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

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10000/109/432

REPORT ON VIS
NOV. 1944

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10000/109/432

REPORT ON VISIT TO WASHINGTON, LT COL JENNY
NOV. 1944

A/COS

6
A very interesting report from CA
Terry covering 3 subprojects

(1) Electric generating equipment

in paper 2.314.

(2) Highway construction equipment

in p. 2

(3) Tires in p. 2121. A/C should see. 8/11

(3)

10/11 To A/C for information L.

To D/C of S - Econ. Sec.

14/11 Noted. Very good. Trust steps are
being taken to implement Col. Gennep's
recommendations.

Stone

Cde

CC

See 9.

17/11/18/11

4863

10/11 To A/ce for information &
 (1) Electric generating equipment
 in p. 4, 2.3.4.

(2) Highway construction equipment
 in p. 4, 2.

(3) Tires in p. 4, 1. A/ce should see.
 8/11

10/11 To A/ce for information &

To D/COFS - Econ. Sec.

14/11 Noted. Very good. Trust steps are
 being taken to implement Col. Henry's
 recommendations.

Stone
 Cdr
 CC

See q.

7/11/1971

4863

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807
COPY

CONFIDENTIAL

0/1904

COMMANDING GENERAL, ROME AREA COMMAND PASS TO AG INFO AFHQ FOR
MHGEG, UK BASE SECTION FOR BGS, COMMUNICATION ZONE SHAFER FOR SHGE 71/16
OGS CITE CCAC

WAXX 63171 JEAR 5133 COM4

ROUTINE

NOV 151117

18 NOV Recd

gdf
15/12

CONFIDENTIAL

Supreme HQ Allied Expeditionary Forces Main Echelon VERSAILLES
FRANCE electric power equipment, Of the 60000 Kilowatts requisitioned,
responsibility for 20000 was assigned to civilian agencies by CCAC.
Will inform you at earliest date on arrangements for payment and actual
procuring procedures now under consultation. Refer CAL 730 and
Com 2 2nd paragraph.

DIST

ACTION ECON SEC (3)
INFO CHIEF COMMISSIONER
FILE (2)
FLOAT

4862

20/11

NOV 161930

2120

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9

Office of the Chief of Staff.

Colonel Jenny's Report on
Trip to Washington.
DOCS, Economic Section.

807/9/COS.

14 November, 1944.

The Chief Commissioner directs me to say that he has read Colonel Jenny's report on his trip to Washington and considers it very good. He trusts that steps are being taken to implement Colonel Jenny's recommendations. Please let me know your action in due course.

ET/JG.

SI
Brigadier,
Chief of Staff.

Noted B/O 4/12
4861

807
Tel. 478200

LAJ/ce

MEMORANDUM

193/ /PWU.

6 Nov. 1944

SUBJECT: Report on Trip to Washington.

TO : Vice-President, Economic Section A. C.

FROM : P. W. & U. Sub-Commission.

1. There is attached hereto a short report on the conclusions reached in connection with my mission to Washington.

2. I wish particularly to call attention to the portion dealing with the fact that the Foreign Economic Administration thus far has no established priority for having things manufactured in the United States and that something should be done promptly to establish such a priority, as otherwise all future requests which, no doubt, will be primarily on civil requirements would be seriously delayed.

3. There is also attached a separate report on the question of automobile tires which I have discussed with the Chairman of the War Production Board in Washington. It is believed that we may be able to obtain relief in this connection if the recommendations made to me are carried out.

4. As Commodore Stone has exhibited considerable interest in my mission to Washington, I believe these reports should be called to his attention at an early date.

L. A. JENNY,
Lt. Colonel, C. E.,
Director

Enclosure

See 9.
4860

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LAJ/ce

REPORT ON TRIP TO WASHINGTON

for the purpose of

- (a) Obtaining electric power generating equipment
- (b) Looking into status of our highway equipment requisition.

Members of the mission were Lt. Col. L. A. JENNY, Director of the Public Works and Utilities Sub-Commission, and Lt. Col. W. M. LAPPER, Chief of the Electrical Division of this Sub-Commission.

We left Naples on 25th of September 1944 and arrived in Washington at 0200 hours on September 29. I returned to Rome 1 November 1944 in the evening.

We made contact with all of the many interested Divisions and Committees. The principal Committee involved was the Combined Civil Affairs Committee, known as the CCAC. On this Committee are representatives of the International Division, Chief of Engineers office, British and Canadian representatives, as well as representatives of the State Department and of the Foreign Economic Administration. After a review by this Committee all matters are then forwarded to Sub-Committees of the various members of the Committee for review and discussion with their Headquarters. Many of these questions require confirmation of action by Ottawa and London. This was the case when endeavoring to determine which country could or should produce the articles required. The process is rather involved and numerous other Committees and Agencies have had to be contacted. I was advised that, by being on the ground and pushing them as hard as we did, we accomplished in two weeks what would normally take three months to do. This clearly demonstrates the wisdom of sending experts to Washington whenever speed is desired.

Electrical Generation Equipment.

Our requisition called for 60,000 kw of electrical generating equipment. We had shown in the justification for this equipment that, among other things, we desired 20,000 kw more electricity to be brought into Rome. In making a decision the CCAC was guided first by the speed with which equipment could be made available to be of use for military purposes in this theater and, secondly, by the fact that we had indicated that 20,000 additional kw should go to Rome. In view of the fact that equipment totalling 40,000 kw could be made readily available and which might be of use to the Military, and the further fact that 20,000 kw were to be used for Rome, the Committee decided to allocate 40,000 kw as a Military necessity and 20,000 kw as a civil necessity.

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- 2 -

We had obtained from the War Production Board, where we had the most excellent cooperation, information as to the availability of equipment now in the United States or coming off the production lines. Based upon this information, we prepared a statement as to what we desired. Our request for readily available equipment amounting to 40,000 kw was approved consisting of the following:

- (a) 1 Floating Power Plant, Unit "C", now nearing completion at Pittsburgh, having a capacity of 25,000 kw at 50 cycles.
- (b) Units built for the Chinese Government and now in storage in a warehouse at Troy, N. Y., packed in small packages for shipment over the Burma Road, consisting of:

1 - 2000 KW unit,
1 - 3000 " "
1 - 4000 " "
1 - 6000 " "

Total: 15000 KW

In connection with the floating power units it should be stated that 4 such floating power plants were manufactured. Unit "D" was on the way to France and Unit "B" was ready to go. In view of the fact that France already was given one unit, we made a special request to have Unit "B" sent to Italy, so as to give us immediate relief. A cable was sent to the French Theater and a reply was received that both of these units were needed to go to two different ports to supply power for port operating equipment. As a result of this reply our request was denied and Unit "C", now at Pittsburgh, was assigned to us. However, Lt. Col. Lapper, while in England, will try to contact Lt. Col. Cislser of the European Theater in an effort to try to persuade him to let us have Unit "B", if at all possible.

At a conference in New York at the International Division of the Westinghouse Electric Company, manufacturers of this steam power equipment, we learned that numerous parts of this equipment had been taken away and that certain essential parts, such as circulating equipment, were not available. It was agreed that the Westinghouse would assemble these units for us into three or four sections easily transportable, while the balance of the equipment was being procured, thus saving time for us. All equipment will be accompanied by the necessary tools for erection and maintenance.

It was estimated that the Chinese units could be delivered to us in Italy by about the 15 January and that the Floating Power Station could arrive here about 1 March 1945.

The request for the additional 20,000 kw was referred to the Foreign Economic Administration to procure. This matter was discussed with Mr. HUNT of the FEA and also with Mr. BOSCH,

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I was informed that requests made for civil purposes had no priority, whereas Military requirements, including the 40,000 kw mentioned above, have an AA-1 priority. I was advised at the War Production Board that there would be considerable delay in obtaining any equipment being a "Civil Requirement". The opinion expressed was that, if materials were available, they would be allocated, if a manufacturer had surplus capacity, he would manufacture it, provided that it did not hurt any other war production. In answer to my question as to whether this meant that this equipment might not reach us before 1946, I was advised that that might be so.

This raises an extremely important question which we must bear in mind in connection with all requisitions for the rehabilitation of Italy. Most of such requisitions will, of necessity, have to be classified as being "Civil Requirements". Therefore, much delay will be experienced in procuring any such equipment. It is of extreme importance that steps be taken to assure that when urgent requests for civil requirements are made and the FEA is requested to furnish this equipment, that it take steps to obtain a higher priority, possibly an A-1 priority or better, otherwise such equipment would be of little value in the early rehabilitation of Italy, as it would not arrive in sufficient time to be of any use in our immediate task.

Highway Construction Equipment.

Our requisition of highway construction equipment, which was prepared last spring, had been approved by AFHQ early in June and sent to Washington. Since that time it had been going through the processing stage and had not yet reached final decision when we arrived in Washington. This matter was pushed and telegrams were sent to London asking for an early decision as to whether or not Britain could furnish any of that equipment. A reply was received from London that it could not furnish any part of that equipment and, therefore, the United States will have to furnish this. A decision was finally reached that this be made a Military requirement and we were assured that early instructions would be issued permitting us to draw from Army stocks in this theater, which stocks would then be replaced with new equipment coming off the production lines. No one seemed willing to estimate approximately when this equipment, or any part of it, would be made available. The fact, however, that it has been accepted as a Military requirement, should help us in obtaining reasonably early delivery of some of this equipment. We are counting very much upon using some of this equipment in connection with our electrical rehabilitation program.

I was advised that it might have taken several months yet before a decision would have been reached, had we not pushed this in Washington and urged it as a Military necessity. By this time it might then have been called a "civil requirement" and might not have been ready for delivery before 1946.

L. A. JERNY,
Lt. Colonel, C. E.,
Director.

Automobile Tires.

Although our Travel-Orders to the United States indicated that we were not to discuss transportation and shipping problems while in Washington, I took it upon myself, nevertheless, to discuss with officials at the War Production Board the very vital question of obtaining automobile tires which, in a broad sense, could not be considered as discussing overall transportation problems.

I first discussed this problem with Mr. J. A. KRUG, Chairman of the War Production Board, who called in Mr. J. D. CLARK, Director, Rubber Division, W. P. B. I then discussed this problem in detail with Mr. Clark.

I was advised that the bottle-neck in the tire production at home was in the capacity of our plants to produce tires. I was informed that there were ample stocks of raw materials needed to manufacture tires, and that if it were possible for us to open up one of the previously well equipped tire manufacturing plants in Northern Italy, we would be assured of an ample supply of raw materials for manufacturing tires in this country.

I was also advised that experts from the War Production Board were at the present time in France assisting in the rehabilitation of two plants (I believe they are the Renault and Michelin plants) which were only lightly damaged and which could manufacture considerable quantities of tires. I was also advised that there was one good plant in Northern Italy and that the War Production Board would send an expert to Italy to assist in the rehabilitation of such tire manufacturing plant in Northern Italy, as soon as they were advised that we could undertake this task. The suggestion was made that we contact proper Authorities in the French theater with a view of obtaining tires for the Italian theater from the French pending the reestablishment of the Italian plant. This was considered particularly interesting to us because of the fact that the French plant would also manufacture some of the small tires needed in Italy and which we are now unable to obtain.

I consider the above information of sufficient importance to thus specially report upon my finding, in the hope that something may be done to assist us in this very critical problem.

L. A. JENNY,
Lt. Colonel, C. E.
Director.

