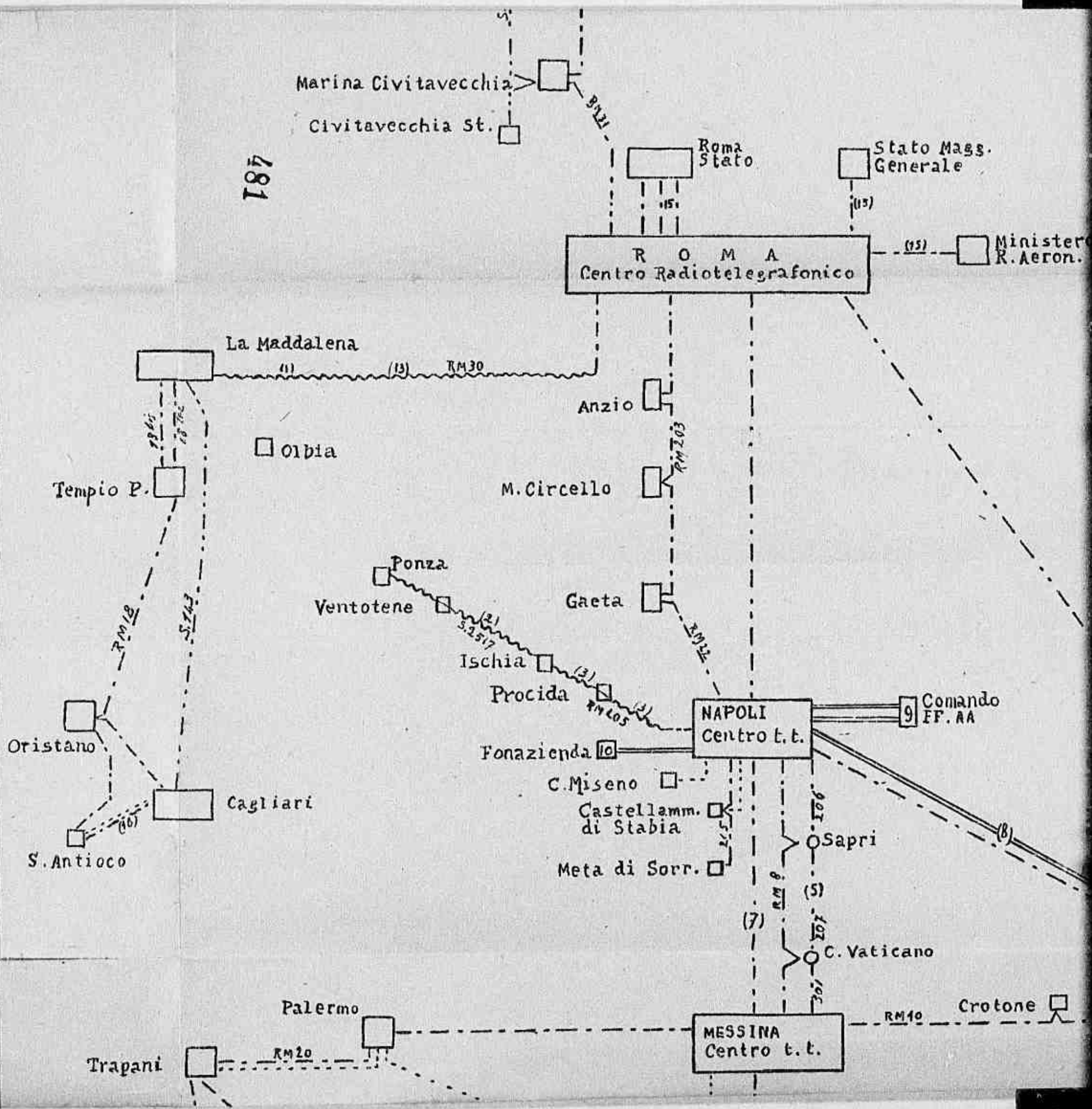
APPENDIX "F"

# TELEGRAFONICI DELLA R. MARINA O IN USO ALLA R. MARINA

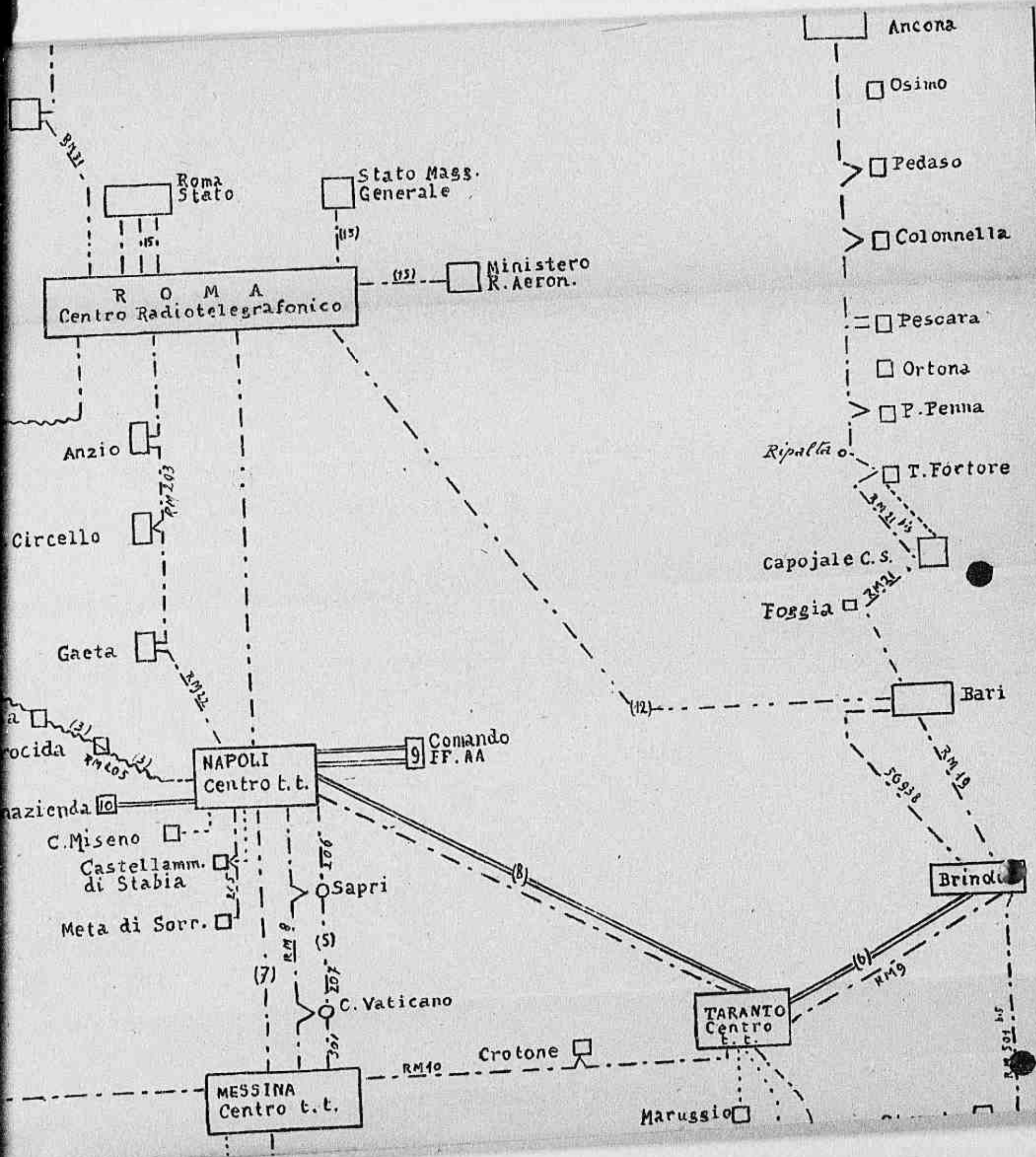
(gli omnibus ad esclusivo carattere semaforico)

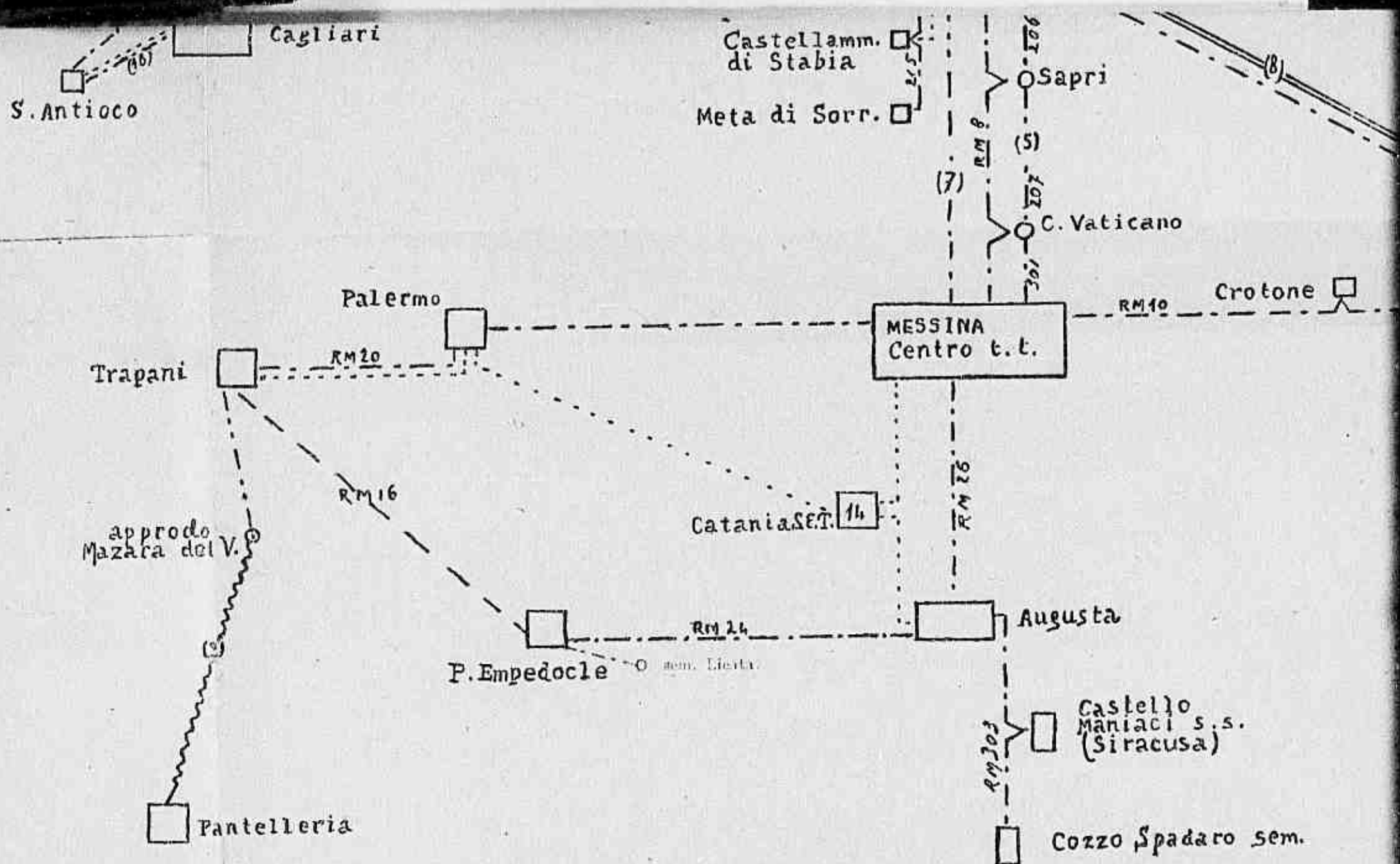


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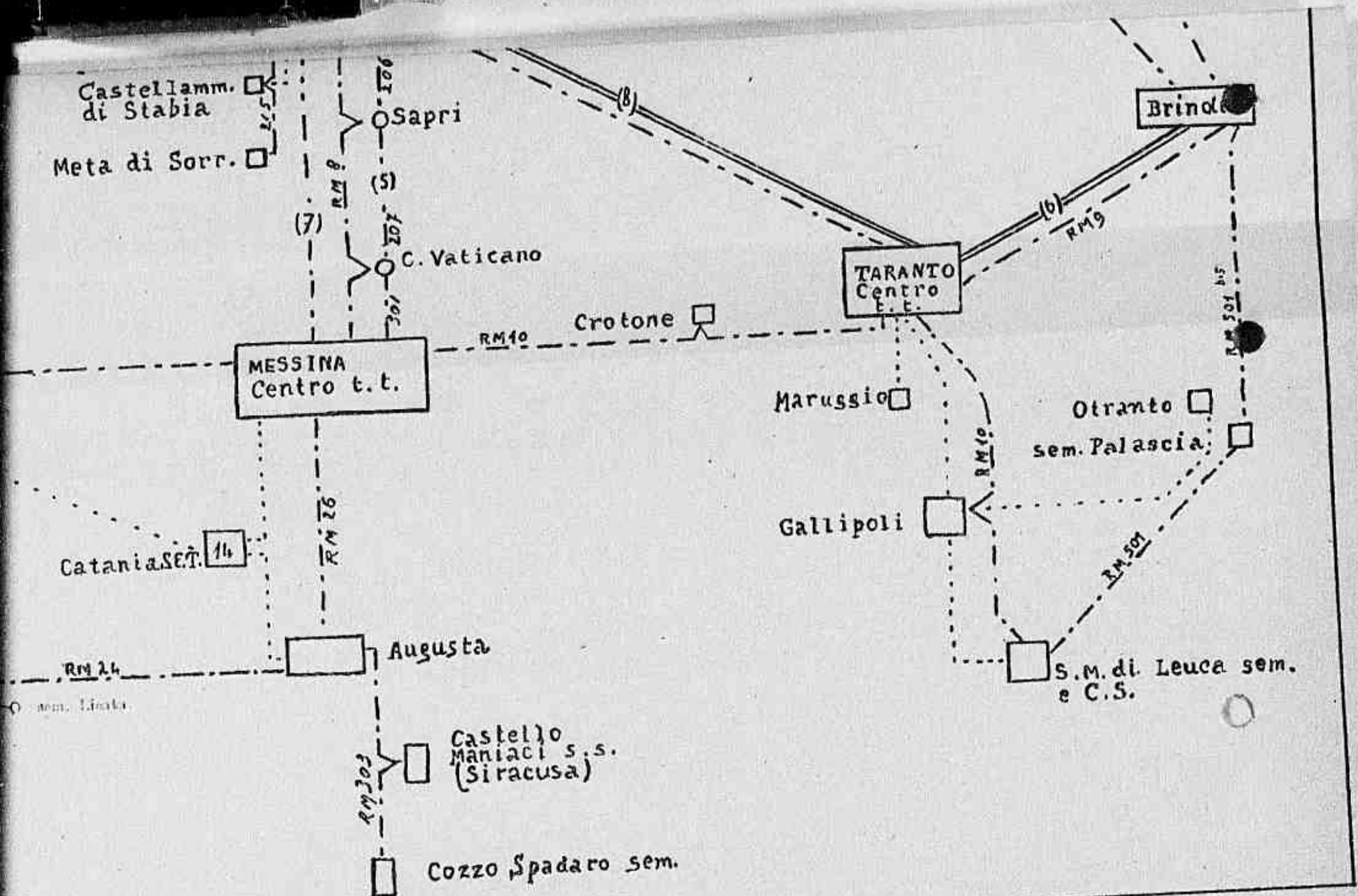




## LEGGENDA

|     |                                                                                 |      |                                         |
|-----|---------------------------------------------------------------------------------|------|-----------------------------------------|
| (1) | Collegamento ottico.                                                            | (7)  | In uso promiscuo (a)                    |
| (2) | Circuiti telefonici R. Marina.                                                  | (8)  | In uso promiscuo (a)                    |
| (3) | Circuiti telegrafici R. Marina.                                                 | (9)  | Due collegamenti co<br>nica con Messina |
| (4) | Circuiti telegrafici del Ministero Poste e Telecomunicazioni.                   | (10) | Un collegamento co<br>nica con Marina   |
| (5) | Canale in A. F. a telescrivente dell'A. S.                                      | (11) | Prossima inclusione                     |
| (6) | Teleharmonica e telefonia dell'A. S. (per comunicazioni in segreto).            | (12) | La commutazione da<br>Settore Bari, an  |
|     | Circuiti telegrafici della R. Marina in corso di riattivazione.                 | (13) | A telescrivente con                     |
|     | Cavi sottomarini:                                                               | (14) | Le linee telefoniche                    |
|     | dell'Italcable                                                                  | (15) | Telescrivente a som                     |
|     | del Ministero delle Poste e Telegrafi                                           | (16) | Simultanea.                             |
|     | della R. Marina                                                                 |      |                                         |
|     | telefonico della R. Marina - a 7 conduttori. Riattivata una sola comunicazione. |      |                                         |
|     | Circuito telegrafico omnibus della rete semaforica                              |      |                                         |
|     | Circuito S. E. T. n. 7126.                                                      |      |                                         |

NOTA: I messaggi diretti al Centro R. Marina Ancona, accettati dagli Uffici telegrafici della R. Marina con la qualifica "Ufficiale", debbono essere appoggiati al Centro Ministero delle Poste e delle Telecomunicazioni Roma - Ancona.



## LEGGENDA

- |      |                                                                                                                           |
|------|---------------------------------------------------------------------------------------------------------------------------|
| (7)  | In uso promiscuo (a disposizione della R. Marina dalle ore 0000 alle ore 0400 di ogni giorno).                            |
| (8)  | In uso promiscuo (a disposizione della R. Marina dalle ore 2200 alle ore 2400 di ogni giorno).                            |
| (9)  | Due collegamenti con la locale Fonzienda per comunicazioni notturne in armonia con Messina e Taranto.                     |
| (10) | Un collegamento con il Comando FF. AA. per comunicazioni notturne in armonia con Marina Bari.                             |
| (11) | Prossima inclusione dell'Ufficio Porto Santo Stefano.                                                                     |
| (12) | La commutazione della linea Roma-Bari-Brindisi viene effettuata dal Capo Settore Bari, anziché dalla Amplificatrice Bari. |
| (13) | A telescrivente con circuito differenziale; trasmissione anche in segreto.                                                |
| (14) | Le linee telefoniche fanno capo al Centralino S. E. T. di Catania.                                                        |
| (15) | Telescrivente a semplice corrente.                                                                                        |
| (16) | Simultanea.                                                                                                               |

Riattivata una sola comunicazione.  
forica.

Uffici telegrafici della R. Marina con la qualifica "Ufficiale", debbono essere appoggiati al Centro Radiotelegrafico Roma per l'ulteriore inoltra a mezzo "Circuiti del

APPENDIX "F"

0 7 6 2