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Campbell Committee - Personal

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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 less 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 [illegible] 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.

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

762/20

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

The Report of the CAMPBELL COMMITTEE dated 4th May was considered and accepted by the Mediterranean Shipping Board at a special meeting on Saturday 12th May, with the following amendments :

Section I, sub-section ii, para.1, insert -

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

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

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

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

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

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

Ian D. Campbell

IAN D. CAMPBELL.

CHAIRMAN
MEDBO CAMPBELL COMMITTEE, ROME.

826

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

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Ian D. Campbell

IAN D. CAMPBELL.

CHAIRMAN
MEDDO CAMPBELL COMMITTEE, ROME.

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15th May, 1945.

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MEDBO CAMPBELL COMMITTEE,

ROME.

6th July, 1945.

Dear Marcus,

The following is an extract from a letter received from Sir Cyril Hurcomb, Director General of the Ministry of War Transport, London, in which he refers to the Campbell Committee Report as "as very useful and comprehensive document".

He goes on to say...."I should be glad if you "would express to Mr. Campbell and his Committee our "appreciation of the work they have done and our "thanks for their efforts."

Yours sincerely,
Kenneth Campbell.

CHAIRMAN,
CAMPBELL COMMITTEE, ROME.

Circulated to Members of Campbell Committee.

Lord Killearn
Major Godfrey
M. Pomeroy-Colley

825 21/7

1961

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SECRET/ULTRA

Sect. 318

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

RTS/eh

16 April 1945

762/5/Tn 3

SUBJECT: Draft Report for Meeting of Campbell Committee

TO : Chairman, Campbell Committee.
c/o MFT, Rome

1. Reference your memorandum of 13 April 1945, it is requested that the following points be incorporated in the draft, if they are not already covered.

a. MEDITO to state what responsibilities, if any, remain with the Allies for ports which have been handed back to Italian Government control.

b. MEDITO to lay down official procedure for notification of ports being transferred from Allied military to Italian Government control.

c. MEDITO to state at a given date which ports have been returned to Italian Government control.

d. Recommendation made to MEDITO that wherever possible in military ports a section be set aside for the handling of civilian cargoes, which will have the maximum permissible and possible Italian organization.

e. Recommendation be made that in military ports the Port Commandant appoint a liaison officer, who will deal with the Italian organization.

f. That it be stressed with the military Port Commandants that the policy is to hand over control of ports as soon as military situation permits to the Italian authorities, and therefore, consonant with military security, etc., maximum liaison is maintained with the appointed Italian authorities from the commencement of operations of military ports.

g. In military ports instructions and forms appertaining to port and ship working should be printed in Italian as well as English.

h. The system of passing information on port workings, which has been established by the Ministry of Marine, be extended as and when necessary for other ports handed back to the Italian Government authorities.

i. Recommendations be made to MEDITO regarding the system for payment of dues and ships' disbursements for ports controlled by the Italian Government.

j. Procedure established whereby, when ports are transferred from Allied military to Italian Government control, sufficient gear is left by the outgoing Allied military authorities to cope with the anticipated shipping

1971

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MEDITTERANEAN SHIPPING BOARD.

H.Q. A.C.

CAMPBELL COMMITTEE.

13th April, 1945.

With reference to the Chairman's proposal at today's meeting to table a draft report at the next meeting of the Campbell Committee; will any members wishing to incorporate any points in this draft please forward them to the Secretary not later than Tuesday next the 17th(mid-day).

A. Hicks
SECRETARY
CAMPBELL COMMITTEE.

Dis: Navy Sub/Commission, A.C.
Transportation Sub-Commission, A.C.
W.S.A.
Ports & Warehouse Division, A.C.
D.O.H.C.
Lt. Marena for Italian members.

1198

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program, which will be handled by the Italian authorities.

4. That repair facilities be made available for Italian small craft, tugs, etc., necessary for handling the anticipated shipping program into Italian controlled ports, and official channel defined by which Italian organizations allocated the responsibility of maintenance and repair of such craft can obtain the necessary repair materials.

For the Director:

M. J. STAFF, Colonel

CC: Port & Warehouse Div., TA S/C, AG
Navy Sub-Commission, AG
USA, Rome
Lt. Warne for Italian members.

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(af)

Campbell Committee.

1.	8.4.45.	Economic Section for Col. Densmore	1. Reference conversation Col. Densmore/Col. Sieff of the 7th April, attached at Flag "A" are the terms of reference of the Campbell Committee. At Flag "B" is a routing slip returning to the Economic Section the AFHQ Directive regarding this Campbell Committee. 2. The attached file contains Minutes of the meetings of the Committee held so far, with the exception of that held on the 6th April, 1945.	Tn. S/C.

M.J. SIEFF, Col.

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(3)

PHARMACEUTICAL MISSION COMMISSION
ANC ZSA
Transportation Sub-Commission

Our Ref : AC/PMC/T/Trn.

30 March '45

MEMO : Mediterranean Shipping Board

TO : Foreign Section
Food S/C
Finance S/C
Industry S/C
Commerce S/C
Agriculture S/C
Education S/C

1. The above Board, acting for United Nations Mediterranean, controls all merchant shipping in this theatre. It's members include representatives of the [illegible] Administration, Ministry of War Transport and [illegible] who acts as Secretariat to the Board Section.

2. Sailings are held weekly on Tuesdays and in order that A.P. problems may be properly presented to the Board it is requested that you inform this S.C. of any you may have by noon hours on each Friday ; should it be asked that no may be imposed by the more than the latest position of shipping questions already in hand.

[signature]

A. T. [illegible], Colonel
Deputy Director

(2)

NOTES ON BRIEF SUBMITTED TO THE COMMITTEE.

2

I). Generally the points for consideration may be assumed within the terms of the remit to be the investigation and proposal of concrete plans for the Italian Authorities to resume their control in ports redundent to the Allied Services requirements. While nine points are raised in the Medbo directive of 24th February a considerable number of ancilliary questions will of necessity require the attention of the Committee.

2). The attached copy of the Medbo directive has been altered in so far as the questions posed in para.5 have been re-arranged in order to achiwe the sequence which should be followed.

3). Directive para 5 (a).

(I) "The appointement of one responsible Italian Authority in each port who would be responsible to the Shipping Authority for the turnround of vessels in his port".

(II) At this stage of "hand back" policy towards the Italian Government, the Supreme Allied Commander must be taken as the "Shipping Authority.

(III) Before any Port Authority is constitued such authority must be relegated by the appropriate Minister of the Italian Government. It is by no means clear which Italian Government department is ultimately responsible for the administration and control of ports other than Naval Establishments or Dockyards.

(IV) Prior to the entry of Italy into the 1914-18 War, the control of merchant shipping and port administration rested in the hands of the Minister of Marine. On the formation of a Ministry of Maritime Transport and Railroads the control and administration passed to that Ministry. After hostilities the Minister for Industry Commerce and Labour was responsible for these matters to the Government.

(b) It was after the advent of the Fascist Government that the merchant marine and ports came under the Ministry of Communications although the Ministry of Marine was charged with the certain duties among which effected both ships and ports. These duties entailed amongst others the recruitment for the Royal Italian Navy, the appointment of officers to the Captain of the Port Service, matters concerning the Fishing Fleet etc.etc.

(c) A third Ministry that of Public Works was also interested in all matters of port development, reconstruction and maintenance of harbours, docks, graving docks etc.

(d) In accordance with the policy laid down by the Allies at the time of signing the Armistice with Italy in September 1943, the full

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(c) A third Ministry that of Public Works was also interested in all matters of port development, reconstruction and maintenance of harbours, docks, graving docks etc.

(d) In accordance with the policy laid down by the Allies at the time of signing the Armistice with Italy in September 1943, the full control of ports and merchant shipping reverted to the Minister of Marine as a military expedient. This position pertains today.

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(N) Prior to clarification of the position referred to in para 3 (IIIa, which may well occupy others for a lengthy period, the Committee will be unable to lay any finalised recommendations before the Mediterranean Shipping Board. Arising under this heading the following points should be examined.

I; Through which channels and through ~~xxxxxxxxxx~~ whom the Committee may approach the appropriate Italian Covernment Dept.to discuss the matter of appointment of the

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the responsible port authorities.

2.= The co-option of an Italian official as member of the Committee.

4. Directive para 3(b).

(I) "The means of communication between ports and the Shipping Authority".

(II) It is essential that all concerned in the various services which combine to move traffic through a port have immediate communication facilities. this applies equally to physical as well as telecommunication.

(III) With the with drawal of Allied Services experience has shewn.

(a) Signals originating through Naval sources and passed through Italian Naval Signals are unsatisfactory.

(b) Italian civilian and even Governmental agences are unable to communicate with any normal degree of speed between one port and another, either by telegraph or telephone.

(c) Military lines are not available to Italians.

(d) Mails do not meet the demand owing to slow delivery and in instances non-delivery.

(IV) The problem of reconstituting communications is under review by the authorities more intimately involved than this Committee. The following may usefully be examined.

1. Review of information which must be passed speedily to avoid detention or congestion in port working.

2. Information of an immediate nature required by the Italian Authorities.(Subject to para 3(7)2 above.

3. Facilities which are at present available either through permanent Italian channels or semi permanent Allied Channels.

5. Directive para 5 (c)

(I) "The provision of clerical staff to give daily reports on ships outturns and expected dates of completion.

(II) It is considered that the ones for the provision of staff referred to under this heading will be entirely an Italian committment. When decision has been reached as to the responsible Ministerial Authority, staff provision will

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(II) It is considered that the ones for the provision of staff referred to under this heading will be entirely an Italian committment. When decision has been reached as to the responsible Ministerial Authority, staff provision will automatically become the duty of that Minister.

(III) This Committee will require to assure themselves however that the Italian organisation will be such that information will be available to all concerned with the minimum of delay.

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6. Directive para 5 (d)

(I) "The manning and control of tugs and harbour craft".

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(II) Owing to Allied action, destruction by the enemy and requisition by the Allies the available tugs and harbour craft for port working have been severely depleted. It has been necessary for such facilities to be augmented from Allied sources. (e.g.Civita-Vecchia and Castellamare).

(III) Existing local craft available are in the main commercially owned and operated.No organisation has as yet been devised to ensure that the facilities handed over to the Italians will be manned, maintained and operated in an efficient manner. Indeed it is doubtful if the handover has ever been acknowledged by any Italian authority.

(IV) To ensure the most efficient working of harbour craft it is felt that there must be an incentive on the part of the operator whereby he may benefit. In the initial stages, however, when it is impracticable to hand over the craft direct to commercial enterprise the facilities may require to be operated by the Port Authority.

(V) It is considered that until the Committee are aware of the organisation of the Port Authority no recommendation can satisfactorily be arrived at.

(VI) The Committee will also require to seek guidance from the Allied Authorities as to their policy in connection with the transfer of tugs and lighters to the Italians and the resulting financial position clarified.

7. Directive para 5 (c)

(I) "Berthing of vessels on arrival.

(II) The examination of this question may be considered from a practical viewpoint and consequently must be considered after the Committee is aware of the conditions of the Port Authority.

(III) The Committee should be prepared to advise MEDBO of the necessary facilities which are at present not available in the ports, e.g. berthing tugs, boatman service, pilotage, berthing masters etc.

8. Directive para 5 (f)

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8. Directive para 5 (f)

(I) "The method for control of stevedores in the interest of turnaround of shipping"

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(II) So long as SACMED retains interest in the movement of services or "desease and unrest" cargo on a war priority basis such cargo must rank as having precidence over all other cargo. Any recommendation that may be made under the above heading must be subject to the over ruling requirements of all traffic initiated by the Services authorities.

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(III) In view of the paucity of shipping to meetthe overall requirements of the Combined Shipping Adjustement board it is essential that all vessels are discharged and loaded with the maximum of despatch. In such matters as the allocation and control of stevedores, ships workers, dockers etc.it is doubtful if an immediate return to peace time practice could be achieved without some section of shipping suffering. An examination can therefore be usefully made into the question bearing in mind that the Shipping Authority must retain the direct control of workers onboard vessels.

(IV) It is likely that the Italian Authorities will have concrete proposals as to port labour re-organisation which will be based on pre war practice.

9. Directive para 5 (g) and para 5 (h)

(I) "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".

(II) "The payment of tugs, lighters etc. and the possibilities of instituting dues on civilian cargoes to re-imburse dock authorities for costs in an equitable manner".

(III) These two instructions may be taken as covering the question of Port Authorities obtaining an income which will cover the expenditure necessary for port working. In many ports damaged by war there will be a natural desire to achieve an income from ships and cargo which will contribute to the rehabilitation of the port as a port. The Committee should be prepared to examine and advise AMDSO on these questions, it is not intended however that the Committee should discuss dues and rates in detail.

IO. Directive para 5 (j)

(I) "The transmission of orders to ships on completion of discharge".

(II) The control of shipping both during hostilities and the immediate ~~period~~ post war period will be exercised by either the Combined Shipping Adjustment Board or the United Maratime Authority and in accordance with an agreed programme of priority of movement.

(III) The Committee should be prepared to recommend proposals which will prevent vessels using Italian ports from evading any obligation which may be laid down by the Authorities

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I.D.C. 816

3rd March 1945

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MEDITERRANEAN SHIPPING BOARD
A.F.H.Q., C.M.F.

MEDITERRANEAN SHIPPING BOARD

SHIPPING AND EVACUATION OF SHIPS IN PORTS.

I.) It has been agreed as soon as practicable the Italian Authorities should take over the operation of such Italian ports as are not under Allied Military Control.

2.) MEDBO 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 representative of Royal Navy, War Shipping Administration, Allied Commission, C.M (Lov.& Tn.) Tn.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 MEDBO for transmission to the appropriate authority for sanction.

5.) The Committee should examine and report on such questions as the

a) The appointment of one responsible Italian authority in each port who would be responsible to the Shipping Authority for the turnround of vessels in his port.

b) The means of communication between ports and the Shipping Authority.

c) The provision of clerical staff to give daily reports on ships outturns and expected dates of completion.

d) The manning and control of tugs and harbour craft.

e) Berthing of vessels on arrival.

f) The method for control of stevedores in the interest of turnround of shipping.

g) The payment of stevedores and the possibility of making a charge on the civilian cargoes for this purpose which would be payable by the receiver.

h) 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.

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Declassified E.O. 12356 Section 3.3/NND No. 780021

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h) 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.

j) The transmission of orders to ships on completion of discharge.

(Sgd.) C.GIBSON GRAHAM

24th February 1945.

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1

MINISTRY OF COMMUNICATIONS
Merchant Marine

The Minister.
The Undersecretary of State.

C E N T R A L A D M I N I S T R A T I O N.
Directorate General of the Merchant Marine.

I Division. Personnel and Various Services.

Personnel of the Centrale Administration of the Merchant Marine and various services.

Section I. General matters relating to personnel and to the Offices of the Central Administration. Register and indices of personnell. Examinations. Engagements. Privileges to employees and non-commissioned officers. Promotions. Salary increases. Stoppage of salaries. Liquidation of pensions and grants. Re-engagements. Suspensions. Retirements and dismissals. Matters to be submitted to the Administrative Council. Disciplinary proceedings. Petitions by employees. Annual report. Premium for diligence and efficiency to the personnel of the Central Administration. Subsidies. Concessions on railways to personnel of central and provincial administrations.

Section 2. Cash. Postal, telegraph and telephone expenses. Rooms for offices of the Central Administration. Equipment. Stationery Incidental expenses of the Central Administration. Estimates. Co-ordinating estimated and actual expenditure. Library. General Expenses.

II Division. Brief on Maritime Transport and General Matters.

Section I. Quesrions of maritime policy. Stury of traffic routes. Freight etc. rates. Information service on merchant marine. Statistics. Superior Council of the Merchant Marine. Secretariat of the Director General. Official publications. Matters regarding inland navigation.

Section 2. Supervision of vessels. Safety of human life at sea. Assistance and salvage at sea. Radiotelegraph plant on merchant ships. Radio operators. Carriage of passengers and emigrants.

Section 3. Watching shipbuilding yards. Technical questions on the construction of merchant vessels. Prices of vessels. Tonnage of vessels. Classification registries of ships.

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Personnel of the Centrale Administration of the Merchant Marine and various services.

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Section 4. Navigation and Commercial maritime treaties. Questions concerning the application of the peace treaties. ~~xxxxxxxx~~ Maritime legislation. Maritime rights in war. Investigation into foreign legislation.

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III Division. Seamen.

Section 1. Entire on the rolls and in the registers of the seamen. Hygiene and medical questions concerning crews. Crimes at sea and disciplinary measures. Agreements, organic, and type of agreement for seagoing personnel of the Compagnies of pre-eminent national importance and subsidized companies. Collective contracts for non-subsidized lines and disputes between shipowners and seamen. Contacts with Shipowners associations and seamens organisations. Radio operators.

Section 2. Seamens social welfare and insurances, sickness, oldage, survivers ~~xxx~~ from shipwreck unemployment, tuberculosis, birth and marriage. Social welfare for the personnel for the steamship companies operating lines of pre-eminent national importance and subsidized companies. Family grants. Obligatory insurance and complementary accident and sickness insurance of seamen. Subsidies and assistance for seamens unions. Incidents during voyages. Assistance to shipwrecked mariners and those suffering from accidents. Watching brief over seamens welfare institutions.

Section 4. Instruction/Teaching of navigation. Cadet ships. Ranking. Certificates and authorisations. Signing-on of seamen. Collective labour contracts and other agreements for the fishing industry. Relations with trawler owners associations and fishermen. Honours (medals badges) for seamen.

IV Division. Vessels.

Section 1. Ownership. Legal rights in ships and lighters. Buying and sale of ships and lighters abroad. Nationalisation (transfer to Italian flag) of vessels. Assigning and change of name of vessels. Maritime insurance. Breaking-up ships. General register of vessels. Assistance and salvage of ships. Commissions of enquiry into maritime misfortunes. Accidents and enquiries into them. Salvage of vessels sunk outside of ports. Consular and customs fees. Requisitioning ships. Statistics.

Section 2. Study on the protection of shipbuilding and auxiliary industries. Supervision of the activities of shipbuilding yards & establishments for the building and repairing of vessels. Application of the laws which provide for assistance to shipbuilding and auxiliary industries. Importing free of duty of machinery, spares and replacements, etc. Customs compensation (drawbacks). Payments of interest. Exemptions from income tax, registry tax, exchange tax, ~~xxxx~~ sale of fuel and lubricants. Rail

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Section 3. Finance. Prizes (awards) : scholarships. Winding-up (liquidations).

FERROUS Material. Section. Assessing and assigning ferrous material and metals to yards and establishments for the building and repairing of vessels.

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V Division. - Port Services.

Section I. Tariffs ~~Order(system)~~ of port work. Tariffs. Labourers and Guilds. Labour Offices and relative personnel. Special balance sheet and relative accountancy. Harbour Boards and Departments of Mechanical Appliances.

Section 2. Ports. Police and Security; pilotage, berthing and towage. Port traffic: relation with hinterland and rail services. Examination of contracts for maritime work as provided in laws on Public Works. Plant and port installations. Classification of ports. Hydorgraphic work. Dues and maritime fees. Health, maritime.

VI Division.

Section I. Concession of government maritime areas and water spaces. Relations with the various Administrations interested in such concessions. Defining and protecting State rights on transfer of State property. Dredging sand, mud etc.

Section 2. Fishery (tunny and muggimare) concessions, reserves and preserves. Recognition of exclusive rights to fishing. Implementing the laws and regulations onfishing. Systemizing and promoting the interest of the fishing industry. Protecting and watching the fishing industry. Awards and subsidies. Social welfare. Fishing craft. Fishing abroad.

VII Inspecorate of Maritime Services.

Inspectorates office. Inspection of lines and firms holding concessions. Maritime conventions. Legislative obligation Regulations. Service (payment) on bonds. Guarantees (money) of the subsidized lines. Watching the performance of services. Government comissaries. Agencies. Contoversies and arbitration boards. Rules appertaining to the accounts of maritime services.

Itineraries and schedules of the steamship lines. Charts. Carriage of mails. Register of material suitable for the subsidized lines. Construction of ships. Arranged and periodic inspections. Movements of ships. Coordinating the subsized maritime services with those of the railway. Non-subsidized (free) steamship lines. Subsidized maritime services.

Section 2. Tariff and conditions of transport. Surveillance of the application of tariffs. Controversies between Owners and cargo shippers. Bills of Lading. Through forwarding

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Verification (control) of completed voyages. Investigating controventions of agreements. Application of penalties. Payments of subsidies. Control of the commercial movements of the lines.

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VIII Technical Inspectorate of the Merchant Marine.

The technical consultation for matters relative to the Administration of the merchant marine. The technical watching over the services of the subsidized and non-subsidized lines. Investigations into and stury of life on shipboard.

IX Inspectorate of Maritime and Harbour works.

Coordinatingthe central offices and those of the branches in matters relating to harbour work, placing and signing-on of seamen.

Superior Council of the Merchant Marine)

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MEDBO
CAMPBELL COMMITTEE
ROOMS
MAY 1945

CONFIDENTIAL.

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE

REPORT.

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ROME, May 1945.

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MEDITERRANEAN SHIPPING BOARD

CAMPBELL 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.

i. 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 shewn 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 diagramatic 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 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.

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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 Allied Authorities, as follows:

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Category A. A port handed back to Italian control in its entirety.

B. Ports classified as civilian, but with an Allied Naval or Military commitment.

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

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

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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 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.

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, catching 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, lighers 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.

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

...5.

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PARA '4' (CONT'D)

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

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

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 (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 Exective 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

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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.

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COMMUNICATIONS (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 encyphered 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. SITREP 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 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 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 met with the approval of the Committee. The proceeds from

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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 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 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. lighterage, craft towage, craneage etc.

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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.

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SECTION III

CARGO DUES (Cont:)

N.B. For a definition of "civilian goods" see Executive Memorandum No.83 (Revised) H.Q., A.C., 23rd January 1945, Para 3: "Duties on Goods Imported", para A, 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 salved by private salvage companies or individuals under licence granted to the owner by the Divisione Ricuperi of the Italian Ministry of Marine, whose local representation where there is no individual representation of the Divisione Ricuperi, 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 alloting 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 Ricuperi). 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 salved 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.

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SECTION V.

MANNING OF TUGS and LIGHTERS, and CONTROL OF STEVEDORES. 893

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.

... 2

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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 Carabiniere 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.

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5. The appointment of the Carabiniere 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 A. (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 B. 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.

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SECTION VI

PORT POLICING AND SECURITY.

6. Captains of the Port in Category C. should hold responsibility for
Cont: 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 VII

RESUMPTION 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 turnround, by reason of the profit motive involved and the financial responsibility resting on the various parties concerned.

SECTION VIII

PORT 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 the Interior, the question could best continue to be dealt with by the Public

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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.

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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,

(IAN D. CAMPBELL)

CHAIRMAN

MEDITERRANEAN SHIPPING BOARD,

CAMPBELL COMMITTEE, ROME.

For the Italian Members:

Signed,

(CARLO MATTEINI)

DIRECTOR GENERAL OF THE MERCHANT MARINE,

ROYAL(ITALIAN) MINISTRY OF MARINE.

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

Recommendations to the Mediterranean Shipping Board.

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CHAIRMAN

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

APPENDIX."A."

MEDITERRANEAN SHIPPING BOARD,
A.F.H.Q., C.M.F.

MEDITERRANEAN SHIPPING BOARD

SHIPPING 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. MEDBO 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.4.(Mov. & Tn.) Tn.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 MEDBO 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 turnround 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 turnround 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.

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

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(Sgd.) J. GIBSON GRAHAM.

24th February, 1945.

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APPENDIX "B".

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

MEMBERS :

CHAIRMAN - Mr. Ian D. Campbell.

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

ADVISER :

Captain C. Pecori Girardi	Chief of Officiale Operazione.

ATTENDED :

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

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

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Mr. V. E. Vecchy	Assistant to Director, War Shipping Administration (Mediterranean).
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SECRETARY :

Miss R. L. Ricks	Ministry of War Transport

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APPENDIX..."C"....

MINISTERO DELLA MARINA
Direzione Generale della Marina Mercantile

ROME li 4 marzo 1945.

Indirezzo telegrafico: MARIMERCANT
Divisione: SEGRETERIA.

Al MR. IAN CAMPBELL

MEDITERRANEAN SHIPPING BOARD.

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 sottonotati ufficiali e funcionari a far parte della Commissione da V.S. presieduta:

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

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

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 4th 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 presided over by you:

Lt. General Carl MATTEINI - Director General of the Merchant Marine.
Captain Francesco RUTA - Office of the General Staff of Royal(Italian)Navy.
Doctor GAMBIOLI - 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

Declassified E.O. 12356 Section 3.3/NND No. 782021

della Marina ha designato [redacted]
Commissione da V.S. presieduta:

Tenente Generale Carlo MATTEINI - Direttore Generale della Marina Mercantile.
Capitano di Vascello Francesco RUTA - dell'Ufficio di Stato Maggiore R.Marina
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DIRETTORE GENERALE MARINE MERCANTILE

(CARLO MATTEINI)
(Signed)

TRANSLATION.

Rome 4th March, 1945.

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

To: MR. IAN CAMPBELL
MEDITERRANEAN SHIPPING BOARD.

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

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Doctor GAMBIOLI - 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.

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

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(CARLO MATTEINI)

(Signed)

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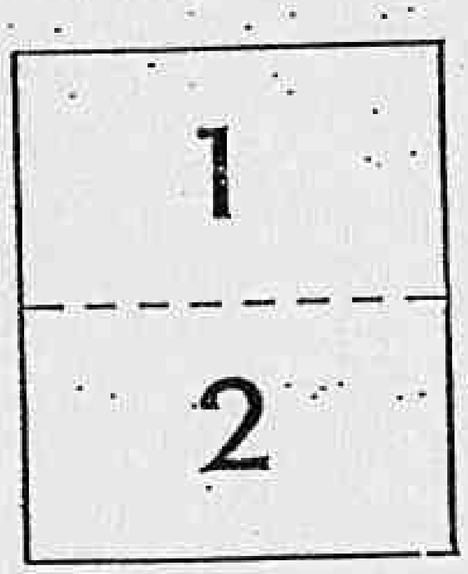
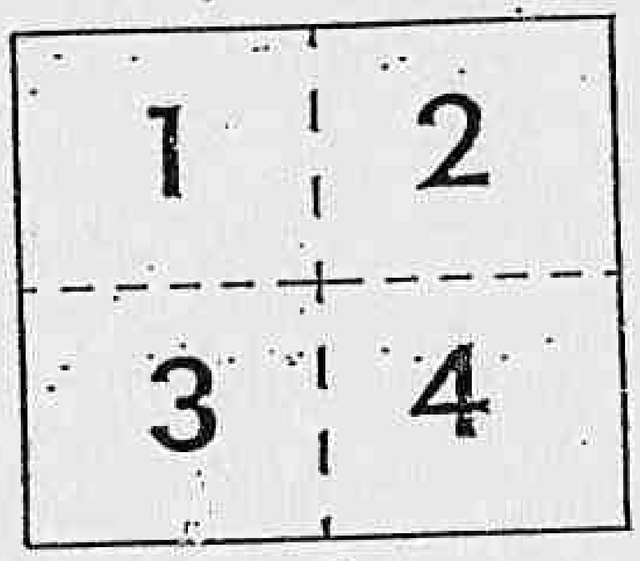
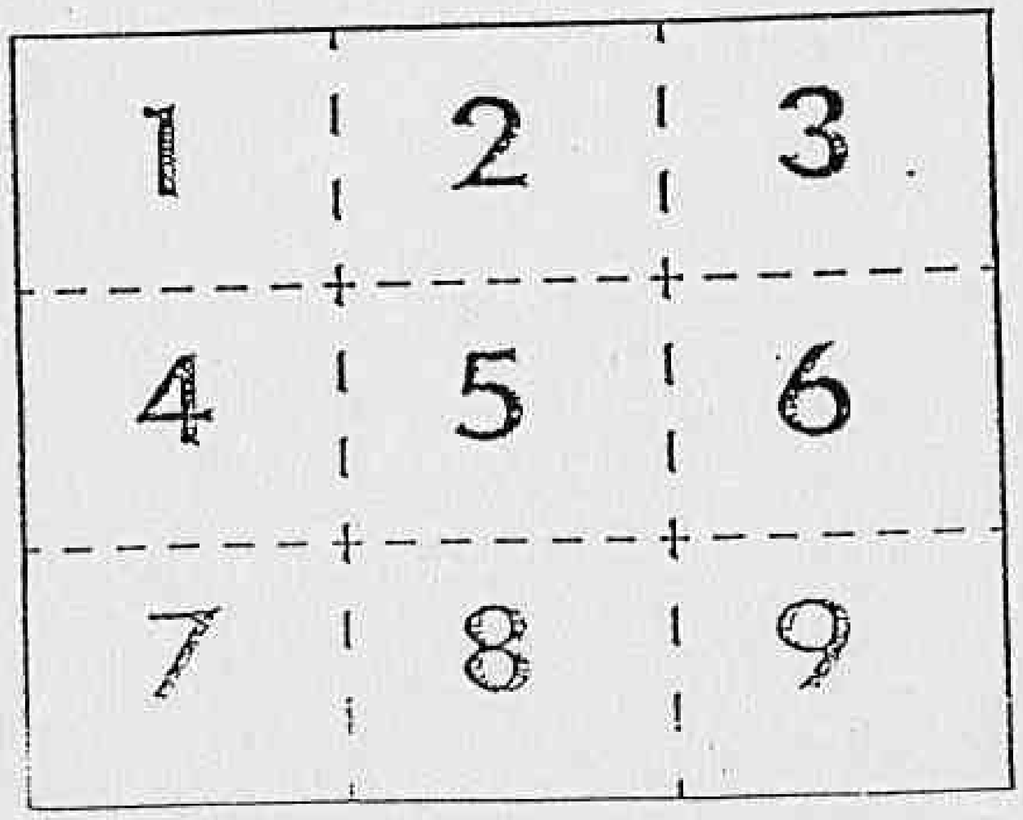
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.







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CENTRAL AGENCIES

DEPENDENT AGENCIES

MINISTRY OF PUBLIC WORKS

Provincial Bureaus of Civil Engineering

Officers and Scientific Matters Central Bureau

Office of the General Staff of the Navy

Navy Department HQ.
Naval Officer in charge

PORT WORKS

Plans and works for construction and development of Ports.

Systematizing mechanical means of loading and unloading.

Port maintenance and dredging.

LIGHTHOUSES AND MARITIME SIGNALLING

MINESWEEPING SERVICES

TECHNICAL

Health Service.

Pilotage and Towi

Assignment of m

Mooring and inte the Port.

Classification of Navigation.

Preparing vessels Articles.

Signing-on Crews.

Sailing permits.

Notice of Maritin taining the

Assistance to, vessels.

Security and pol

Administration o owned by th pervision of parties.

Temporary adm Craft receiv ties for Port

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MINISTRY O

Directorate General o
(See N

The General Staff of the Navy

Maritime Adm
Harbour Maste
District Mariti
Foreshores

EEPING 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 organisation of port labourers.
Organisation and control of Port Labour.
} See Note below
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 some 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 of vessels and Harbour Craft.
Recording acts of tranfer of ownership of vessels and Harbour Craft.
Measurement of ships.

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MINISTRY OF MARINE

Directorate General of the Merchant Marine
(See Note A)

Maritime Administration
Harbour Masters Offices
District Maritime Offices
Foreshores Control

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of
} See Note below

Depts of re-
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Authorities
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Porto (Har-
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SHIPPING

Custody of records and registers of vessels and Harbour Craft.
Recording acts of tranfer 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:
seamens 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.

Administratio

Concessions f
and for sp

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

DEPARTMENT

for violation of maritime civil actions (involving exceeding 10,000. - Lire)

personnel

etc.
arising out of collisions salvage or damage to and equipment caused

FISHERIES

Administration of fisheries.

Concessions for fixed fishery installations and for special permits.

CONCESSIONS/LEASES OF GOVERNMENT LAND/BUILDINGS

Concessions of premises within the maritime public domain for:

Shipyards

Drydocks

Silos

Refrigerating plants

Warehouses

Depots for inflammable solid and liquid materials and for general merchandise.

SHIP BUILDING

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

Policing/Supervision of shipyards.

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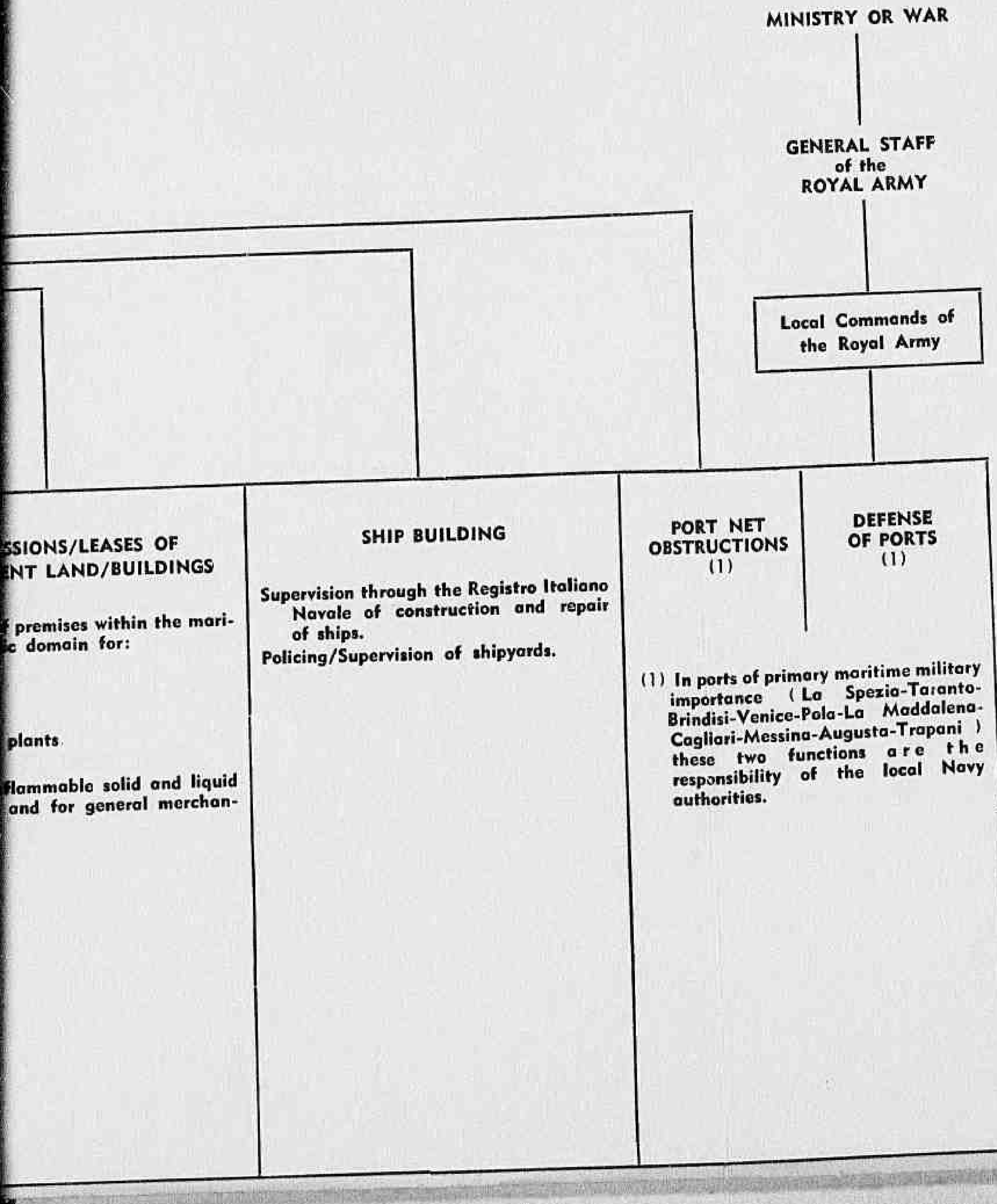
APPENDIX "D"



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ALLIED AUTHORITIES

ITALIAN CIVIL AUTHORITIES

PREFETTURA	MUNICIPAL	PORT-POLICE	TREASURY	CIVIL ENGINEERING SECTION	STATE RAILWAYS	E. N
(Government Office) Public Health Maritime Service Government Concessions Security etc.	Government Concessions Military Call-up		(Provincial Office) Customs Treasury etc.		(Chief Departmental Office)	(Moto Transpo

GENERAL	PORT TECHNICAL SERVICES	LEGAL DEPARTMENT
Civil and Military Personnel Finance and Accounts	Public Health Pilotage Tugs Allocation of Berths Casualties to ships Salvage Safety precautions (Navigational) Security, Policing Port and Coast Fire service Temporary management of Harbour Craft received from Allied Authorities for Port use	Penal Proceedings for violation of ma time law and Civil actions involving sums not exce ing 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 n and fishing equipment caused by sh

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ALLIED AUTHORITIES

ITALIAN CIVIL AUTHORITIES

CAPTAIN O

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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

gational)
d Coast

of Harbour
lied Authorities

LEGAL DEPARTMENT

Penal Proceedings for violation of maritime law and

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 nets and fishing equipment caused by ships

PREPARATION OF VESSELS FOR SEA AND CLEARANCES

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

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

DISTRICT MARITIME

Pilotage, Towage, Allocation of Berth
Coast, Preparation of Ships for Sea and Cl
other Maritime Fees, Registration of Seam
of Harbour Craft etc., Regulating of Wor

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CAPTAIN OF THE PORT

(See Note 1)

INDUSTRY AND COMMERCE INSPECTOR's OFFICE

LABOUR (Provincial Office)

FOR SEA

...ritime fees

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

SHIPPING, SHIPOWNERSHIP, SHIPBULDING 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 oth... 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.

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RT

ITALIAN NAVAL OFFICER IN CHARGE
(See Note 2)

IPOWNERSHIP, DING ETC.

ps and Harbour Craft

ntracts
assels
ership

ilding and repairs
istro Italiano Navale

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

FISHERIES

Concessions of Immovable Plant

Supervision and Control of Fischeries

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

)

ps, Policing Port and Anchorage Dues and Seamen, Registration os.

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...N NAVAL OFFICER IN CHARGE (See Note 2)		
...IES	PORT WORK	MILITARY SERVICE MILITARY CALL-UP MOBILISATION OF THE NAVY
...ble Plant ...l of Fischeries ...ghts of fishing in ...territorial waters	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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GENERAL	PORT TECHNICAL SERVICES	LEGAL DEPARTMEN
Civil and Military Personnel	Public Health	Penal Proceedings for violatio time law and
Finance and Accounts	Pilotage	Civil actions involving sums n ing Lit. 10.000 in respect o
	Tugs	Seamen wages,
	Allocation of Berths	Pilots,
	Casualties to ships	Mooring/Berthing Personnel
	Salvage	Divers
	Safety precautions (Navigational)	Boatmen
	Security, Policing Port and Coast	Port workers
	Fire service	Damages arising out of collisi
	Temporary management of Harbour Craft received from Allied Authorities for Port use	Salvage of and damage to Fi and fishing equipment cause

NOTE 1 — This organisation lay-out is for a large Harbour Master's Department «Capitaneria di Porto» (short title «Compamare). 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.

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L SERVICES

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and Coast

ent of Harbour
Allied Authorities

LEGAL DEPARTMENT

Penal Proceedings for violation of maritime law and

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 nets and fishing equipment caused by ships

PREPARATION OF VESSELS FOR SEA AND CLEARANCES

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

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

DISTRICT MARITIM

Pilotage, Towage, Allocation of Be
Coast, Preparation of Ships for Sea and
other Maritime Fees, Registration of Se
of Harbour Craft etc., Regulating of W

LOCAL MARITIM

Pilotage, Towage, Allocation of Be
Coast, Preparation of Ships for Sea and
other Maritime Fees, Supervision of Se
of Harbour Craft etc., Regulating of W

FORESHORES

Pilotage, Allocation of Berth, A
tion of Ships for Sea and Clearance P
tion of Harbour Craft etc., Regulati

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SEAMEN

...ration of Seamen of 1st and 2nd ...egories
...vision of Seamen
...inations for rating
...ng of certain ranks
...l aid and welfare of Seamen

SHIPPING, SHIPOWNERSHIP, SHIPBULDING 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

F

Concessions o...
Supervision a...
Grants of exc...
Concession a...

DISTRICT MARITIME OFFICES (Short title: Circomare)

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

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CONCESSIONS/LEASES OF GOVERNMENT LAND/BUILDINGS	FISHERIES	PORT WORK	MILITARY MILITARY MOBILIS OF TH
oncession of land for: Shipyards Drydocks Oil Storage tanks Refrigerating Plant Warehouses Storage for inflammable and other goods Various purposes redging for Sand & Gravel	Concessions of Immovable Plant Supervision and Control of Fischeries Grants of exclusive rights of fishing in Concession areas and territorial waters	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	

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

PORT WORK	MILITARY SERVICE MILITARY CALL-UP MOBILISATION OF THE NAVY
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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SEGRETO

PRINCIPALI COLLEGAMENTI TELEGRAFONICI DELLA R. MARINA O

(Esclusi gli omnibus ad esclusivo carattere sema

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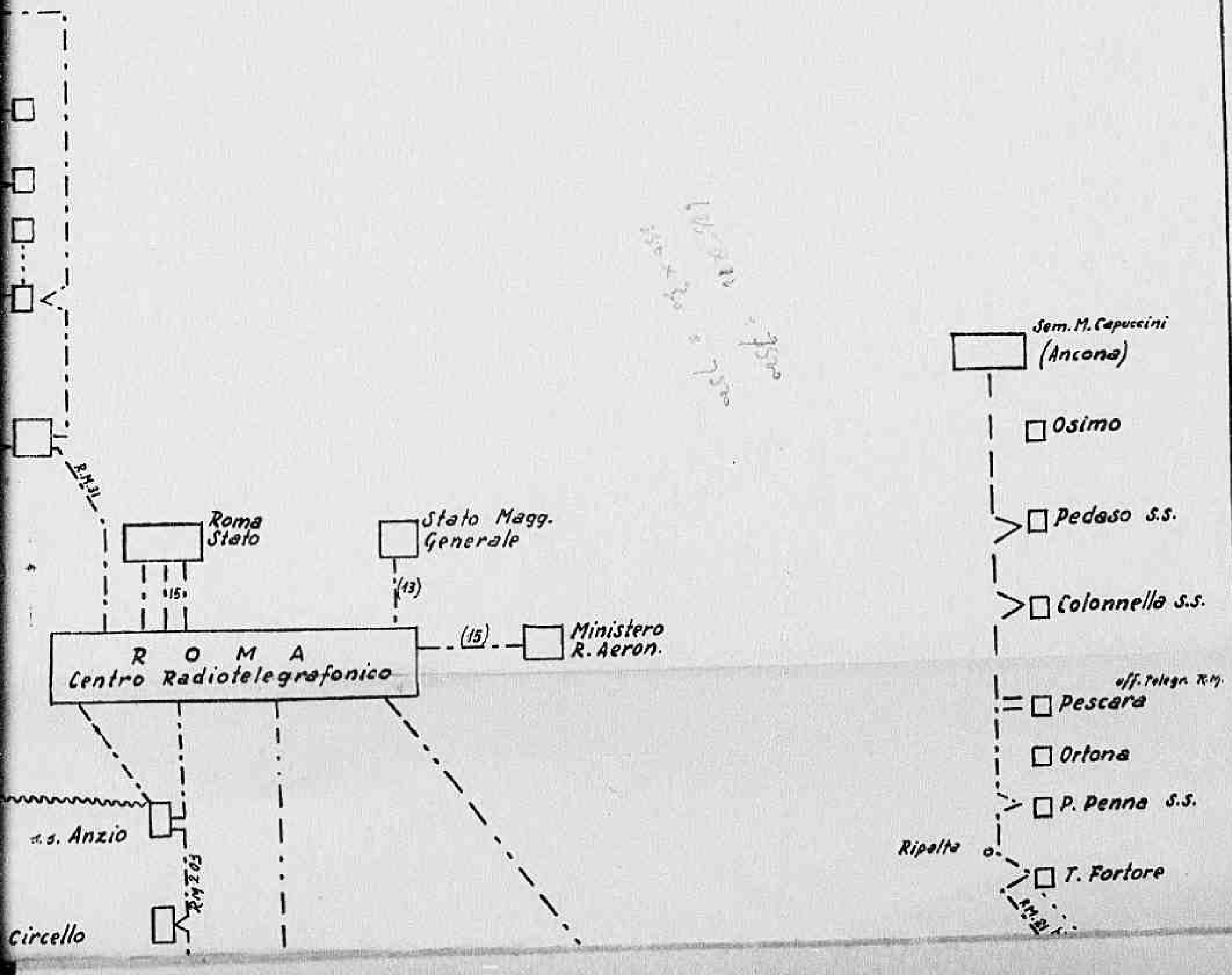
EGRAFONICI DELLA R. MARINA O IN USO ALLA R. MARINA

omnibus ad esclusivo carattere semaforico)



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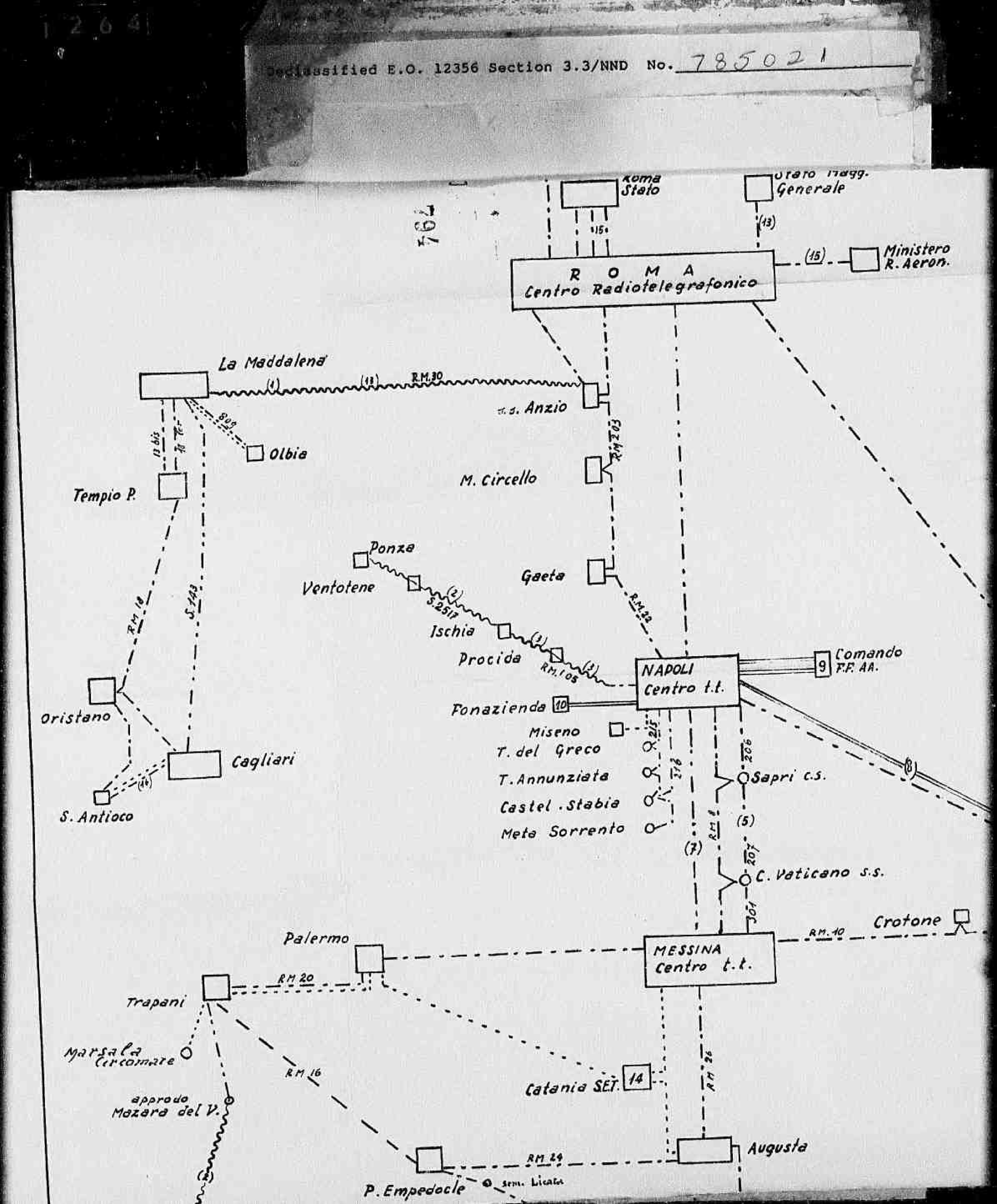

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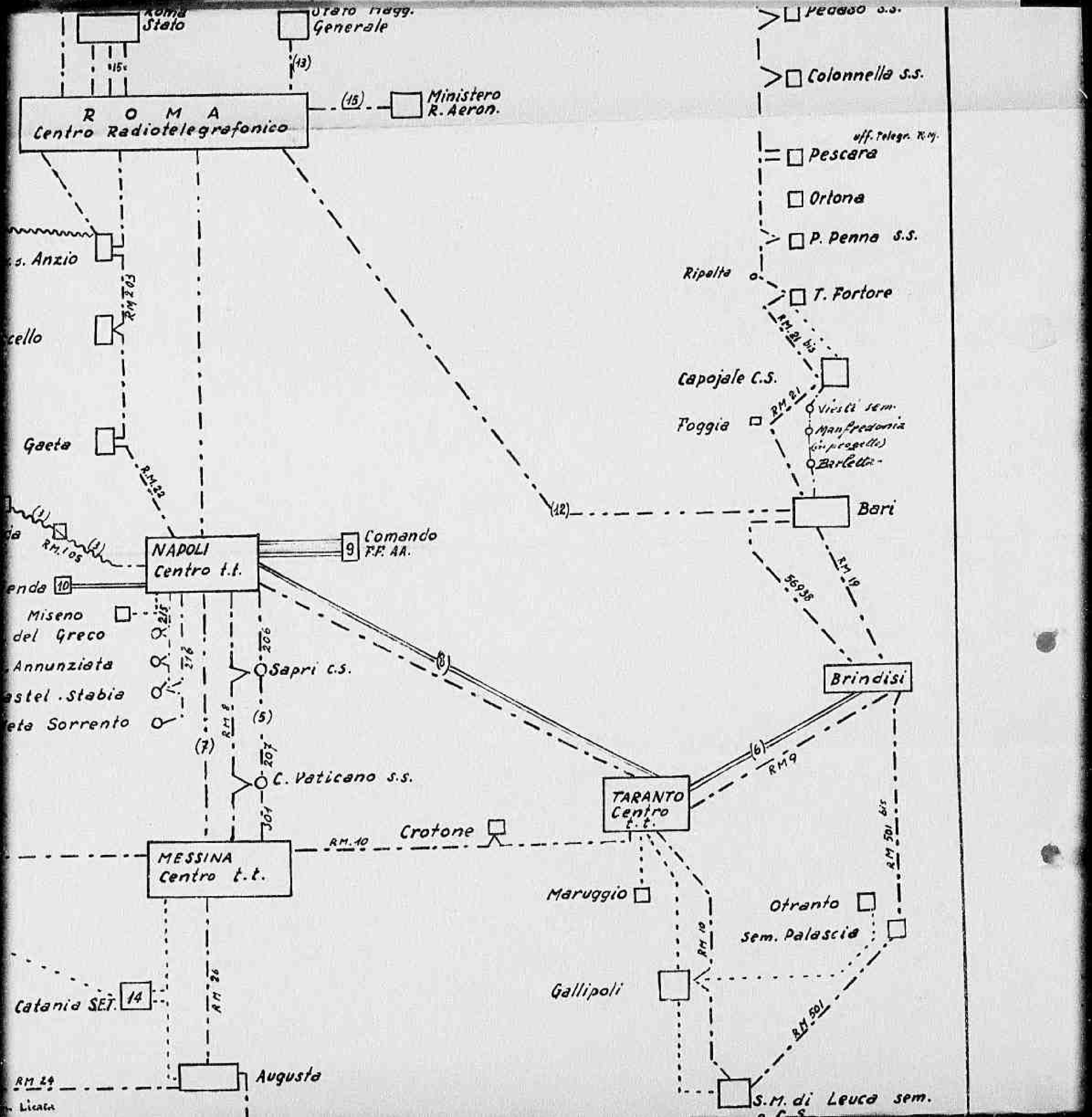

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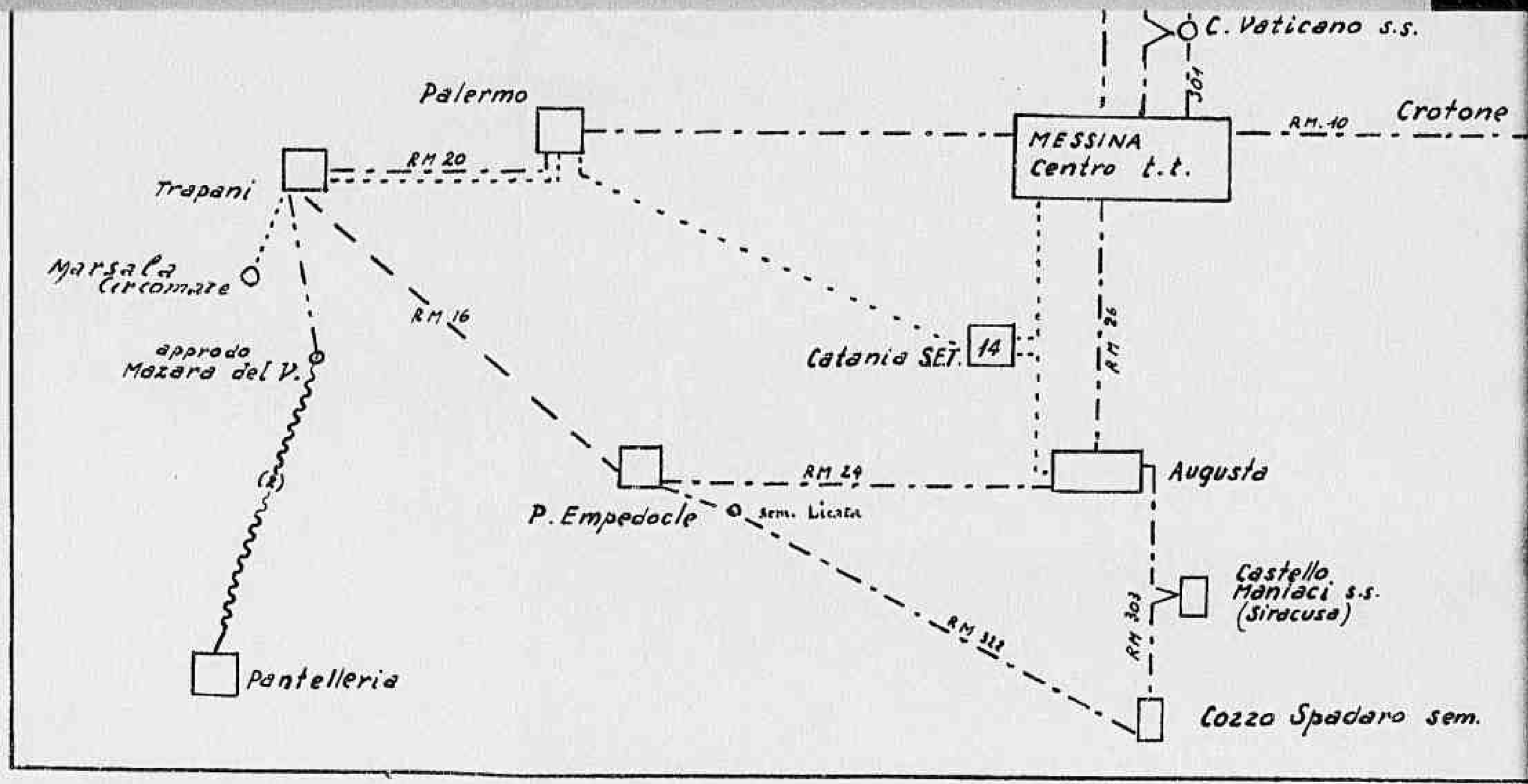

LEGGENDA

———	Collegamento ottico.	(7)	In uso promisc
- - - - - - -	Circuiti telefonici R. Marina.	(8)	In uso promisc
— - — - — - —	Circuiti telegrafici R. Marina.	(9)	Due collegame armonica co
— — - — — - —	Circuiti telegrafici del Ministero Posta e Telecomunicazioni.	(10)	Un collegamen armonica co
— - - — - - —	Canale in A. F. a telescrivente dell'A. S.	(11)	Prossima inclu
═══	Telearmonica e telefonia dell'A. S. (per comunicazioni in segreto).	(12)	La commutazi Settore Ba
— — — — —	Circuiti telegrafici della R. Marina in corso di riattivazione.	(13)	A telescrivente
~~	Cavi sottomarini:	(14)	Le linee telefo
(1)	dell'Italcable	(15)	Telescrivente a
(2)	del Ministero delle Poste e Telegrafi	(16)	Simultanea.
(3)	della R. Marina		
(4)	telefonico della R. Marina - a 7 conduttori. Riattivata una comunicazione telefonica ed una telegrafica.		
(5)	Circuito telegrafico omnibus della rete sematorica.		
(6)	Circuito S. E. T. n. 7126.		

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

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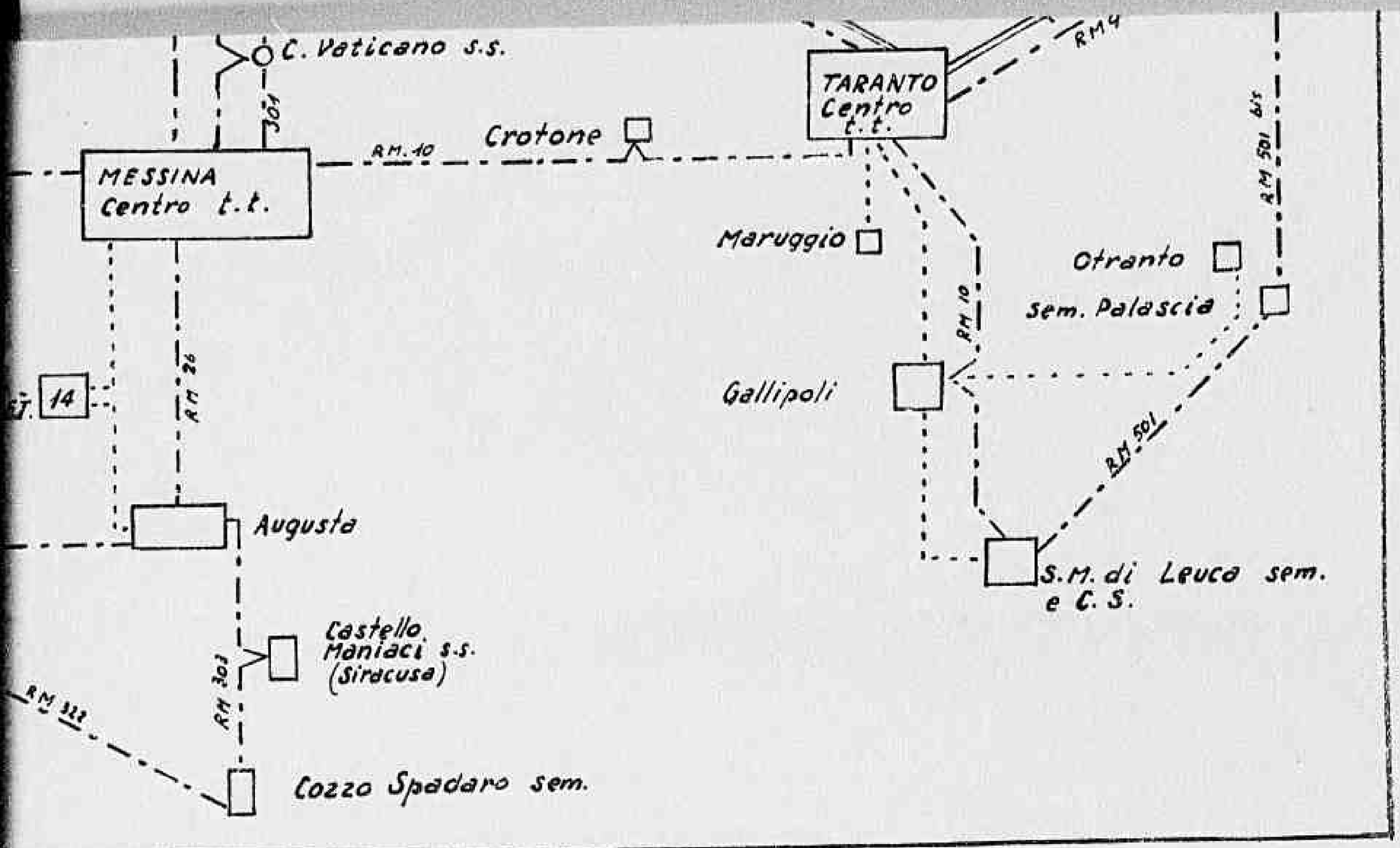

LEGGENDA

(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 Fonazienda per comunicazioni notturne in armonica con Messina e Taranto.

(10) Un collegamento con il Comando FF. AA. per comunicazioni notturne in armonica 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, anzichè 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.

icazione

Marina con la qualifica "Ufficiale,, debbono essere appoggiati al Centro Radiotelegrafonico Roma per l' ulteriore inoltro a mezzo dei circuiti del

APPENDIX F

21.

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

No.11.

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

Present:	Mr. Ian D. Campbell	Chairman
	Colonel E. Pottle	D.D.T.N., AFHQ.
	Colonel P.D.G.Buchanan	Transportation S/Com.
	Lt.Col. L.C. Pannell	ADTN (Finance)
	Lt. Col. C. Essely	ADL., R.A.A.C.
	Maj.MP. Laraman	Transportation S/Com.
	Maj. G.R.T.Schultz	TN.,A.F.H.Q.
	Lt.Bullen R.N.V.R.	Rep. P.S.T.O. Med.
	Mr. R. Nicol	Rep. Dir. W.S.A.
	Mr. S.A. Regan	Rep. W.S.A. Rome.
	Mr. O. Hart	W.S.A.
	Mr. R.M.Bazzanella	Ports & Warehouse Div., A.C.
	Mr. A. Allman	" " " "
	Mr. U. Ghilardi	" " " "
	Mr. F. Proctor	Labour Sub-Commission
	Gen. C. Matteini	Dir:Gen: Italian Merchant & Marine.
	Col. Lauricella	It. Inspector of Port Operation
	Dr. Gambioli	Chief of Div: Ministry Marine
	Cdr. E. Mattoli	M.W.T. Liaison
	Lt. A. Marena	Liaison, A.C.

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

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

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

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Mr. R. Nicol	Re : Dir. W.S.A.
Mr. S.A. Regan	Re . W.S.A. Rome.
Mr. O. Hart	W.S.A.
Mr. R.M.Bazzanella	Ports & Warehouse Div., A.C.
Mr. A. Allman	" " " "
Mr. U. Ghilardi	" " " "
Mr. F. Proctor	Labour Sub-Commission
Gen. C. Matteini	Dir:Gen: Italian Merchant Marine.
Col. Lauricello	It. Inspector of Port Operation
Dr. Gambioli	Chief of Div: Ministry Marine
Cdr. E. Mattoli	M.W.T. Liaison
Lt. A. Marena	Liaison, A.C.

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Referring to Min.87 of the Campbell Committee meeting of 13th July, Gen. Matteini said that while he had accepted responsibility for the payment of military labour against certification for TN/Br.) some confusion had arisen since as to whether the Italian Government was expected to continue to employ the same personnel who were previously utilised by the Allies. He said that while they were ready to accept the responsibility for the reception of military cargoes, the handling of such cargoes would have to be done under the Italian law through the Compania Portuale. In effect, the Chairman said, the Italian Authorities would accept responsibility by their own methods but not through any machinery set up by TN(Br.). This was agreed. 793
Colonel Pottle asked whether, in the case of Category C ports, the Italians were prepared to accept responsibility for Italian organisational management that part set aside for Military operation. This presented little difficulty the Chairman said, with which Gen. Matteini agreed, although the latter said

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

In answering Colonel Buchanan the Chairman stated that the ship would pay the dock labour employed to the end of ship's tackle, thereafter the cost would be with the receiver or receiving agent. He explained that in the civilian operated areas of category C ports, MWT/WSA were responsible for charges to the end of ship's tackle, and thereafter the receivers, and again referred to Min. 87 of the meeting of 13th July which stated that arrangements would be made for payment of labour for British Military account against certification of such service by the Military Authorities. This gave rise to the fact that rates of pay by British Military Authorities differed from the Italian rates, and it was agreed that a uniform daily rate should be established and paid by all parties. Some discussion ensued over the proposed Italian rate of 625 lire per day maximum for a period of 12 working days which had been suggested to give a guaranteed daily wage of 250 lire per day over a month's working. Mr. Proctor pointed out that it was not intended that each worker would be paid 625 lire per day, but for each day worked 250 lire. The balance would go into the fund to make up the amount necessary to ensure every worker receiving a daily wage. Colonel Pannell said that in some cases the man refused to accept a standard rate.

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

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

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

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

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the Italian rates, and it was agreed that a uniform army rate should be established and paid by all parties. Some discussion ensued over the proposed Italian rate of 625 lire per day maximum for a period of 12 working days which had been suggested to give a guaranteed daily wage of 250 lire per day over a month's working. Mr. Proctor pointed out that it was not intended that each worker would be paid 625 lire per day, but for each day worked 250 lire. The balance would go into the fund to make up the amount necessary to ensure every worker receiving a daily wage. Colonel Pannell said that in some cases the men refused to accept a standard rate.

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

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

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

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

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

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

General Matteini asked that the following statement be noted:

TRANSLATION:

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

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

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

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

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

The question of the handing over of Brindisi Taranto and Bari to civilian control was left for discussion at a further meeting of the

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

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

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MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

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No.10.

Minutes of Meeting held in ROME on 13th July,1945.

Present:	Mr. Ian D. Campbell	Chairman
	Colonel M.J.Sieff	Transportation S/C.
	Lt.Col.N.H.Sellars	ADTN (Docks)
	Lt.Col.L.C.Pannell	ADTN (Finance)
	Maj. M.P.Laraman	Transportation S/C.
	S/Lt. Macmillan	Navy S/C.(Salvage Liaisen FOTALI)
	Mr. S.A. Regan	M.S.A.
	Mr.R.M.A.Bazzanella	Ports & Warehouse Div.
	Lt.Gen.C.Matteini	Dir.Gen.Merchant Marine
	Capt. F. Ruta	Gen.Staff R.I.N.
	Dr. Gambioli	Chief of Divisions,M.M. Office.
	Cdr. E. Mattoli	M.W.T. Liaison
	Lt. Marena	Liaison, A.C.

Minute No.70 of the previous meeting "General Policy",sub-para : to read...."in a similar way General Matteini said that the coaster services would be eventually allocated by the suggested COMAR against the A.C. programe, etc"...

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

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

77. Provision of equipment, gear etc. Referring to Section I,sub-section 3,para:5 of the Report, the Chairman asked if a list of factories and workshops specialising in the manufacture of harbour equipment etc. could be completed in order that the Allied Authorities could be requested to de-requisition what premises were available. Gen.Matteini, however, stated that with the liberation of the North the position had somewhat improved; supplies had been found in the northern ports and there would be about 25% of available raw materials allocated for such requirements. Col. Sieff pointed out that the Allied Authorities were disposed to meet the essential needs of Italy out of [illegible] now surplus as a result of the cessation of hostilies, but said

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Lt.Gen.C.Matteini	Dir.Gen.Merchant Marine
Capt. E. Ruta	Gen.Staff R.I.N.
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As the gear already being used in the ports was handed over purely on loan Col. Pannell said there would be no financial interests:

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78. Salvage. S/Lt. Macmillan stated that at a meeting held in the offices of the Chief of Transportation, at the request of Captain Sipon, Fleet Salvage Officer, it had been considered that the Sub-Committee recommended in Section 4 para: 4 of the Report was not essential in view of the formation of the Mediterranean Salvage Committee appointed by C in C. Med., and no further steps had been taken to set up the Sub-Committee. He added that Col.Spinelli was a member of the Committee and was in charge of all Italian salvage resources.

The Chairman said that the Campbell Committee had been aware of the appointment of the Mediterranean Salvage Committee, but that Committee, dealing in general matters of salvage in the area, did little to assist the Italian salvage priorities in particular. Capt. Ruta agreed, and considered that it would be of assistance for the Italians to have a small Committee to liaise with the Mediterranean Salvage Committee and handle cases of particular interest to the Ministry of Marine. Col. Sieff stated that Transportation S/C. would also welcome the original proposal, and it was agreed that the Sub-Committee referred to in para:4 of the Report should be set up to assist in allocating priorities on salvage within the machinery of the Ministry of Marine.

79. Policing and Security. Section VI. Gen. Matteini stated that he had approached the Minister of the Interior to arrange for an officer of the Carabiniere to be attached to the staff of the Captain of the Port, but had been advised that it was not within the Italian law to do so. There is, however, an inspector of Civil Police in all ports and he would report to the Captain of the Port. Gen. Matteini reported also that the Minister of the Interior has already taken steps to increase the numbers of the special Force, and a list of the equipment required had been produced. Col. Sieff asked that the list be forwarded to him in order that he could take up the matter with the Civil Affairs Section of Public Security Branch, Allied Commission.

Mr. Bazzanella reported that on a recent visit to Civitavecchia he discovered that Port Passes were not being issued, with the result that people were entering the port and boarding ships ad lib. Lt. Marena said that this was due to the supply of passes having run out, but others were being printed and the normal practice would continue.

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

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

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

82i. Standardised forms. Section I, Sub-section (ii) para:4. Mr. Bazzanella said that no complaints had been received in this direction and the system was working satisfactorily.

On the question of port Returns, Gen. Matteini said that it would be necessary to give instructions to all ports as to the procedure to be adopted for liaison between Italian and Allied authorities. He said that at present

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

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

84. Intelligence centre. Section II, para: 4(d). The Chairman stated that the Centre at present within the Ministry of Marine was not large enough to cope with the many duties expected from an Intelligence Room. Gen. Matteini said he had appointed an officer from the Italian Naval service and one from MTMARE to attend the Intelligence Room at Caserta in order to study the running of the Centre.

Mr. Regan pointed out that ports were still not receiving advance information of ships' movements, nor, in fact, were the Allied Commission. Col. Sieff said that recommendations have been made and discussions taken place with G.5. on the documentary information and pre-advice of sailings required, and G.5. have no objection to the Ministry of Marine receiving the sailing signals.

The Chairman considered that much of this trouble would be eliminated when the Italian Intelligence Centre was fully set up, and said he would assist in getting the two Officers in to the Intelligence Room at AFHQ through MWT channels.

85. Communications. Gen. Matteini pointed out that communications north of Piombino could not be guaranteed, and asked if permission could be granted for the use of Allied channels until such time as the Italian lines were in order: or alternatively the use of wireless. The Chairman said that this should be taken up through the Navy Sub-Commission.

86. Cargo dues. Section III. In answering the Chairman, Gen. Matteini said that arrangements have been made between the Ministry of Marine and Ministry of Finance for a law to be passed allowing dues to be levied on all civil cargo passing through Italian ports.

87. Finance. Col. Pannell raised the question of payment of labour for military cargoes in the various categories of ports. In view of their diminishing staffs and military requirements in the ports TN(Br.) preferred to make payments for labour through one authority, especially in ports such as C and D, and suggested that that authority might be the Captain of the Port.

The Chairman pointed out that it had already been agreed that, with the exception of stevedoring costs which were paid by the ship concerned, any services performed were signed for and recorded by the Captain of the Port, and he thought the same arrangements could be made for the payment of labour for British Military account, provided TN(Br.) would certify such service. This was agreed in principle, but Gen. Matteini pointed out that as the appropriations for the year 1945/46 had already been arranged he would have to ask the Finance Minister for a further appropriation - he would thus require to know the amount involved. Col. Sellars undertook to work out an approximate figure of man days from which an estimate could be taken.

After some discussion it was agreed that the Italian authority would undertake payment of labourtagainst certification, and the final details were left to be worked out between In(Br.), Tn(A), P & W. Div.,A.C., and the Italian Ministry of Marine.

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

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After some discussion it was agreed that the Italian authority would undertake payment of labour against certification, and the final details were left to be worked out between Tn(Br.), Tn(A), P & W. Div.,A.C., and the Italian Ministry of Marine.

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MEDITERRANEAN SHIPPING BOARD.

SUB-COMMITTEE.

At a meeting held in AFHQ on the 5th July 1945 to consider the classification of Italian ports in accordance with Section I,para: 2(1) of the CAMPBELL COMMITTEE Report, the following decisions were arrived at:

ALL PORTS from the ITALIAN/FRENCH frontier to GENOA, but excluding GENOA, to be considered Category "A" Ports.

GENOA	Category "B"
SPEZIA	Category "A"
LEGHORN	Category "D"
VIA REGGIO, CIVITAVECCHIA and Subsidiary ports to NAPLES (excluding BAGNOLI)	Category "A"
NAPLES (including BAGNOLI)	Category "C"
TORRE ANNUNZIATA	Category "B"
CASTELLAMARE	Category "B"
SALERNO) REGGIO)	Category "A"
CROTONNE	Category "B"
TARANTO Mercantile Port.	Category "C" as from 1st. August 1945, but with civil area undefined.
TARANTO Arsenal	Category "D"
GALLIPOLI) MONOPOLI)	Category "A"
BRINDISI	Category "D" until 1st September 1945, when it should be considered Category "C", with civil area undefined.
BARI	Category "D"
MOLFETTA) BARLETTA)	Category "A"
MANFREDONIA	Category "B"
ORTONA and all ports up	

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GENOA	Category "B"
SPEZIA	Category "A"
LEGHORN	Category "D"
VIA REGGIO, CIVITAVECCHIA and Subsidiary ports to NAPLES (excluding BAGNOLI)	Category "A"
NAPLES (including BAGNOLI)	Category "C"
TORRE ANNUNZIATA	Category "B"
CASTELLAMARE	Category "B"
SALERNO) REGGIO)	Category "A"
CROTONNE	Category "B"
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TARANTO Arsenal	Category "D"
GALLIPOLI) MONOPOLI)	Category "A"
BRINDISI	Category "D" until 1st September 1945, when it should be considered Category "C", with civil area undefined.
BARI	Category "D"
MOLFETTA) BARLETTA)	Category "A"
MANFREDONIA	Category "B"
ORTONA and all ports up to but excluding ANCONA	Category "A"
ANCONA	Category "D" until 1st. September 1945, when it should be considered Category "C", with civil area undefined.
All Ports NORTH of ANCONA up to but excluding VENICE	Category "A"
VENICE	Category "C" until 1st August 1945 when it should be considered Category "B".
TRIESTE	

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TRIESTE and Ports to the EAST :	Owing to the peculiar circumstances prevailing in these ports the Committee considered that these could not be classified under any of the four categories set out in the Campbell Committee Report.
SARDINIA, All ports.	Category "A"
SICILY:	
MESSINA	Category "B"
AUGUSTA	Category "B"
All other SICILIAN Ports	Category "A".

N.B. All other Italian or Sicilian ports not quoted above to be considered as Category "A".

It was proposed that these classifications should be submitted to C.S. for presentation to the Italian Government through the Allied Commission, and an agreed directive should be sent to the interested parties at the ports.

M.W.T.
A.F.H.Q.
5.7.45.

Sub-Committee Attendance:

Mr. Ian D. Campbell	Chairman
Captain F.W.Williams,RNR.	C.S.O. to P.S.T.O. Med.
Commander Flint RNR	S.O.(Tr.) to P.S.T.O.Med.
Commander J.S.Sharp RNR	S.O.S. to C in C. Med.
Lt. Cdr. Wydle,R.M.	S.O.Pl., C in C. Med.
Colonel G. Ackerley	G.4. Mov & Tn.(Br.)

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MEDITERRANEAN SHIPPING BOARD

16.

No.9.

CAMPBELL COMMITTEE

Minutes of Meeting held in ROME on 4th June, 1945.

Present:

Mr. Ian D. Campbell	Chairman
Colonel M.J.Sieff	Transportation S/C.
Major G.J.Godfrey	" "
Mr.R.M.Bazzanella	Ports & Warehouse Div.
Lt. Gen. Matteini	Dir:Gen.Merchant Marine.
Cdr. E. Mattoli	Liaison M.W.T.
Lt. Marena	Liaison , A.C.
Captain Tosi	" Trans: S/C.

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

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General policy.

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

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

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

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

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

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A meeting of the Committee was called to discuss the attached proposed recommendations for the formation of an Italian organisation to deal
7G with the running of schooners.

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Referring to item 5 on the allocation of fuel, for which General Matteini had made himself personally responsible, Colonel Sieff asked whether the scheme proposed by the Ministry of Marine and accepted by the Allied Commission and Petroleum Section, A.F.H.Q. had been co-ordinated with the Ministry of Industry & Commerce, as Pet.Section were not convinced that the increased figures were justified. The Allied Commission, however, wanted assurance that the demand for schooner traffic is being met so that vessels are not delayed through lack of fuel, and General Matteini said that exact figures were being prepared and he hoped to settle this point quickly.

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

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

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

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

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

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

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

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

As regards the rate of freight, the Chairman said that the

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

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

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to be fitted for carrying passengers. Colonel Sieff suggested, however, that the LAMPEDUSA plus a schooner might be used to supply Lampedusa and the smaller islands - the USTICA operate with ABBAZIA or CAMPIDOGLIO on the Sicily/Sardinia ferry, and thus free one ship to cover requirements by the Displaced Persons Sub-Commission. General Matteini, however, thought that the Royal Italian Navy could supply a further cruiser or destroyers for the transport of refugees and the matter was being gone into further.

72. ELBA trade. The Chairman referred to a request that the vessel CLAUDIO, damaged at Genoa be repaired so that she could be available for use at Elba. General Matteini said that she needed about three months to repair, but she could be ready for the autumn. The Chairman considered that this could be arranged and he would take the matter up.

73. Documented cargoes. The Chairman referred to recent complaints regarding shortages in documentation, and quoted a reply he had received from D.M.W.T.R Sicily which stated that the shippers have been declaring short weights. The question of standardised weights was being gone into and it was hoped that the trouble would be avoided in future.

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

It was agreed that before this is put into force some document must be prepared to be sent to all ports advising of the intention and also quote the approved rates of pay for each area. Transportation Sub-Commission, A.C. undertook to prepare a paper jointly with the Ministry of Marine to come into operation from the 1st. July.

75. Associate Membership of U.M.A. It was agreed that the formal application for membership with the United Maritime Authority should be made by the Minister of Marine through the Navy Sub-Commission, Allied Commission, to the Commander-in-Chief, Mediterranean.

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RECOMMENDATIONS

SCHOONERS.

General Policy:

1. All schooners to be formally requisitioned by the Italian Government and to be operated through COMAR.

2. All schooners to be registered with COMAR.

3. Present system of navigation licenses and voyage permits to be maintained.

4. Italian Government to be responsible, through COMAR, for hauling of the essential commodities lifting program as submitted by competent Italian Government Agencies and screened and approved by A.C.

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

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

Organisation:

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

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

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

4. Existing CO.GE.NA ton mile freight rate to be considered at present, as official ceiling to be paid. Freight rates to be adjusted according to actual cost of schooners' operations within 30 days and to be revised quarterly.

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

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

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

3. Present system of navigation licenses and voyage permits to be maintained.

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

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

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

9. Shipper to submit export licence and name of schooner to COMAR local representative in order to obtain voyage permit. 785

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

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

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MEDITERRANEAN SHIPPING BOARD

No.8.

Minutes of Meeting of CAMPBELL COMMITTEE in ROME
4th May, 1945.

Present:

Mr. Ian D. Campbell	Chairman
Capt. H.St.J. Butler U.S.N.	Navy Sub-Commission
Major C. B. Godfrey	Transportation S/C.
Mr. S. A. Regan	U.S.A.
Mr. R.M.Bazzanella	Ports & Warehouse S/C.
Lt. Gen. Mattoini	Dir:Gen: Merchant Marine
Capt. F. Ruta	Gen. Staff, R.I.N.
Dr. Gambioli	Chief of Divisions, Italian Merchant Marine.

Minutes of Meeting No.7. agreed.

63. Repair facilities. Ref.54. Major Godfrey stated that it had been reported at MEDBO Meeting on 1st. May that the Navy are now using the repair facilities at Castellamare and Torre Annunziata to full capacity, and in consequence the labour position has improved.

64. Definition of Areas. Major Godfrey stated also that it had been reported at MEDBO by the C in C. Med. representative that a list of agreed ports considered to be under A.C. control had been issued, but as this was not yet in the possession of the Committee the Chairman regretted it would be necessary to record that the list is not yet available, and report accordingly.

REPORT. The Committee thus agreed the Report in its completed form, and concurred with the Chairman's suggestion that if any other points arose a further meeting be held and if necessary an addendum made to the Report. The Report was duly signed by the Chairman and Lt. Gen. Mattoini on behalf of the Members.

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65. Communications. Ref.44. Capt. Ruta asked that arrangements be made for Officers in the port to have advance information regarding ship movements, and suggested that the Ministry of Marine Intelligence Centre in Rome be put on the circulation for C in C. Med's movement signals. Mr. Regan suggested that a Shipping Diversion Room be set up in Rome, and instanced trouble experienced recently at Civitavecchia when through lack of information three coal ships appeared likely to arrive for discharge at the same time. Major Godfrey agreed to take this matter up with A.F.H.Q. ACTION: Maj. Godfrey.

66. Civitavecchia. Major Godfrey reported that he had recently made an inspection of the port night working at Civitavecchia, and stated that of the four vessels in port three were lying idle. There were no guards at either the entrance or exits to the port - there were very few people in the port area and there was no apparent security patrol although carabiniere were grouped guarding a stockpile of wine. Vehicles carrying personnel were entering and leaving the [illegible] without check or scrutiny, and the whole position generally was causing

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Dr. Gambioli — Chief of Divisions, Italian Merchant Marine.

Minutes of Meeting No.7. agreed.

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It was considered that the Security aspect was far more serious, and although lack of manpower was a contributory cause it was felt that the carabinieri lacked supervision and direction. General Matteini said he would look into this matter also.

Major Godfrey stated that the Allied Commission propose to hold inspections of ports at various intervals.

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67. Provision of staff. Major Godfrey reported that A.C. had requested the Ministry of Marine to appoint an Officer for liaison duties with their H.Q., and also one for Civitavecchia. An Officer had been appointed for the latter, but not one for headquarters. General Mitchell said he hoped that an appointment would be made within the next few days.

68. Handling of gear. Major Godfrey also reported that there was delay in taking over certain cranes for Civitavecchia by the Italians, and A.C. were very concerned because the military personnel would shortly be withdrawn and there were not sufficient men trained to take over the cranes. Mr. Regan said that the Captain of the Port had stated that he would have enough men to handle the cranes, but Major Godfrey pointed out that they must have ample training in order to handle the cranes efficiently.

69. Transportation. Referring to the handing back of certain berths in Naples to Italian control Captain Ruta stated that difficulty was being experienced in the supply of transport for dock Labourers. Major Godfrey said that this matter had been taken up with A.F.H.Q., and C.A. were arranging with the Port Commander for the necessary vehicles for the transport of personnel and cargo to be made available.

Captain Butler enquired whether A.C. supplied motor transport and tyres to Italian Navy for port clearance, and Major Godfrey said he would take this up with Commerce Sub-Commission.

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MEDITERRANEAN SHIPPING BOARD

Minutes of Meeting of CAMPBELL COMMITTEE in ROME

No.7. 27th April, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Capt. H.St.J. Butler, U.S.N.	Navy S/C.
	Major G.B. Godfrey	Transportation
	Mr. S. A. Regan	W.S.A.
	Mr. K. Hughes	D.O.H.C.
	Mr. R.M. Bazzanella	Ports & Warehouse Div., A.C.
	Lt. Gen. Matteini	Dir.Gen. Italian M.M.
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Dr. Gambioli	Chief of Divisions, Italian M.M.

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

58. Organisation in Ports. Ref.55. Major Godfrey pointed out that the provision of vehicles for dock clearance was accepted by the Port Commandant, with the maximum Italian driven Military vehicles to be used from the Italian port area.

59. Payment of stevedores etc. Ref.56. General Matteini stated that stevedores expenses would not be paid by the Captain of the Port, and the Chairman agreed that in accordance with the MEDBO Stevedoring contract, the ship in the first instance is responsible for the payment of stevedores bills, and all other services would be the responsibility of the Captain of the Port.

60. Regulations in Port. Captain Ruta, during the discussion of the draft report, stated that in some instances ships belonging to the United Nations, but not of the Allied Nations, have not submitted to the general agreements which have been laid down for all ships, and asked to whom application should be made for support in enforcing regulations in the port. Particularly was this the case with Yugoslav ships which were insisting upon remaining independent. It was considered that this was beyond the scope of this Committee, and that the matter should be referred through the Navy Sub-Commission to the Commander-in-Chief, Mediterranean.

61. Repair facilities. Ref.49. The possibility of release of certain repair facilities to be placed at the disposal of the Ministry of Marine for the salvage and repair of sunken craft was considered, and it was felt that as the areas became released from Military control there would be sufficient facilities to cope with these needs.

62. Draft Report. Ref. 58. The Committee agreed pages 1 to 5 of the Incomplete Draft Report with the amendments as attached to the minutes of the last meeting. Further amendments and additions are attached hereto for immediate consideration and report to the Chairman, in order that the completed Report may be tabled at the next meeting of the Committee on Friday next, 4th May.

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Major G.B. Godfrey	Transportation
Mr. S. A. Regan	W.S.A.
Mr. R. Hughes	D.O.H.O.
Mr. R.M. Sazzansilla	Ports & Warehouse Div., A.C.
Lt. Gen. Matteini	Dir.Gen. Italian M.M.
Capt. F. Ruta	Gen. Staff, M.I.M.
Dr. Garbioli	Chief of Divisions, Italian M.M.

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It was recommended that when the completed Report has been forwarded and discussed by MEDBO, there should be a working Committee in operation to sit in Rome to deal with matters arising from the Report and make recommendations to the Mediterranean Shipping Board. The Committee would be restricted to matters of policy only.

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MEDITERRANEAN SHIPPING BOARD.

Minutes of Meeting of CAMPBELL COMMITTEE in ROME

No.6.

21st April, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Captain H.St.J.Butler,U.S.N.	Navy S/C.
	Colonel M. J. Sieff	Transportation S/C.
	Lt. Col. J.A. Balfour	"
	Major G. B. Godfrey	"
	Mr. E. Hughes	D.O.H.C.
	Mr. S. A. Regan	W.S.A.
	Mr. V. E. Vecchy	"
	Mr. C. C. Crocks	Ports & Warehouse Div.A.C.
	Lt. Gen. Matteini	Dir. Gen. Italian M.M.
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Lt. Col. G. Gazzo	Salvage, R.I.N.
	Dr. Gambioli	Chief of Divisions, M.M.

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

52. Payment of tugs, lighers etc. Ref.39. General Matteini pointed out that while the dues to be levied would cover tugs and barges, the barges only would be allocated to the Compagnia Portuale for administration, tugs being under the control of the Captain of the Port and being used for purposes other than ship tugs. Mr. Hughes considered that some difference should be made between tugs for berthing and craft tugs, the former being a naval concern, but Gen. Matteini said that it was not possible to differentiate and a pool of all tugs would be made and allocated through the Captain of the Port. Mr. Hughes felt that this should be developed further with the Navy.

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

Col. Sieff referred to a report made by the C.I.C. regarding Civitavecchia, and the result of the investigation had made it necessary to re-establish Allied Military Police from an Intelligence and Security angle. He asked, therefore, for the Italian Authorities' assurance that the new system indicated at the previous meeting of this Committee (vide minute 40) could be put into force in the immediate future, particularly at Civitavecchia. Captain Ruta said that the recommendation had been made to the Ministry for the Interior to have an officer attached to the Captain of the Port, and the possibility of restoring the special police force is under discussion. The matter is progressing, but Gen. Matteini poirted out that lack of suitable personnel was proving a difficulty.

Colonel Sieff stated that it had been agreed by MEDBO(Min.18A) that

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Mr. V. E. Vecchy — Ports & Warehouse Div.A.C.
Mr. C. Gazzabella — Transportation S/C
Mr. C. C. Crooks — Dir. Gen. Italian M.M.
Lt. Gen. Matteini — Gen. Staff, R.I.N.
Capt. F. Ruta — Salvage, R.I.N.
Lt. Col. G. Gazzo — Chief of Divisions, M.M.
Dr. Gembiolli

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

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

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55. Organisation in ports. Ref. 27. Colonel Sieff reported that a meeting had been held at AFHQ with regard to the handing back of a section of Naples port to civilian control, under the overall supervision of the Port Commandant. It had been agreed to hand back a group of berths equal to taking three full liberty ships and one coaster. The area would be completely wired off, but owing to permanent Allied installations being located in the area, authorised Allied personnel would have to be allowed entrance, and it was proposed to organise a joint control gate. Liaison staff would be arranged with Port Commandant on matters of day to day operating questions, and there would also be a liaison staff to work in connection with policy and programming matters. Sufficient gear for handling general cargoes would be handed over to the Captain of the Port, and it was agreed that demands for cranes, tugs, lighters, etc., would be submitted by the Captain of the Port through Port Commandant channels. Provision of vehicles for dock clearance was accepted by the Port Commandant, with the maximum Italian driven vehicles to be used from the Italian Port Area. Until complete control of berthing reverted to the Ministry of Marine this function would continue to be carried out by the Royal Navy, to avoid dual control. Medical inspection of vessels on arrival to be the responsibility of the Captain of the Port.

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

56. Payment of stevedores etc. Ref. 21. Mr. Vecchy - Assistant to the Director of W.S.A. (Med.) - upon introduction by Mr. Regan, asked whether anything had been done in connection with putting Port Captains in funds to cover various services rendered in Sicilian/Italian ports. Gen. Matteini advised that Captains of the Port had been put into funds only where it was known that that port had been turned over to Italian control; when it was known what other ports were released instructions would be given accordingly. He confirmed that bills could be sent to the Captain of the Port at Civitavecchia for settlement of port services.

57. Salvage - Compensation. Ref. 34. Mr. Hughes advised the meeting that it had been established that the Italian Authorities would be responsible for compensation in the event of craft salvaged by private enterprise being requisitioned for service by either the Allied Authorities or the Italian Government.

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

Now amended R 24/4

Next Meeting to be held on Friday 27th April in the offices of the Campbell Committee, at 10.00 hrs.

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Next Meeting to be held on Friday 27th April in the offices of the Campbell Committee, at 10.00 hrs.

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1300

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Mr. Shipping to see
S 21/4

Mediterranean Shipping Board,
A.F.H.Q., C.M.F.

18th April, 1945.

To: Colonel H, J. Sieff,
Transportation Sub-Commission, A.C.

From: Secretary, MEDBO.

Enclosed are two copies of the Minutes of the Special Meeting held on 17th April, 1945 to examine the Coaster Position. These Minutes are not receiving the full MEDBO distribution, but are being passed to those present at the Meeting only.

Margaret Ritchie
Secretary, MEDBO.

Mr Sec PW wh

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

MINUTES OF A SPECIAL MEETING HELD AT 1430 HOURS ON 17TH APRIL, 1945 TO EXAMINE THE COASTER POSITION.

	Mr. [illegible]. Gibson Graham	Chairman.
Present:	Captain F.W. Williams, R.N.R.	C.S.O. to P.S.T.O. Med.
	Commander H.M. Flint, R.N.R.	S[illegible]. to P.S.T.O. Med.
	Lt. Commander G.B. Sturt, R.N.V.R.	S[illegible]. to P.S.T.O. Med.
	Brigadier A.T. de Rhe Philipe	G-4 Mov & Tn. (Br.).
	Colonel M.J. Sieff	Tn. Sub-Commission A.C.
	Major V. King	G-4 Mov & Tn. (Br.).
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Lt.Col. [illegible]. Anderson	D.M.W.T.R.
	Mr. W.M. Oak-Rhind	D.M.W.T.R.
	Mr. [illegible]. Williams	MEDBO Schooner Control.
	Mr. W.E. Fereday	M.W.T.
	Miss M.M. Michie	Secretary.

1. The Meeting was called in order to examine the coaster position and ascertain whether there was any tonnage available for release.

2. As a result of strikes in the coal mines in Sardinia the amount of such coal available for export was not expected to exceed 20,000 tons per month for several months to come, a reduction of 10,000 tons per month. Lt.Col. Anderson also stated that there were 5,000 tons superphosphates and 3,000 tons phosphates to be lifted each month and that the coasters under M.W.T. control had a lifting capacity of 41,440 tons, less some 8,200 tons, which represented a deduction of 20% for repairs. On these figures he estimated that one coaster, or 5,000 tons lifting capacity, was in excess of the vessels required to carry these cargoes.

3. The lifting capacity of the coasters under the control of P.S.T.O. Med., was 172,000 tons, but as three coasters were damaged in the Bari explosion, some 3,500 tons of this lift could not be utilised for several weeks.

On the capture of the ports of Trieste and Genoa, Lt.Cmdr. Sturt said that an additional demand for coaster tonnage would arise, as owing to limitation on draft and size placed on such ports during the first months of their occupation, only coasters could be used. Brigadier Philipe explained that once the Armies moved Northwards, these ports would be required for importation of Army supplies which hitherto were moved by rail. It was estimated that between 21 and 26 coasters would be needed for this commitment from about the end of May onwards. As a result, the rest of the area would be short of coaster tonnage and Lt.Cmdr. Sturt said some stores normally carried in such vessels would probably have to be lifted by ocean going ones.

Should the proposal of allocating to the Italians vessels totalling some 20,000 tons lifting capacity be put into effect, the Italians would then be responsible for carrying their civil programme. Lt.Cmdr. Sturt considered that the loss of the tonnage would offset the reduction in bids thus caused. Colonel Sieff was of the opinion that this tonnage would be sufficient to meet

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Brigadier A.T. de Rhe Philipe	G-4 Mov & Tn. (Br.).
Colonel M.J. Sieff	Tn. Sub-Commission A.C.
Major V. King	G-4 Mov & Tn. (Br.).
Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
Mr. A.C. Hogarth	D.M.W.T.R.
Lt.Col. W. Anderson	D.M.W.T.R.
Mr. W.M. Oak-Rhind	D.M.W.T.R.
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Should the proposal of allocating to the Italians vessels totalling some 20,000 tons lifting capacity be put into effect, the Italians would then be responsible for carrying their civil programme. Lt.Cmdr. Sturt considered that the loss of the tonnage would offset the reduction in bids thus caused. Colonel Sieff was of the opinion that this tonnage would be sufficient to meet immediate needs, although he anticipated an increase in the future when additional shipping would probably have to be requested.

As there was a shortage of coasters for lifts from the Middle East, it was agreed that the surplus tonnage under the control of M.W.T. should be/

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/be transferred to P.S.T.O. Med.

4. The Chairman referred to a letter from the Director of Coastwise and Short Sea Tonnage enquiring whether coasters of 2-3,000 tons could be released in return for equivalent tonnage of new "PARK" vessels of about 4,500 tons. He pointed out the advantage of receiving vessels with crews fresh to the area but Lt.Cmdr. Sturt said the smaller ships would be necessary for entering Genoa and Trieste and did not anticipate they could be released until about two months after the capture of such ports.

5. In view of the above information, it was agreed that the coaster tonnage in the theatre was being used to the full and that there was none surplus to requirements owing to the fact that Coasters were at present being used in place of ocean going sailings within the Mediterranean.

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Col. Sieft

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CAMPBELL COMMITTEE

DRAFT REPORT FOR CONSIDERATION.

1. 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)

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.

SECTION ONE. PORT ORGANISATION.

(a) 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 Minister.

Para: 4. to read : 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 hostilities.

5. An examination of the organisation which is already in being (see Chart Appendix), 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, all classes of port labour (except in the port of Genoa, Venice and Naples where there are autonomous port authorities) and the administration of mechanical equipment and harbour craft owned by the Italian

MOVEMENT OF FOREIGN TRADE THE PORT,

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questions set out in paragraph 5 of the Chairman's communication (Appendix)

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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 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.

.....B

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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.

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SECTION ONE. PORT ORGANISATION.

(B) 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 Allied Authorities, as follows:

Category A. A port handed back to Italian control in its entirety.

B. Ports classified as civilian, but with an Allied Naval or Military commitment.

C. ~~Naval~~ ALLIED or Military ports containing a civilian operated area.

Para: 2. to read : 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 Captain of the Port 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.

and take over further berths or areas as they are released from Allied control as the over-riding authority in the Port will remain with the 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. ~~SENIOR NAVAL OFFICER IN CHARGE ETC/OR~~

and ADD : 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.

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, catching 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

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Category A. A port handed back to Italian control in its entirety.

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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.

[redacted], para 3. The Directorate General of the Merchant Marine has attached to the staff an Executive Officer known as "Inspector of Port Operations" 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.

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SECTION ONE (c)

ADD - Para: 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.

Para: 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.

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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:-

i) The Ministry of Marine network covers all ports which are under examination for control by the Italian Government (See Appendix)

ii) 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 purposes is already in being and, the Committee understand, has been approved by C in C. Med.

iii) 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.

Para : 4 Items iv). and v). delet. and read.... iv).

iv). 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 in port and ship working, advice 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

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to be available for the purposes of the Committee's enquiry, four exclusively Italian and independent channels exist and can be developed.

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iii) 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.

Para : 4 Items iv) and v) delet and read.... iv).

iv). 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, advice of such returns to the Allied Authorities concerned, and all matters concerning communications. This Officer, the Inspector or 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.

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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.

...Recommendations.

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(f) Italian wireless communications should only be employed with the concurrence of Commander in Chief, Mediterranean, and only when other facilities are not available.

SECTION THREE.

CARGO DUES

ADD:

N.B. For a definition of "civilian goods" see Executive Memorandum No.83 (Revised) H.Q., A.C., 23rd January,1945, Para: 3 "Duties on Goods Imported", para: A, which reads :-

"No duties, taxes, imports 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."

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SECTION TWO. COMMUNICATIONS.

~~Recommendations~~. THE COMMITTEE THEREFORE RECOMMENDS.

(a) All information reports etc.,..... should be passed through the tele-communication network of the Italian Ministry of Marine.

a.(b) All messages passed through this network shall be encyphered in an approved Italian cypher, such approval to be obtained from the Commander in Chief, Mediterranean.

3. An Intelligence Centre shall be created in the Ministry of Marine in Rome which will be responsible for advising the Allied Authorities as to the daily situation in each port under direct Italian control.

~~Delete para. 3 and re-number para. 4~~ ~~To read~~ --"All signals other than tabulated signals (c) (i.e. SITREP form signals) should be originated and delivered in the Italian language.

4.(d) Signals originating from sources other than Allied or Italian Government offices should be approved by the Capitano di Porto where established or

~~Read para. 6 as~~ (e) 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.

→ (f)

7.(g) 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 THREE

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 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

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2.(b) All messages passed through this network shall be encyphered in an approved Italian cypher, such approval to be obtained from the Commander in Chief, Mediterranean.

3. An Intelligence Centre shall be created in the Ministry of Marine in Rome which will be responsible for advising the Allied Authorities as to the daily situation in each port under direct Italian control.

~~Delete para 3 (c)~~ ~~Re-letter remainder~~ (c) ~~Re-word~~ --"All signals other than tabulated signals (i.e. SITREP form signals) should be originated and delivered in the Italian language.

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2. The question has been discussed by the Italian Committee members with the appropriate Italian Government Departments, and has met with favourable comment.

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Para: 3 ~~to read:~~ 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.

SEE N.B.

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Para: 4, 1st.
sentence to read: 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 alloting priorities and deciding how requirements of craft for port working and clearance can be met from salvaged civilian craft. Etc.....

*

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SECTION FOUR.

SALVAGE.

1. The Committee have examined the question of salvage in so far as it affects clearance of ports and recovery of sunken or damaged harbour craft, tugs and lighters, for use in Returned Ports.

Para: 2. ~~As read~~ : It has been ascertained that subject to the over-riding 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 Forces.

Para: 3 ~~As read~~ : All privately owned craft can only be salved by private salvage companies or individuals under licence granted to the owner by the Divisione Ricuperi of the Italian Ministry of Marine, whose local representation, where there is no individual representation of the Divisione Ricuperi, is the Port Services section of the office of the Captain of the Port.

~~that exercised by the Chief Salvage Officer in the case of dredgers, Royal Italian Navy craft,~~ and vessels 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 Ricuperi). 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.

~~Para~~, Para:5. In the event of any Italian vessel or craft having been salved 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.

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SECTION FIVE.

MANNING OF TUGS and LIGHTERS, AND CONTROL OF 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.

2. The [redacted] engagement of all classes of seamen, both seagoing and harbour, comes within the province of the Captain of the Port (see Appendix 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 Compagnie Portuale. This latter body comprises the organisation which provides such labour as stevedoring, dock labourers and casual labour within the port.

Para: 4. to read

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 SIX.

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 for the Interior should assign an Officer of the Carabiniere to each port for such work. The Minister for 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 Carabiniere 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 A (see Section CIV, para: 1.) the full responsibility for Port Policing will be that of the Captain of the Port. In Category B. 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. Captains of the Port in Category C. should hold the responsibility for 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.

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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,

SECTION SEVEN.

RESUMPTION 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 [redacted] 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 turnround, by reason of the profit motive involved and the financial responsibility resting on the various parties concerned.

SECTION EIGHT.

PORT 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.

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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 for the Interior, the question could best continue to be dealt with by the Public Health Sub-Commission of the Allied Commission.

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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 for 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.

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MEDITERRANEAN SHIPPING BOARD.

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No.5.

Minutes of Meeting of CAMPBELL COMMITTEE in ROME

13th April, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Colonel M. J. Sieff	Transportation S/C.
	Captain H.St.J. Butler, U.S.N.	Navy S/C.
	Lt. Cdr. G. Young, R.N.R.	D.D.S.O.
	Lt. Cdr. E.C. Davies, R.N.V.R.	Navy S/C.
	Major G.P.Godfrey	Transportation S/C.
	Mr. S. Regan	W.S.A.
	Mr. R. Hughes	E.C.H.C.
	Mr. R. M. Barzanella	Ports & Warehouses Div.
	Lt. Gen. Matteini	Dir. Gen. Italian M.M.
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Dr. Gambioli	Chief of Divisions, M.M.
	Colonel Cazzo.	Salvage, R.I.N.

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

Item 30. Mr. Hughes stated that C in C. Med. had not in fact approved the memorandum put forward on the salvage of Italian small craft - the memorandum had merely been put forward for consideration. Lt. Cdr. Young pointed out that Lt. Cdr. Davies had not been appointed Salvage Liaison Officer, and such appointment would come from C in C. Med. Captain Butler said that Lt.Cdr. Davies had been appointed to act as Salvage Officer for FCTALI temporarily until such time as a permanent officer was appointed, and it was agreed that Lt. Cdr. Davies should act in the capacity of Liaison Officer for salvage matters in the meantime.

Item 30, para:4. Delete second line from words "this Sub-Committee ..to Fleet Salvage Officer" and read "it was felt that the new Sub-Committee would assist in co-ordinating etc...."

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

ACTION: Chairman, Col.Sieff, Cpt.Butler.

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

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

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

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38 Cont: remain in that port. Col. Sieff drew the Committee's attention to the fact that if there was an operational military necessity these barges would be removed.

It was agreed that while there appeared no difficulty with the particular allocation of Mincas to Civitavecchia the Committee should consider any case where craft were allocated on a "staging" basis with a view to clarifying the position of repair or maintenance costs as far as the local authorities are implicated.

39. Payment of tugs, lighters etc. Ref. 29. Gen. Matteini reported that he had discussed the question of a levy of dues on civilian cargo to achieve an income to pay for craft tugs, lighters etc. with the Ministry of Finance. The question had received a favourable reply and details were at present being worked out by the Italian Government.

Gen. Matteini said that these tugs and barges would be allocated to the Compagnia Portuale for operation and allocation, and if this was agreeable to the Committee detailed tariff rates would be arranged by the Italian authorities for approval. In answering the Chairman Gen. Matteini confirmed that the Compagnia Portuale would, in addition to their duties of allocation and controlling barges, be responsible to the Captain of the Port for their maintenance and condition.

On the question of ship tugs, Gen. Matteini stated that he was of the opinion that if the proposed dues were to cover the payment for the cost of the above it would result in demands for ship tugs which were unnecessary and wasteful. The meeting concurred with this view and the Chairman referred to the earlier decision of the Committee (see Min.3. of 15th March) when it was agreed to recommend that services to the ship should be signed for as a service and that it was not the intention of the cargo dues to cover such services.

40. Security. Ref.27, last para: General Matteini reported that as a tentative arrangement the Ministry of Marine had agreed with the Ministry for the Interior to have an Officer of the Carabiniere assigned to each Captain of the Port, to be responsible to him for Port Security. They were also discussing the possibility of constituting a special police force for port work. It was felt that much of the looseness of control lay in the fact that neither the Ministry of Marine nor the Ministry of the Interior was willing to accept full responsibility. It was recommended that the importance of this matter be stressed and that arrangements should be made which placed the responsibility for port security on the Captain of the Port.

Mr. Bazzanella considered that the port patrol when firmly established would be sufficient to cover the guard on warehouses and sheds, and asked that Ports & Warehouse Division be officially advised when an officer is appointed.

41. Withdrawal of A.C. Officers from ports. Colonel Sieff reported that a meeting had been held to consider the possibility of withdrawing Allied Commission Liaison Officers from ports, this being due to the shortage of port representatives to cover the impending expansion in the North. He asked whether it would be possible for MWT/NSA representatives to fill the gap, or whether the work could be handled by the Italian authorities. He said that hitherto the opinion was that Italian port liaison officers had not been entirely satisfactory. Gen. Matteini considered that the personal element had crept into this opinion and after discussion Colonel Sieff said he would be willing to experiment - he would withdraw the A.C. Port Liaison Officer from Piumicino and his duties would be taken over by a new officer to be

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42. Railway wagons. Colonel Sieff stated that in view of operations in the North the Rome area was likely to suffer from a shortage of railway wagons, and stressed that everything possible should be done to get the Fiumicino/Tiber canal into use. It was stated that arrangements for dredging were going ahead and it was hoped that the canal would be put into use in the very near future.

43. Supply of gear. Colonel Sieff stated that equipment such as tugs and cranes had been obtained from Allied Military sources, on loan, and in view of forthcoming commitments A.F.H.Q. had requested Transportation S/C. to examine the possibilities of releasing tugs and cranes in the immediate future from Italian sources. The Chairman suggested that this should be discussed under two headings, (a) land equipment and (b) craft.

As regards (a) General Matteini stated that there was no production of cranes in Italy and it would be a matter of transferring from port to port if any were withdrawn. Colonel Sieff suggested that there were cranes for the local building trades not now in use, and Gen. Matteini said he would approach the Ministry of Industry & Commerce with a view to Ministry of Marine requisitioning. The Chairman asked that this be treated as a matter of urgency.

ACTION: Gen.Matteini.

Capt. Butler said there were a number of gantry cranes at Tosi's Dockyard, Taranto, on the building berths, and as new building was stopped possibly these could be taken to assist Bari over the recent disaster.

Lt. Cdr. Young reported that cranes, thrown into the sea by retreating Germans, had been located at Pozzuoli. Col. Cazzo said that work was already progressing on the recovery of these cranes, and the Ministry of Marine would make enquiries into the possibility of further developing this source of supply.

As regards (b) D.O.H.C. could possibly find the tugs, but Mr. Hughes asked which Italian department would be responsible for control and co-ordination of requirements. Capt. Ruta said that there were no privately owned ship tugs, but those requisitioned by R.I.N. could be moved provided authority is given by the appropriate body. Military requisition for craft tugs which were required to be moved to another port was therefore seen to be the solution to this point.

44. Communications. Ref.28. Major Godfrey reported the efficient despatch of SITREP signals from 30 ports through Ministry of Marine network, and asked that a vote of thanks be given. This was agreed unanimously.

45. Small craft. Mr. Hughes asked whether the Ministry of Marine could register all un-requisitioned harbour craft, and any de-requisitioned craft added to the register. Gen. Matteini asked for a limitation of tonnage and the Chairman suggested that this be discussed between DOHC and Ministry of Marine.

Mr. Hughes also asked whether working reports showing tonnages handled etc. on craft could be furnished. Gen. Matteini thought that this was possible and here again it was left to DOHC to work out details with the Ministry of Marine.

46. Salvage. Ref. 30. Lt. Cdr. Young, Deputy F.S.C., drew the attention of the meeting to the amendments he considered necessary to the memorandum of the Director of Harbour Craft on the salvage of Italian small craft discussed at the last meeting. He pointed out, for instance, in Item 2 of the memorandum, the Ministry of Marine, when an area or port has been handed over to Italians, compile a list of vessels found sunk and which they intend to salvage. The list should be submitted through the Navy S/C. to C in C. Med., and from this the salvage of craft necessary to the Allies, such as dredgers, is taken over by the British Navy Salvage organisation. The C in C. Med. is not interested in the salvage of the remaining craft, which is entirely a matter for the Italian

local building trades [illegible] the Ministry of Industry & Commerce with a view to Ministry of Marine requisitioning. The Chairman asked that this be treated as a matter of urgency.

ACTION: Gen.Matteini.

Capt. Butler said there were a number of gantry cranes at Tosi's Dockyard, Taranto, on the building berths, and as new building was stopped possibly these could be taken to assist Bari over the recent disaster.

Lt. Cdr. Young reported that cranes, thrown into the sea by retreating Germans, had been located at Pozzuoli. Col. Gasco said that work was already progressing on the recovery of these cranes, and the Ministry of Marine would make enquiries into the possibility of further developing this source of supply.

As regards (b) D.C.H.C. could possibly find the tugs, but Mr. Hughes asked which Italian department would be responsible for control and co-ordination of requirements. Capt. Ruta said that there were no privately owned ship tugs, but those requisitioned by R.I.N. could be moved provided authority is given by the appropriate body. Military requisition for craft tugs which were required to be moved to another port was therefore seen to be the solution to this point.

44. Communications. Ref.28. Major Godfrey reported the efficient despatch of SITREP signals from 30 ports through Ministry of Marine network, and asked that a vote of thanks be given. This was agreed unanimously.

45. Small craft. Mr. Hughes asked whether the Ministry of Marine could register all un-requisitioned harbour craft, and any de-requisitioned craft added to the register. Gen. Matteini asked for a limitation of tonnage and the Chairman suggested that this be discussed between DCHC and Ministry of Marine.

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Lt.Cdr. Young suggested that item 5 be deleted because the R.I.N. salvage is part of the Ministry of Marine organisation, and is inclined to be confused with an organisation under Col. Spinelli who is in charge of a salvage group which works entirely under the direction of Fleet Salvage Officer Mediterranean.

Item No.7. of memo to be deleted and new paragraph inserted.

It was therefore agreed that the D.C.H.C memorandum on salvage of Italian small craft dated 5th April be cancelled and substituted by a new memorandum attached.

Lt. Cdr. Young advised that the Salvage Committee, Western Med., will hold its first meeting on 24th April, and recommended that the Sub-Committee take over where C in C. Med. Salvage leaves off in the control of Italian salvage.

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46. He also stated that the appointment of a Salvage Liaison Officer to FOTALI Cont'd will be made in about ten day's time.

Col. Gazzo presented a list of salvage firms showing the work they were at present engaged in, and this was passed to D.C.H.C.

47. Port organisation. Ref. 32. Gen. Matteini produced up to date charts showing the organisation of the Capitano di Porto and the full Ministry of Marine organisation, which the Chairman undertook to have translated and circulated in due course.

48. Port Sanitary Authority. The Chairman referred to correspondence from the Public Health Sub-Commission of A.C. with A.F.H.Q. regarding the re-instatement of Italian Sanitary Authorities. Gen. Matteini said that this matter came under the Captain of the Port technical services, and he undertook to look into the question.

49. Repair facilities. The Chairman referred to a press notice regarding the re-commencement of 150 small ship repair yards, employing 5,000 men, for the use by Italian authorities for ship repairs. There had always been a pressing demand for increased repair facilities, and the Chairman asked what was required in addition to those quoted in the article.

Colonel Sieff asked how repair materials were obtained, and considered that there was a genuine case for requisition by A.C. on Allied resources. General Matteini undertook to look into this question.

50. Draft Report. The Chairman stated that he proposed to table a draft report for consideration at the next meeting, and asked that if members had any points they wished to be included these should reach the Secretary not later than Tuesday morning next. The Chairman requested that if necessary, after discussion of the report, daily meetings be held in order that the report could be finalised and the Committee's recommendations forwarded to the Mediterranean Shipping Board.

Next meeting 10.00 hrs. Friday 20th April, Main Conference Room, H.Q., A.C.

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AMENDED MEMORANDUM.

ALLIED FORCE HEADQUARTERS
Office of Director of Harbour Craft
Western Mediterranean.

12th April, 1945.

To: Chairman, Campbell Committee, MEDBO.

Subject: Salvage of Italian Small Craft.

1. Commander in Chief, Mediterranean is responsible for all salvage in the Mediterranean.

2. The Italian Ministry of Marine is responsible for the salvage of all Italian craft other than those required for the uss of the Allied Forces in any non-operational port or area.

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

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

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

6. All privately owner craft is salvaged by private salvage companies or individuals under licence granted to the owner of the craft upon application to Divisione Ricuperi.

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

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

RECOMMENDATIONS.

i. That Divisione Ricuperi prepare a list of all salvageable small craft, details of licences issued and progress of work.

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

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2. The Italian Ministry of Marine is responsible for the salvage of all Italian craft other than those required for the use of the Allied Forces in any non-operational port or area.

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

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RECOMMENDATIONS.

i. That Divisione Ricuperi prepare a list of all salvageable small craft, details of licences issued and progress of work.

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

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

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

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

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9.

MEDITERRANEAN SUB-BOARD.

No.4. Minutes of Meeting of CAMPBELL COMMITTEE in ROME

6th April 1945.

Present:

Mr. Ian D. Campbell	Chairman
Lt. Col. J.A. Balfour	Transportation S/C.
Capt. H.St.J. Butler, U.S.N.	Navy S/C.
Mr. C. Tulloch	M.S.A.
Mr. S. Regan	M.S.A.
Mr. R. Hughes	D.G.H.C.
Mr. J. Hurley	Port & Warehouse Div.A.C.
Capt. F. Ruta	Gen. Staff, R.I.N.
Col. Gazzo	Salvage, R.I.N.
Mr. Gambioli	Chief of Divisions, M.M.

27. Organisation in ports. Ref.23. The Chairman reported that the meeting of the sub-committee to discuss the organisation in the apparent three categories of ports had been held and the following conclusions were arrived at :

Categories: a) Ports handed back in their entirety to Italian control (e.g. Civitavecchia)
b) Ports classified as civilian but with Allied Military commitment.
c) Ports classified as Military but containing a civilian operated area.

It was considered that category (a) ports presented no new difficulties. In category (b) the meeting considered that the Capitano di Porto should assume full responsibility and control, and work in close conjunction with the Allied Senior Movement Officer. Allied Military traffic should be handled by the Italian Port Authority in accordance with the wishes of the Senior Movement Officer. The control of lighters, tugs etc., should be the responsibility of the Capitano di Porto.

Ports within category (c) were considered, taking the port of Naples as a basis, where it is proposed that 3/4 berths are allocated exclusively for civilian work.

The meeting considered that it will be necessary for the Capitano di Porto to have a full organisation which can gradually take over as further berths or areas are released by the Military authorities.

As the over-riding authority for the working of the port will remain with the Port Commandant, and ship movements within the port will continue to be governed by the Allied authority, it was agreed that the Capitano di Porto should bear the same relationship to the Port Commandant as a Port Sub-Area Commander. By this means barge traffic and dock clearance will continue to be co-ordinated by the Water Division and Transportation respectively.

On the question of Customs control of the civilian area to be alloted, it was agreed that whatever arrangements are made by the Capitano di Porto for guards and policing, the Port Commandant should also retain his Port Security and Port Police in the area.

For the movement of civilian cargo the Allied Commission Officers concerned should work with the Capitano di Porto.

The Committee agreed that the above findings be put forward as a

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Mr. J. Hadley	Gen. Staff, R.I.N.
Capt. F. Ruta	Salvage, R.I.N.
Col. Cazzo	Chief of Divisions, R.M.
Dr. Gambioli	

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For the movement of civilian cargo the Allied Commission Officers concerned should work with the Capitano di Porto.

The Committee agreed that the above findings be put forward as a recommendation.

Later in the meeting Mr. Kelloch asked when ports are combined whether there would be any dividing barrier between the civil and military areas. Lt. Col. Belfour said that at present the Army were prepared to hand back berths as they became available, but the Chairman pointed out that these would develop into areas eventually and considered that they should be wired off. This raised the problem as in Civitavecchia of military personnel being subject to civilian control, and while the normal arrangement for Security and Policing of ports came under the supervision of the Ministry of the Interior the allocation of personnel was insufficient. The Italian Government had been pressed to allocate extra guards, but as the Capitano di Porto has no direct

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responsibility over such matters Captain Butler felt that it should be seriously considered whether Royal Italian Navy personnel be brought in as military guards, because it was evident that Allied vessels would be using the ports even for some time after the cessation of hostilities. Captain Ruta said that this was already being done in a limited way, and the R.I.N. were prepared and willing to give more help if the Allied Authorities would make a recommendation. Dr. Garbisli undertook to look into the problem and see whether he could make any proposals, and in the meantime it was agreed that the recommendation should go forward.

On the question of guards for warehouses and stores, Mr. Hurley said he would take up the matter with Mr. Mazzarella, and hoped to report at the next meeting.

20. Communications. Ref. 19. Captain Ruta stated that instructions have been given for signals to be sent through the Ministry of Marine networks, but asked that in the case of Sardinia permission be given for the use of wireless as a subsidiary means should the telecommunications break down. Captain Butler thought that this would be possible provided the Navy Sub-Commission receive notification of such intention and that this method was used for SITREP signals only.

29. Payments of tugs, lighters etc. Ref. 25. Mr. Hughes said that no further progress had been made on the question of general policy, and thought this would take some time. He did not, however, think that the discussions on dues to be levied need be held up, because at the moment as far as he was concerned there were only the barges on loan from A.F.H.Q. involved. Captain Ruta reported that Gen. Pattetini was holding a meeting tomorrow (Saturday) with the Ministry of Finance to discuss in detail a report which had already been drafted. He agreed with the Chairman's remarks that a blank t figure would be put in to cover the barges etc. on loan.

30. Salvage. Ref. 24. Mr. Hughes pointed out that minute 24, in his opinion, should be divided into three items, i.e. rehabilitation of craft, repairs and salvage.

Referring to the first paragraph he considered that the question of salvage or repairs should be funnelled through the Ministry of Marine to the appropriate body at A.F.H.Q., instead of through the Port Control Committee. This was agreed.

Para. 5. Mr. Hughes stated that discussions had been held by the interested parties, and as a result the attached memorandum had been drawn up on the salvage of Italian small craft. Captain Butler stated that Lt. Cdr. Levin had been appointed as the Salvage Liaison Officer, and in view of the importance of salvage, whether for rehabilitation of craft or for port clearance, the recommendation that a Sub-Committee be set up to accelerate the work was agreed.

It was appreciated that there would now be three Committees working on salvage problems, but this Sub-Committee now suggested had received the approval of Commander in Chief, Mediterranean and the Fleet Salvage Officer, and it was felt that it would assist in co-ordinating the work of the other two committees, namely C in C. Med. Salvage Committee and the Inter-Ministerial Committee set up at the request of the Chief Commissioner to handle the salvage problems of the Allied Commission.

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In referring to the memorandum the Chairman stated that the doubtful point was the question of allocation of priorities and supervision of salvage operations. Col. Grazo pointed out that the Inter-Ministerial Salvage Committee under the Ministry of Marine had been given the power to allocate priorities. Lt. Col. Balfour, however, considered that the establishment of priorities was un-coordinated, and instanced the case of the shearlegs which had been removed from Piombino where it was doing essential recovery work for coastwise traffic, to Civitavecchia, without consultation with the Allied Commission. Transportation Sub/Commission were of the opinion that this equipment would be more useful at Piombino.

The Chairman felt that although as far as this Committee was concerned the interest lay more with the ports and port equipment than with the general salvage question, the Sub-Committee now recommended should co-ordinate priorities.

Dredgers....

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30 Cont: Dredgers. Item 24, para:4. Mr. Hughes stated that the Fleet Salvage Officer is exercised about dredgers and he had requested that any questions in that direction should go direct to him. It was agreed that the Salvage Liaison Officer would keep F.S.O. advised on these craft.

Captain Ruta presented an additional list of small craft for salvage. This had not been considered by the Inter-Ministerial Committee, and was handed to D.O.M.C. for the Salvage Liaison Officer to examine in detail.

31. Handing over of ports (Instructions). Referring to Minute 14, the Chairman asked whether any progress had been made regarding the instructions already issued. Captain Ruta named a further instance whereby NOIC Cagliari had received instructions direct from C in C. Med., and he again asked if all instructions to Italian NOICs could be sent through the Ministry of Marine. Captain Butler did not think this was possible in every case but he undertook to have a copy of any instruction issued forwarded to the Ministry of Marine for information.

32. Port organisation. Ref.26. The Chairman asked that a chart be drawn up showing the ramifications of the Captain of the Port organisation, and Captain Butler suggested that the duties of the Captain of the Port and NOIC be clearly shown. Dr. Cembioli undertook to do this.

33. Definition of areas. Ref.22. Captain Butler said he was still without this information but he had received a letter stating that the matter was being taken up with the various Military commissions and would be furnished as soon as possible.

34. Compensation. Salvage - item 24. Mr. Hughes again raised the question as to whether, in the case of private owners raising craft and the craft requisitioned, any compensation would be paid and by whom. Col. Cenzo replied in the negative, but it was considered that some inducement must be made and the Chairman felt that this matter should be thrashed out by the Salvage Committee just formed.

35. Port instructions. Mr. Hurley asked the possibility of all orders and forms for the port being translated into Italian, and it was agreed that as in the case of signals and communications, such orders would be in Italian.

Next meeting to be held on Friday next, 13th April,

at 1000 hrs. in Main Conference Room, H.Q., A.C.

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Declassified E.O. 12356 Section 3.3/NND No. 780021

ALLIED FORCE HEADQUARTERS

Office of Director of Harbour Craft.

Western Mediterranean

5th April 1945.

Memorandum to CHAIRMAN, CAMPBELL COMMITTEE, MEDBO.

SALVAGE OF ITALIAN SMALL CRAFT.

1. Commander in Chief, Mediterranean is responsible for all salvage in the Mediterranean.

2. The Italian Ministry of Marine works under the direction of the Fleet Salvage Officer of C in C. Med., in the salvage of Italian small craft.

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

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

5. When Royal Italian Navy undertake salvage under instructions of Fleet Salvage Officer they use R.I.N. equipment. When the craft is R.I.N. owned or requisitioned they either use R.I.N. equipment or contract with a private salvage company.

6. All privately owned craft is salvaged by private salvage companies or individuals under licence granted to the owner of the craft upon application to Divisione Ricuperi.

7. In practice the Fleet Salvage Officer decides which craft are required for Allied Services and directs R.I.N. to salvage. Full authority is then given to the Italian Ministry of Marine regarding salvage of other Italian small craft.

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

RECOMMENDATIONS.

i. That Divisione Ricuperi prepare a list of all salvageable small craft, details of licences issued and progress of work.

ii. Salvage Liaison Officer, Director of Harbour Craft, Transportation

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SALVAGE OF ITALIAN SMALL CRAFT.

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2. The Italian Ministry of Marine works under the direction of the Fleet Salvage Officer of C in C. Med., in the salvage of Italian small craft.

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

DIRECTOR OF HARBOUR CRAFT.

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Ed Staff

8

MEDITERRANEAN SHIPPING BOARD

No.3.

Minutes of Meeting of CAMPBELL COMMITTEE in ROME

30th March, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Colonel M. J. Sieff	Transportation S/C.
	Lt. Col. J. A. Balfour	" "
	Capt. H. St.J.Butler,U.S.N.	Navy S/C.
	Mr. C. Kalloch	W.S.A. Reg. Dir.
	Mr. S. A. Regan	W.S.A.
	Mr. R. Hughes	D.O.H.C.
	Mr. R.M. Bazzanella	Ports & Warehouse Div.A.C.
	Lt. Gen. Matteini	Dir. Gen. Italian M.M.
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Lt. Cdr. Vaccarisi	Communications, R.I.N.
	Dr. Gambioli	Chief of Divisions,M.M.

19. Communications. Ref.12. Colonel Sieff reported that C in C. Med. has approved of the Italian cypher for passage of shipping information through the Ministry of Marine network in Italy and Sicily, and Sardinia if necessary, and Gen. Matteini confirmed that Sitrep reports and other messages could be handled through the Capitano di Porto.

Lt. Cdr. Vaccarisi later in the meeting asked whether, in order to condense signals transmitted, his Ministry could be furnished with a list of Allied vessels in Italian waters, it being proposed to allocate these names to a cypher group. It was considered that this list could be obtained from the Fleet Signals Officer on the staff of the C in C. Med. and Colonel Sieff undertook to explore the possibilities. ACTION: Col. Sieff

Gen. Matteini asked when it was proposed to commence sending the Sitrep reports through the Italian network, and it was agreed that Shipping Division of Transportation S/C. should arrange for a trial to commence about April 10th. ACTION: Lt.Col.Balfour.

20. Manning and control of tugs. Ref.15. Mr. Hughes, D.O.H.C. staff, whom Mr. Campbell welcomed to the Committee, said that he had not yet held the discussions suggested at the previous meeting, but he was making the contacts and would report further.

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

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

Mr. Regan stated that it had been agreed in Civitavecchia to increase the wages to stevedores and port workers, and asked if there was any control in this matter. The Chairman considered that whilst this Committee could advise the Mediterranean Shipping Board regarding payments, it was not a matter which could be discussed in detail at this Meeting. As a general policy, however, Gen. Matteini said that there is to be set up in Rome a Committee to discuss this question as it affects all ports, and on this Committee there would be representatives of Agents and Owners so that all tariffs could be agreed; although the tariffs would not be the same in all ports there would be fixed a basic rate on which to assess social insurance etc.

Referring to item 10 of the last meeting, Mr. Kalloch asked in what way would payment of pilotage etc. be handled and he was advised that it had

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Capt. F. Iuta	Gen. Staff, R.I.N.
Lt. Cdr. Vaccarisi	Communications, R.I.N.
Dr. Gambioli	Chief of Divisions, M.M.

19. Communications. Ref.12. Colonel Sieff reported that C in C. Med. has approved of the Italian cypher for passage of shipping information through the Ministry of Marine network in Italy and Sicily, and Sardinia if necessary, and Gen. Matteini confirmed that Sitrep reports and other messages could be handled through the Capitano di Porto.

Lt. Cdr. Vaccarisi later in the meeting asked whether, in order to condense signals transmitted, his Ministry could be furnished with a list of Allied vessels in Italian waters, it being proposed to allocate these names to a cypher group. It was considered that this list could be obtained from the Fleet Signals Officer on the staff of the C in C. Med. and Colonel Sieff undertook to explore the possibilities. ACTION: Col. Sieff

Gen. Matteini asked when it was proposed to commence sending the Sitrep reports through the Italian network, and it was agreed that Shipping Division of Transportation S/G. should arrange for a trial to commence about April 10th. ACTION: Lt.Col.Balfour.

20. Manning and control of tugs. Ref.15. Mr. Hughes, D.C.H.C. staff, whom Mr. Campbell welcomed to the Committee, said that he had not yet held the discussions suggested at the previous meeting, but he was making the contacts and would report further.

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

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

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

22. Definition of areas. Ref.14. Captain Butler stated he had sent a signal asking that the matter of the definition of port areas be expedited.

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

a) Ports handed back in their entirety to Italian control - (e.g. Civitavecchia)

b) Ports classified as civilian but with Allied Military commitment.

c) Ports classified as Military but containing a civilian operated area.

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

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

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

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

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

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

25. Payment of tugs and lighters. Ref.8. In answer to the Chairman Gen. Matteini said that he was discussing this matter with the Ministry of Finance, but discussions were not yet complete although it had been arranged [illegible] the Captain of the Port would be put in funds for the disbursement of

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

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26. Port Organisation. Captain Butler referred to a chart of pre-war Italian port organisation drawn up by Captain Rubba, and suggested that this Committee study the entire organisation of the ports and not restrict itself to the points contained in the MEDEC memorandum of 24th February. This was agreed and brought forward for discussion when the chart had been brought up to date.

27. Final Report. The Chairman suggested a time limit on these discussions and asked that a draft report be tabled on the 20th April. This was agreed.

Next Meeting in the Main Conference Room, H.Q.,A.C. on Friday 6th April at 10.00 hrs.

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(7)

MEDITERRANEAN SHIPPING BOARD

No.2. Minutes of meeting of CAMPBELL COMMITTEE in ROME

10.00 hrs. 23rd March 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Capt. H. St.J.Butler,U.S.N.	Navy Sub.Com.
	Lt. Col. J.A. Balfour	Transportation Sub.Com
	Lt. Gen. Matteini	Dir.Gen. Italian M.M.
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Lt. Cdr. Vaccarisi	Communications, R.I.N.
	Dr. Gambioli	Chief of Divisions, M.M.Office.
	Capt. Pecori Girardi	Adviser
	Mr. S. A. Regan	W.S.A.
	Mr. C.C. Crooks	Tn.6. (Operations)
	Mr. K. M. Bazzanella	Port & Warehouse Div. (Tn.6)

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

10. Payment of stevedores etc. Ref.8.,last paragraph. Mr. Regan said that he understood the payment referred to was for pilotage, which was subsequently reimbursed by the Italian Government.

11. Provision of Staff, daily reports etc. Ref.5. Lt. Col. Balfour stated that the C in C Med could not at present approve of the form of Sitrep report required. G.1. Intelligence also could not allow any information regarding ship movements to be passed through existing civilian channels.

General Matteini advised that as from the 21st March he had appointed an Executive Officer, attached to his staff in Rome, who would take charge of all matters concerning port working, communications etc.

12. Communications. Ref.4. Arising out of the above, para:1, Lt. Col. Balfour produced a memorandum showing the alternative means of communication, but owing to the Security ban placed on shipping information being passed through open lines only one method seemed workable, i.e. that of the Italian Ministry of Marine network, which would cover requirements provided signals were made in Italian cypher and acceptable to C in C. Med. Lt. Cdr. Vaccarisi, Chief of Communications Ministry, stated that a cypher had been approved by C in C.Med. and that the network could handle the Sitrep reports.

As regards Agents passing messages, it was agreed that depending on the amount of traffic involved, these could be handled through the Capitano di Porto. It was also agreed that messages other than Sitrep reports should be passed in Italian and translated into English by the Department concerned. Cdr. Vaccarisi also stated that if the Italian Naval network was to handle this traffic a directive would have to be issued to ensure freedom from requisition. Captain Butler said that AFHQ had already issued directives protecting existing facilities, and Col. Balfour undertook to contact Communications Sub.Com with a view to re-affirming such protection.

13. Responsible authority in ports. Ref.2. Gen. Matteini presented a statement

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M.F. Price.

Capt. Pecori Girardi	Adviser
Mr. S. A. Regan	W.S.A.
Mr. C.C. Crooks	Tn.6. (Operations)
Mr. R. M. Bazzanella	Port & Warehouse Div. (Tn.6)

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13. Responsible authority in ports. Ref.2. Gen. Matteini presented a statement 764 showing the constitution and operating areas of the Compagnie Portuali as at the 15th March 1945, copy of which is attached.

14. Definition of areas. Ref.3. Captain Butler, in reply to the Chairman, said that he had received no information as yet but hoped to produce a statement at the next meeting.

15. Manning and control of tugs. Ref.6. Salvage of non-operational harbour craft: Gen. Matteini furnished a memorandum (copy of translation attached) showing the general position of the sunken small craft and giving suggestions for possible salvage. He said that this work was in no way complete, and after further examination he hoped to submit a definite plan for salvage and rehabilitation of the craft.

The Chairman referred to a letter from the Director of Transportation Sub-

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Sub-Commission to C. in C. Med. Salvage Committee asking for a ruling on the salvage of these craft by local enterprise, and suggested that as the Director of Harbour Craft had been appointed to this Committee by the Mediterranean Shipping Board the whole question could be worked out between that officer and the Italian Navy Staff Officer. This was agreed.

16. Payment of stevedores etc. Ref.8. The Chairman referred to a letter he had received from the Chairman of the Mediterranean Shipping Board regarding a claim on Workmen's Compensation for a civilian stevedore involved in a fatal accident at Brindisi, in which it was stated that the amount of insurance paid in no way represented a sufficient income for the dependents' needs, and he asked for the views of the Committee. It was generally agreed that the present Italian law on the question of compensation for injury was unsatisfactory, in that the insurance was based on the basic pay and did not include the increases for cost of living, war bonus etc. General Matteini said that the problem was under examination by the Ministry of Industry, Commerce & Labour, but he would take up the question on behalf of the Merchant Navy with the Ministry of Marine.

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

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

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

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

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

Next meeting. This will be held in the Main Conference Room on the Third Floor, H.Q.,A.C. on Friday 30th March at 10.00 hrs.

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MINISTERO DELLA MARINA

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

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

PORTI	Denominazione delle organizzazioni operaie	Forza numerica			
		Permanenti	Avventizi	Occasionali	Totale
ANCONA	Compagnia lavoratori portuali	224	-	282	506
AUGUSTA	id.	40	-	310	350
BARI	Compagnia Portuale "NAZARIO SAURO"	396	50	1600	2046
BARLETTA	Compagnia portuale "E. FIERAMOSCA"	86	40	-	126
BRINDISI	Compagnia portuale "N. e S. BRIAMO"	118	24	195	337
CAGLIARI	Compagnia portuale "A. DEFFENU"	219	-	-	219
CARLOFORTE	Compagnia portuale "SAN CARLO"	111	57	-	168
Castellammare del Golfo	Compagnia lavoratori portuali	14			14
Castellammare di Stabia	id.	50	-	50	100
CATANIA	id	551	-	-	551
Civitavecchia	Compagnia portuale "ROMA"	352	-	80	432
Crotone	Compagnia lavoratori portuali	109	23	-	132
Gela	id.	51	-	-	51
Jonia	id.	103	-	-	103
Ischia	id.	11	2	-	13
Licata	Compagnia portuale "MONTE ECNOMO"	408	85	-	493
Lipari	Compagnia lavoratori portuali	300	-	-	300
Manfredonia	Compagnia portuale "F.MUSCATIELLO"	24	24	-	48
Matgherita di Savoia	Compagnia portuale "P. DEL VECCHIO"	71	-	-	71
Marsala	Compagnia lavoratori portuali	27	29	-	56
Marzamemi	id.	30	-	-	30
Mazara del Vallo	id.	36	-	-	36
Messina	Compagnia portuale "ITALIA"	291	-	176	467
Milazza	Compagnia lavoratori portuali	53	-	14	67
Molfetta	Compagnia portuale "D. PICCA"	24	-	-	24
Monopoli	Compagnia portuale "G. PEPE"	21	-	-	21

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ia portuale "A. DEFFENU"	219	-	-	219	
ia portuale "SAN CARLO"	111	57	-	168	
ia lavoratori portuali	14			14	
id.	50	-	50	100	
id	551	-	-	551	
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id.	51	-	-	51	
id.	103	-	-	103	
id.	11	2	-	13	
ia portuale "MONTE ECNOMO"	408	85	-	493	
ia lavoratori portuali	300	-	-	300	
ia portuale "F.MUSCATIELLO"	24	24	-	48	
ia portuale "P. DEL VECCHIO"	71	-	-	71	
ia lavoratori portuali	27	29	-	56	
id.	30	-	-	30	
id.	36	-	-	36	
ia portuale "ITALIA"	291	-	176	467	
ia lavoratori portuali	53	-	14	67	
ia portuale "D. PICCA"	24	-	-	24	
ia portuale "G. PEPE"	21	-	-	21	

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Olbia	Compagnia lavoratori portuali	69	–	10	79
Ortona	Compagnia portuale "V. ROCCO"	31	–	–	31
Palermo	Compagnia lavoratori portuali	621	–	–	621
Pescara	Compagnia portuale "N. SAURO"	50	15	–	65
Portici	Gruppo lavoratori portuali	18	–	–	18
Porto Empedocle	Compagnia lavoratori portuali	286	51	–	337
Portoscuso	id.	64	–	–	64
Porto Torres	id.	74	–	34	108
Pozzallo	id.	68	–	–	68
Procido	Compagnia portuale "L. RIZZO"	3	–	4	7
Reggio Calabria	Compagnia portuale "T. GULLI"	(1) 61	(2) 13	80	154
Rodi Garganico	Compagnia portuale "M. Gnozza"	11	12	–	23
Salerno	Compagnia portuale "FLAVIO GIOIA"	118	5	–	123
S. Antioco	Compagnia portuale "SAN GIORGIO"	150	133	–	283
Senigallia	Compagnia portuale "E. TOTI"	11	6	–	17
Siracusa	Compagnia portuale "SAN SEBASTIANO"	187	–	150	337
Taranto	Compagnia portuale "NEPTUNIA"	130	62	–	192
Torre Annunziata	Compagnia portuale "V. ROCCO"	122	21	–	143
Terre del Greco	Compagnia lavoratori portuali	8	–	–	8
Trani	Compagnia portuale "A. RAGNO"	12	–	–	12
Trapani	Compagnia lavoratori portuali	77	43	–	120
Vibo Valentia	id.	38	10	–	48
Vieste	Compagnia portuale "D. CAMPANARO"	10	1	–	11
		5939	706	2985	9630

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(1) Pre
(2) Pre

IL DIRETTORE GENERALE

(sgd.) C. MATTEINI.

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da lavoratori portuali	69	–	10	79	
da portuale "V. ROCCO"	31	–	–	31	
da lavoratori portuali	621	–	–	621	
da portuale "N. SAURO"	50	15	–	65	→ Attualmente quasi tutti assenti perche dedicatisi ad altri lavori
lavoratori portuali	18	–	–	18	
da lavoratori portuali	286	51	–	337	
id.	64	–	–	64	
id.	74	–	34	108	
id.	68	–	–	68	
da portuale "L. RIZZO"	3	–	4	7	
da portuale "T. GULLI"	(1) 61	(2) 13	80	154	(1) Presenti n.34 (2) Presenti n. 9
da portuale "M. Gnozza"	11	12	–	23	
da portuale "FLAVIO GIOIA"	118	5	–	123	
da portuale "SAN GIORGIO"	150	133	–	283	
da portuale "E. TOTI"	11	6	–	17	
da portuale "SAN SEBASTIANO"	187	–	150	337	
da portuale "NEPTUNIA"	130	62	–	192	
da portuale "V. ROCCO"	122	21	–	143	
da lavoratori portuali	8	–	–	8	
da portuale "A. RAGNO"	12	–	–	12	
da lavoratori portuali	77	43	–	120	
id.	38	10	–	48	
da portuale "D. CAMPANARO"	10	1	–	11	
	5939	706	2985	9630	

IL DIRETTORE GENERALE

(sgd.) C. MATTEINI.

TRANSLATION.

MINISTRY OF MARINE
DIRECTORATE GENERAL OF THE
MERCHANT MARINE
(Technical Dept.)

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

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

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

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

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

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

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

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

5. It is necessary to arrange promptly

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

b) clear the waters of ports and canals (for which it will be necessary to remove harbour craft, the salvage of which would not be inconvenient from the economic-technical point of view).

6. With this object in view it is necessary to mobilise without delay (also to take advantage of the season of fine weather) all the gear and personnel of the various

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b) clear the waters of ports and canals (for which it will be necessary to remove harbour craft, the salvage of which would not be inconvenient from the economic-technical point of view).

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

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

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

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8. It is thought that all the salvage work referred to above could be carried out in about 9-10 months, and bringing them into a state of efficiency (salvage and subsequent repairs) would not take more than 12-15 months.

9. In order to carry out the programme mentioned above it is necessary that

a part of the gear and material requested from the Allies should reach Italy by June/July.

availability should be assured of about 15-20,000 cubic metres of timber and about 1,000-1,500 tons of ferrous material for repair work

availability of the means of transport for this material should be assured.

Colonel of Naval Construction
(Gianguido Bordoli)

Rome, 23 March 1945.

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6.

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: The "Campbell Committee" in JCS

No	Date	To	REMARKS	From
1.	17/3/45	Econ. Section.	Reference the attached letter re "The Campbell Committee", the Executive Commissioner is personally interested, and should see the directive, if he has not already done so; for HERBERT H TAYLOR Director.	Tptn. S.C.

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MINUTES OF MEETING OF CAMPBELL COMMITTEE IN ROME

15th March, 1945.

Col Staff 5

No.1.

Present:	Mr. Ian D. Campbell	Chairman
	Capt.H.St.J.Butler, U.S.N.	Navy Sub/Com.
	Lt. Col. J. A. Balfour	Transportation Sub/Com.
	Mr. S. A. Regan	W.S.A.
	Lt. Gen. Matteini	Dir.Gen. Italian M.M.
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Dr. Gambioli	Chief of Divisions, M.M. Office.
	Capt. Pecori Girardi	Adviser.

1. The Chairman opened the meeting by welcoming the Italian representatives, giving them a brief survey of the work of the Committee and assuring them that recommendations of that Committee would be made to the Mediterranean Shipping Board so that as soon as practicable the Italian Authorities should resume the control of those ports which are not required by the Allied Military Authorities or have become redundant to their needs.

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

It was pointed out that until recently it had not been clear under which Ministry the Undersecretary for Merchant Marine would function, although on examination of the Armistice terms and the Cunningham-de Courten agreement, it appeared that so long as hostilities continued in Europe, or until other arrangements were come to between the Allied Governments and the Government of Italy, there could be no question but that the Undersecretary of Merchant Marine must remain within the Ministry of Marine. General Matteini confirmed this and pointed out that the agreement reached in November 1943 was that the Directorate Generale of Merchant Marine should function under the Ministry of Marine and remain there for the duration of hostilities.

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

After some discussion it was agreed that the operation of the ports released to Italian control should revert to the machinery set up prior to the war under the Capitano di Porto, and Gen. Matteini stated that he had already sent officers to Castellamare and Torre Annunziata. Investigations are being

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

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

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to the North, Naples, Ancona and all to the North, Manfredonia, Barletta, Bari, Brindisi, Taranto, Maddalena and Palermo. The Chairman asked that the Italian members look into the ports not mentioned and consider the possibility of their reverting to Italian governmental control, and to see that an organisation is set up in each port which would function satisfactorily.

Capt. Ruta said that the main difficulty would be the provision of food and lodging for the men appointed - at the majority of ports there are no facilities and unless something was definitely settled whatever organisation was provided would not be able to function properly. Col. Balfour said that the Allied Commission are attempting to provide clothing, and in some cases a certain food ration, but before any further steps could be taken they must be furnished with an estimate of requirements for each port.

Gen. Matteini pointed out that cranes, equipment etc. would also have to be provided, but Cd. Balfour said that this estimate had already been given and agreed with the Chairman's remark that this latter point was one on which this Committee could only make recommendations.

4. Communications. Col. Balfour stated that he had not yet obtained a definite detailed list of communication facilities available, but he had produced a memorandum showing the systems by which communications could be passed, but on no occasion was it possible, for security reasons, to pass information regarding movement of ships. After discussion there was no doubt that some system could be devised whereby the necessary information could be passed in order to make for efficient and speedy turnround of shipping, and Col. Balfour said that with the assistance of Gen. Matteini he would endeavour to work out further details. ACTION: Col.Balfour Gen.Matteini

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

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

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

8. Payment of stevedores, tugs, lighters etc. Turning to the question of payment of stevedores and the possibility of making a charge on civil cargoes, and also payment of tugs, lighters etc. and the possibility of instituting dues on civilian cargoes to reimburse dock authorities for costs, the Chairman asked whether the equipment supplied by the Allies was on loan or was to be paid for. This information was necessary in order to arrive at the assessment of dues on civil cargo to achieve the necessary income. Col. Balfour said he believed the equipment was on loan but that there was no

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ACTION: CHAIRMAN

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

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It was stated that few ships entering Italian ports paid for services rendered, and it was difficult for the authorities to obtain funds necessary to pay employees. The Chairman stated that it had been agreed at A.F.H.Q. that the ship would in the first instance be responsible for payment of stevedores, but other services, according to the reading of the armistice terms, would fall to the Italian Government. It was agreed, therefore, that pending a final decision regarding these payments, some acknowledgment should be given for services rendered and Col. Balfour said he would issue the necessary instructions. ACTION: Col.Balfour / Mr. Regan

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

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

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

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

Next meeting to be held at 10.00 hrs. on FRIDAY 23rd March and regularly every Friday thereafter.

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TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. CLIFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. L.F. CLINGING ROADS BRANCH LT.COL. C.M. CHRISTENSEN MAJOR STAIT CARLAW CAPT. H.J. MANSFIELD SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.C. GODFREY MAJOR A.M. McCLURE CAPT. R. HYDE LT. J. HAMILTON CHIEF CLERK RECEIVED FROM	DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION

MEDITERRANEAN SHIPPING BOARD.

No.1.

MINUTES OF MEETING OF CAMPBELL COMMITTEE held in ROME,
9th March, 1945.

Present:	Mr. Ian D. Campbell (Chairman)	M.W.T.
	Colonel M. J. Sieff	A.C. Trans.S/C.
	Captain H. St.J.Butler. U.S.N.	Navy S/C.
	Lt. Col. J. A. Balfour	A.C. Trans. S/C.
	Mr. S. A. Regan	W.S.A.

Appropos of the informal meeting of 2nd. March the Chairman stated that he had had a discussion with Lt. Gen. Matteini, who said that it was the intention of the Italian Government to maintain control of the Merchant Marine under the Ministry of Marine. The organisation would be the same as that which operated in pre-war days under the jurisdiction of the Minister of Communications.

General Matteini explained that there was considerable domestic rearrangement necessary to transfer the actual control from the military to the civil side of the Ministry, and he also said that Admiral de Courten expected some written communication from the Allies on this matter. The Minister of Marine had been advised of the workings of this present Committee, and had approved the names of four representatives to sit on the Committee for the Italians, as follows:

MEMBERS: Lt. Gen. Matteini
Dr. Gambioli, Chief of the Divisions in M.M. Office.
Capt. E. Ruta, General Staff of the Royal Italian Navy.

ADVISER: Capt. C. Pecori, Chief of Officiale Operazione.

These four names have been put before MEDBO and received approval, but in view of a report referred to at the Allied Commission President's meeting yesterday it was decided to withhold any official appointment until the report had been viewed and the integrity of the officers established. Col. Sieff said that approach had already been made to the Executive Commissioner for a preview of the report.

Communications. Col. Sieff reported that he had had further discussion with Communications Sub-Commission, and proposed to prepare a paper to put before the Committee giving existing channels and how far it could be permitted for shipping information to be passed by such channels. He stated that as far as port workings etc. were concerned there was no difficulty, but there were restrictions on shipping movements which were resulting in the waste of shipping time. It was felt that under the conditions prevailing in the Mediterranean today there was a strong case for relaxation of security measures in regard to information of ships working in ports released from Services control. It was further considered that such a recommendation might form part of the Committee's report to MEDBO.

Tugs, Lighters etc. Lt. Col. Balfour asked that the question of returning tugs, lighters, port equipment etc. to ordinary commercial channels should be strongly pressed. The Chairman considered that there were two categories under which these craft fell, firstly craft used exclusively for port working, and secondly tugs and lighters for coastwise movement of cargo. Col. Balfour reported that much better results were being achieved under commercial conditions with the importation of

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As far as port working is concerned, and to ensure efficient ship working, it was agreed that in the initial stages the control and operation of such craft would require to be held by the Port Authority, probably the Capitan of the Port service; however, an early return to commercial enterprise was desirable.

The tugs and barges already allocated to ports were at present under the jurisdiction of Italian M.C.I.C's, who were reported by Mr. Regan as being without funds for maintenance or wages. The Chairman undertook to endeavour to rectify this state of affairs.

ACTION: CHAIRMAN.

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Definition of Areas. Captain Butler suggested that some clarification was needed from the C in C. Med. as to definite areas and ports which have been turned over to the Italian Government, and he agreed to make the necessary enquiries. At the same time Col. Sieff undertook to ascertain at which ports there would be Military commitments. ACTION: Cpt. BUTLER
Col. SIEFF.

Col. Sieff reported that Military Movements Officers had had to be re-established in Reggio and Crotonne owing to the increased rail and shipping requirements, but they would in no way interfere with the handing back of the ports to Italian control.

Representation. The Chairman stated that there was evidently some doubt as to the representation of W.S.A., and that it was most desirable that during discussions the views of all members should be presented. Mr. Regan stated that he understood that the matter was to have been cleared with D.R.D., W.S.A. but apparently this had not been done.

It was hoped that subject to the report referred to earlier in the meeting the Italian representatives would be present at the next meeting on Thursday 15th March at 10.00 hrs.

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3.

MEDITERRANEAN SHIPPING BOARD

Notes of MEETING held in ROME, 2nd MARCH 1945.

Present:	Mr. Ian D. Campbell	M.W.T.
	Col. M. J. Sieff	A.C. Trans. S/C.
	Capt. H. St.J. Butler	U.S.N. Navy S/C.
	Lt. Col. J. A. Balfour	A.C. Trans. S/C.
	Mr. B. R. Perkins	U.S.A.

Mr. Campbell explained that the meeting was of an informal nature to discuss the directive given by the Chairman of MEDBO, dated 24th February 1945, setting up a Committee to examine and report to the Board the possibilities of transference of the operation by the Italian Authorities such Italian ports as are not under Allied Military Control.

To assist in ascertain the best approach to the work the Committee considered that the paper prepared by the Chairman would form the basis from which the Committee would function.

It was agreed that Mr. Campbell should approach the Minister of Marine through the Director General of Marine and the Under Secretary of Marine to ascertain if it was the intention of the Italian Government to continue the control of Italian ports and shipping under his Ministry. If such is the case the Minister would be requested to nominate appropriate representatives to the Committee. ACTION: CHAIRMAN.

The Meeting considered that the problem of communications between ports and the Authorities was of first importance and should be investigated as soon as possible. It was felt, however, that communications for civilian agencies connected with port working and shipping should be a matter to be dealt with by the Italian member of the Committee when appointed. ACTION: COL. SIEFF.

Col. Sieff requested that Headquarters A.C. should be officially advised of the existence of the Committee by A.F.H.Q., and that the various Sub-Commissions of A.C. be instructed to render any assistance and give any information required by the Committee. Col. Sieff further suggested that such instructions should be addressed to the Chief Commissioner. Mr. Campbell undertook to raise this question at A.F.H.Q. ACTION: CHAIRMAN.

The question of the handing over of tugs, lighters, port equipment etc. by the Allies to the Italians was discussed. The Committee were not clear as to the policy involved or the resulting financial position. It was agreed that this would require clarification at A.F.H.Q. ACTION: CHAIRMAN.

On the proposal of Col. Sieff it was agreed, subject to approval by MEDBO, that the Committee would be known as the Campbell Committee.

Until such time as experience proved otherwise the Committee would meet regularly each Thursday at 10.00 hrs. in Room 2, Resident H.Q., A.C., main building. If necessary additional meetings could be called at the request of any of the members.

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Mr. Campbell explained that the meeting had been called to discuss the directive given by the Chairman of MMSO, dated 25th February 1945, setting up a Committee to examine and report to the Board the possibilities of transference of the operation by the Italian Authorities such Italian ports as are not under Allied Military Control.

To assist in ascertain the best approach to the work the Committee considered that the paper prepared by the Chairman would form the basis from which the Committee would function.

It was agreed that Mr. Campbell should approach the Minister of Marine through the Director General of Marine and the Under Secretary of Marine to ascertain if it was the intention of the Italian Government to continue the control of Italian ports and shipping under his Ministry. If such is the case the Minister would be requested to nominate appropriate representatives to the Committee. ACTION: CHAIRMAN.

The Meeting considered that the problem of communications between ports and the authorities was of first importance and should be investigated as soon as possible. It was felt, however, that communications for civilian agencies connected with port working and shipping should be a matter to be dealt with by the Italian member of the Committee when appointed. ACTION: COL. SIEFF.

Col. Sieff requested that Headquarters A.F.H.Q. should be officially advised of the existence of the Committee by A.F.H.Q., and that the various Sub-Commissions of A.C. be instructed to render any assistance and give any information required by the Committee. Col. Sieff further suggested that such instructions should be addressed to the Chief Commissioner. Mr. Campbell undertook to raise this question at A.F.H.Q. ACTION: CHAIRMAN.

The question of the handing over of tugs, lighters, port equipment etc. by the Allies to the Italians was discussed. The Committee were not clear as to the policy involved or the resulting financial position. It was agreed that this would require clarification at A.F.H.Q. ACTION: CHAIRMAN.

On the proposal of Col. Sieff it was agreed, subject to approval by MMSO, that the Committee would be known as the Campbell Committee.

Until such time as experience proved otherwise the Committee would meet regularly each Thursday at 10.00 hrs. in Room 2, Basement H.Q., A.C., main building. If necessary additional meetings could be called at the request of any of the members.

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NOTES ON BRIEF REMITTED TO THE COMMITTEE.

I). Generally the points for consideration may be assumed within the terms of the remit to be the investigation and proposal of concrete plans for the Italian Authorities to resume their control in ports redundent to the Allied Services requirements. While nine points are raised in the Medbo directive of 24th February a considerable number of ancilliary questions will of necessity require the attention of the Committee.

2). The attached copy of the Medbo directive has been altered in so far as the questions posed in para.5 have been re-arranged in order to achiwe the sequence which should be followed.

3). Directive para 5 (a).

(I) "The appointement of one responsible Italian Authority in each port who would be responsible to the Shipping Authority for the turnround of vessels in his port".

(II) At this stage of "hand back" policy towards the Italian Covernment, the Supreme Allied Commander must be taken as the "Shipping Authority.

(III) Before any Port Authority is constitued such authority must be relegated by the appropriate Minister of the Italian Government. If is by no means clear which Italian Government department is ultimately responsible for the administration and control of ports other than Naval Establishments or Dockyards.

(IV) Prior to the entry of Italy into the 1914-18 War, the control of merchant shipping and port administration rested in the hands of the Minister of Marine. On the formation of a Ministry of Maritime Transport and Railroads the control and administration passed to that Ministry. After hostilities the Minister for Industry Commerce and Labour was responsible for these matters to the Covernment.

(b) It was after the advent of the Fascist Government that the merchant marine and ports came under the Ministry of Communications although the Ministry of Marine was charged with the certain duties among which effected both ships and ports. These duties entailed amongst othes others the recruitment for the Royal Italian Navy, the appointment of officers to the Captain of the Port Service, matters concerning the Fishing Flect etc.etc.

(c) A third Ministry that of Public Works was also interested in all matters of port development, reconstruction and maintenance of harbours, docks, graving docks etc.

(d) In accordance with the policy laid down by the Allies at the time of signing the Armistice with Italy in September 1943, the full

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(d) In accordance with the policy laid down by the Allies at the time of signing the Armistice with Italy in September 1943, the full control of ports and merchant shipping reverted to the Minister of Marine as a military expedient. This position pertains today.

(V) Prior to clarification of the position referred to in para 3 (IIIa, which may well occupy others for a lengthy period, the Committee will be unable to lay any finalised recommendations before the Mediterranean Shipping Board. Arising under this heading the following points should be examined.

I: Through which channels and through whom the Committee may approach the appropriate Italian Covernment Dept.to discuss the matter of appointment of the

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the responsible port authorities.

2.- The co-option of an Italian official as member of the Committee.

4. Directive para 5(b).

(I) "The means of communication between ports and the Shipping Authority".

(II) It is essential that all concerned in the various services which combine to move traffic through a port have immediate communication facilities, this applies equally to physical as well as telecommunication.

(III) With the with drawal of Allied Services experience has shewn.

(a) Signals originating through Naval sources and passed through Italian Naval Signals are unsatisfactory.

(b) Italian civilian and even Governmental agences are unable to communicate with any normal degree of speed between one port and another, either by telegraph or telephone.

(c) Military lines are not available to Italians.

(d) Mails do not meet the demand owing to slow delivery and in instances non-delivery.

(IV) The problem of reconstituting communications is under review by the authorities more intimately involved than this Committee. The following may usefully be examined.

1. Review of information which must be passed speedily to avoid detention or congestion in port working.

2. Information of an immediate nature required by the Italian Authorities.(Subject to para 3(v)2 above.

3. Facilities which are at present available either through permanent Italian channels or semi permanent Allied Channels.

5. Directive para 5 (c)

(I) "The provision of clerical staff to give daily reports on ships outturns and expected dates of completion.

(II) It is considered that the ones for the provision of staff referred to under this heading will be entirely an Italian committment. When decision has been reached as to the responsible Ministerial Authority, staff provision will automatically become the duty of that Minister.

(III) This Committee will require to assure themselves

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(III) This Committee will require to assure themselves however that the Italian organisation will be such that information will be available to all concerned with the minimum of delay.

6. Directive para 5 (d)

(I) "The manning and control of tugs and harbour craft".

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(II) Owing to Allied action, destruction by the enemy and requisition by the Allies the available tugs and harbour craft for port working have been severely depleted. It has been necessary for such facilities to be augmented from Allied sources. (e.g.Civita-Vecchia and Castellamare).

(III) Existing local craft available are in the main commercially owned and operated.No organisation has as yet been devised to ensure that the facilities handed over to the Italians will be manned, maintained and operated in an efficient manner. Indeed it is doibtful if the handover has ever been acknowledged by any Italian authority.

(IV) To ensure the most efficient working of harbour craft it is felt that there must be an incentive on the part of the operator whereby he may benefit. In the initial stages, however; when it is impracticable to hand over the craft direct to commercial enterprise the facilities may require to be operated by the Port Authority.

(V) It is considered that until the Committee are aware of the organisation of the Port Authority no recommendation can satisfactorily be arrived at.

(VI) The Committee will also require to seek guidance from the Allied Authorities as to their policy in connection with the transfer of tugs and lighters to the Italians and the resulting financial position clarified.

7. Directive para 5 (c)

(I) "Berthing of vessels on arrival.

(II) The examination of this question may be considered from a practical viewpoint and consequently must be considered after the Committee is aware of the conditions of the Port Authority.

(III) The Committee should be prepared to advise MEDBO of the necessary facilities which are at present not available in the ports, e.g. berthing tugs, boatman service, pilotage, berthing masters etc.

8. Directive para 5 (f)

(I) "The method for control of stevedores in the

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8. Directive para 5 (f)

(I) "The method for control of stevedores in the interest of turnaround of shipping"

(II) So long as SACMED retains interest in the movement of services or "desease and unrest" cargo on a war priority basis such cargo must rank as having precidence over all other cargo. Any recommendation that may be made under the above heading must be subject to the over ruling requirements of all traffic initiated by the Services authorities.

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(III) In view of the paucity of shipping to meet the overall requirements of the Combined Shipping Adjustement Board it is essential that all vessels are discharged and loaded with the maximum of despatch. In such matters as the allocation and control of stevedores, ships workers, dockers etc.it is doubtful if an immediate return to peace time practice could be achieved without some section of shipping suffering. An examination can therefore be usefully made into the question bearing in mind that the Shipping Authority must retaire the direct control of workers onboard vessels.

(IV) It is likely that the Italian Authorities will have concrete proposals as to port labour re-organisation which will be based on pre war practice.

9. Directive para 5 (g) and para 5 (h)

(I) "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".

(II) "The payment of tugs, lighters etc. and the possibilities of instituting dues on civilian cargoes to re-imburse dock authorities for costs in an equitable manner".

(III) These two instructions may be taken as covering the question of Port Authorities obtaining an income which will cover the expenditure necessary for port working. In many ports damaged by war there will be a natural desire to achieve an income from ships and cargo which will contribute to the rehabilitation of the port as a port. The Committee should be prepared to examine and advise MEDBO on these questions,it is not intended however that the Committee should discuss dues and rates in detail.

10. Directive para 5 (j)

(I) "The transmission of orders to ships on completion of discharge".

(II) The control of shipping both during hostilities and the immediate ~~marine~~ post war period will be exercised by either the Combined Shipping Adjustment Board or the United Maratime Authority and in accordance with an agreed programme of priority of movement.

(III) The Committee should be prepared to recommend proposals which will prevent vessels using Italian ports from evading any obligation which may be laid down by the Authorities ~~in para (II) above.~~

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I.D.C. 7/8

3rd. March 1945

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(1)

MEDITERRANEAN SHIPPING BOARD
A.F.H.Q., S.H.A.F.

MEDITERRANEAN SHIPPING BOARD

SHIPPING AND RECEPTION OF SHIPS IN PORTS.

I.) It has been agreed as soon as practicable the Italian Authorities should take over the operation of such Italian ports as are not under Allied Military Control.

2.) MEDBO 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 representative of Royal Navy, War Shipping Administration, Allied Commission, G.4 (Mov.& Tn.) Tn.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 MEDBO for transmission to the appropriate authority for sanction.

5.) The Committee should examine and report on such questions as th

a) The appointment of one responsible Italian authority in each port who would be responsible to the Shipping Authority for the turnround of vessels in his port.

b) The means of communication between ports and the Shipping Authority.

c) The provision of clerical staff to give daily reports on ships outturns and expected dates of completion.

d) The manning and control of tugs and harbour craft.

e) Berthing of vessels on arrival.

f) The method for control of stevedores in the interest of turnround of shipping.

g) The payment of stevedores and the possibility of making a charge on the civilian cargoes for this purpose which would be payable by the receiver.

h) 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.

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Sgd.) C.GIBSON GRAHAM 7/7

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Sgd.) C.GIBSON GRAHAM 5/7

24th February 1945.

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