

0564

Declassified E.O. 12356 Section 3.3/NND No. 785020

ACC

10000/124/20

SHIPB
JUNE

0565

Declassified E.O. 12356 Section 3.3/NND No. 785020

10000/124/20

SHIPBUILDING REPORTS, ETC. IRN-18
JUNE 44 - FEB 45

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

76
File

NSC/1598
1 February 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer, Taranto Adriatic and Liaison, Italy.

Subject: Allied Commission Shipping Instructions.

Enclosure: (A) Copy No. 109, A.C. Shipping Instruction No. 5
of 27 January 1945.
(B) Copy No. 109, A.C. Shipping Instruction No. 6
of 27 January 1945.

1. Enclosures (A) and (B) are forwarded herewith for
information.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, A.C.

Copy to:
Transportation SC.AC.



2841

4 FEB 1945
7 FEB 1945

IRN 18

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

File
File

NSC/1599
1 February 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Flag Officer, Northern Area, Mediterranean.
Subject: Allied Commission Shipping Instructions.
Enclosures: (A) Copy No. 108, A.C. Shipping Instruction No. 5
of 27 January 1945.
(B) Copy No. 108, A.C. Shipping Instruction No. 6
of 27 January 1945.
1. Enclosures (A) and (B) are forwarded herewith for
information.

H. W. ZIRCLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy to:
Transportation SC.AC.



FEB 1945

2840

IRN 18

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

File
NSC/1541

20 January 1945.

Emilio Picchiotti Shipyard,
Via Flaminia 360
Rome.

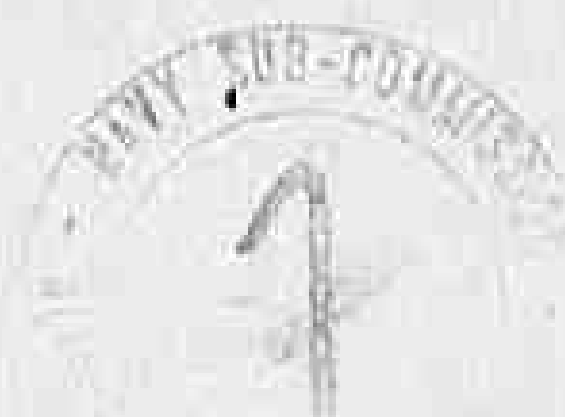
Gentlemen:

Your letter of January 12th which informs the Allied Commission of the facilities of the Emilio Picchiotti Shipyard at Civitavecchia is appreciated. It will be forwarded to the appropriate office of the Allied Commission for information.

As the port of Civitavecchia has been returned to operational and administrative control of the Italian Navy, it is suggested that if you have not already done so, you should ensure that the Italian Ministry of Marine has full knowledge of all of your personnel and equipment which is available to assist in the rehabilitation of the port.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AG.

2339

JAN 18
22 JAN 1945

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

#12

NSC/992B

14 October 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Industry Sub-Commission, Hq. ACC.
Subject: 2000 Ton Tanker under Construction at Ancona Shipyard.
(Job No. 176)

1. A copy of the Italian Ministry of Marine letter 742/FO of 10 October 1944 with reference to the subject tanker is enclosed herewith. The Industry Sub-Commission, ACC, in reference (a) requested comments from the Petroleum Section, Hq. A.A.I. on a proposal to complete this vessel, either for A.A. or for A.G.I.P.

2. Information is requested as to what further action has been taken by the Industry Sub-Commission, ACC, in order that a reply may be made to the Ministry of Marine.

H.W. Zirolì,
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, ACC.



17 OCT 1944

1305

2838

1 RN
18

From: MINISTRY of MARINE (Cabinet)
 To : F.O.L.I. - Rome
 Date: 10.10.44
 Ref.: 742/FO

Subject: 2000 Ton Tanker under Construction at Ancona
Shipyard. - (Job N° 176) -

1) On N°3 Slipway at the Ancona Shipyard there is a 2600 T.D.W. tanker in an advanced state of construction, ordered by A.G.I.P.

Due to the destruction carried out by German troops this vessel is lying on her side and it is impossible to right her.

2) According to the Shipyard Management, as the hull had only been rivetted on the double bottom and extreme stern part, it would be advisable to dismantle the whole structure, recover and classify it so as to rebuild her.

When the yard was taken over by Allied Authorities, the Company was asked to make a prompt decision in regard to the above construction or it would have to be broken up.

3) In this Ministry's opinion the structure should be immediately and systematically dismantled and rebuilt as soon as possible as the tanker would be very useful for coastal transport of liquid fuel.

4) Please examine this proposal, kindly bearing in mind the great importance of the matter in view of the net ²³³⁷ack of M/Vs. in general and tankers in particular, informing us of your opinion hereon.

5) Should your Command approve our request, kindly inform Ancona Allied Naval Authorities at earliest convenience to avoid this ship being broken up, which will occur if counter orders are not issued.

DS/P

THE MINISTER





Ministero della Marina

GABINETTO

Roma 10 OTT 1944

M F.O.I.I. = ROMA #

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 742/50 Allegato

ARGOMENTO: Motocisterna da 2000 Tonn. in costruzione presso i Cantieri Navali di Ancona. - (costr. 176) -

1. Sullo scalo n.3 del Cantiere Navale di Ancona si trova in istato di avanzata costruzione una motocisterna da 2000 Tonn. D.W. ordinata dall'A.G.I.P.

Attualmente questa nave in seguito alle distruzioni operate dalle truppe germaniche si trova rovesciata su un fianco ed é impossibile provvedere al suo raddrizzamento.

2. Secondo quanto riferito dalla Direzione del Cantiere, poiché la ribaditura dello scafo era estesa solamente al doppio fondo e all'estrema poppa, sarebbe conveniente provvedere allo smontamento di tutte le strutture e al recupero e classificazione delle stesse per poter successivamente procedere alla ricostruzione dello scafo.

In seguito all'ordine impartito dalle Autorità Alleate per il riordinamento del Cantiere, la Direzione dello stesso ha richiesto alla Società committente di prendere sollecitamente decisioni in merito per evitare che si debba procedere al taglio delle strutture e il recupero dei materiali come rottame.

3. A parere di questo Ministero si dovrebbe senz'altro procedere allo smontaggio sistematico delle strutture in modo da consentire, appena possibile, la ricostruzione della nave che risulterebbe di grande utilità per il traffico stiero dei combustibili liquidi. 2836

4. Si prega prendere in esame la proposta tenendo presente la capitale importanza della questione in vista delle attuali note deficienze di naviglio mercantile in genere e di

motocisterne in particolare, comunicando la propria opinione in merito.

5. Qualora codesto F.O.L.I. approvasse la nostra richiesta si prega impartire le necessarie istruzioni alle Autorità Alleate competenti di Ancona, dando alla pratica carattere di urgenza onde evitare che, in mancanza di disposizioni al riguardo, la nave possa essere distrutta.-



IL MINISTRO

Pinardi

COPY

Office of the Commander-in-Chief
Mediterranean Station,
Allied Force Headquarters.
23rd September, 1944.

Med.429/3/4.

THE FLAG OFFICER, TARANTO, ADRIATIC
AND LIAISON ITALY (ROME).

ITALIAN SHIPBUILDING INDUSTRY

A copy is enclosed of the
Commodore Administration's letter
dated 23rd September, 1944 and enclosure
thereto, to Captain Stone, U.S.N.R.

Haines
for ADMIRAL

COPY

COPY

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.

23rd September 1944.

Dear Captain Stone,

Attached is a precis of our discussion on
19th September concerning the Italian Shipbuilding
Industry.

It does not by any means cover all the points
brought up but I hope it will give you something to work
on.

We would be very glad to be associated with any
further proposals by the Allied Control Commission as I
think you will agree that the Royal Navy is closely
concerned in order to make full use of certain facilities
particularly in the South.

J. R. S. HAINES,

COMMODORE ADMINISTRATION

Captain Stone, U.S.N.R.
Industry Sub-Commission,
Allied Control Commission,
ROME.

COPY

2335

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1784
10 March 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Economic Section, Hq. AC.
Subject: Rehabilitation of Shipbuilding Industry.
Reference: (a) Navy Sub-Com. first encl. NSC/1615 of 3 Feb. 1945.
(b) Navy Sub-Com. ltr NSC/1689 of 20 Feb. 1945.
1. A reply to Navy Sub-Commission letters, references
(a) and (b) would be appreciated.

H. ST. JOHN BUTLER,
Captain, U.S.N.
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.



12 MAR 1945

2334

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1689
20 February 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Economic Section, Hq. A. C.
Subject: Rehabilitation of Shipbuilding Industry.

1. Information is requested whether the report on the subject industry, referred to in Navy Sub-Commission, AC first endorsement NSC/1615 of 3 February 1945, is available for transmittal to the Naval Allied Commander-in-Chief, Mediterranean.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.



22 FEB 1945

2833

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

MSC/1615
3 February 1945

FIRST ENDORSEMENT on
Industry Sub-Com. AC ltr
AC/5566/IND of 20 Dec 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Economic Section, HQ, A.C.

Subject: Rehabilitation of Shipbuilding Industry.

1. Forwarded.

2. The Naval Allied Commander-in-Chief, Mediterranean, has requested that a copy of the report on Stage 1 of the rehabilitation of the Italian Shipbuilding Industry referred to in the policy attached to the basic letter be furnished when available. The Industry Sub-Commission, A.C. in letter AC/5566/IND of 1 February 1945 (copy to Economic Section) advises that this data has been forwarded to the Economic Section, A.C. If available, it is requested that a copy of the report referred to be furnished for transmittal to the Naval Allied Commander-in-Chief, Mediterranean.

3. The return of papers is requested.

H. W. ZIRONI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy to:
Industry SC.AC.



7 FEB 1945

2332

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

File

NSC/1482
9 January 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Rehabilitation of Shipbuilding Industry.
Reference: (a) Navy Sub-Com. AC. ltr NSC/1385 of 23 December 1944.
Enclosure: (A) Copy AC letter ACC/5566/IND of 1 October 1944.
1. A copy of the policy referred to in the enclosure to reference (a) is forwarded herewith as requested in Commander-in-Chief, Mediterranean, despatch 081900A.

H. W. ZIROLI,
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, AC.



2831

18 JAN 18

COPY

447

Ref. : AC/5566/IND

20 December 1944

SUBJECT: Rehabilitation of Shipbuilding Industry.

TO : Navy Sub-Commission

FROM : Industry Sub-Commission.

The work now being carried out by the Ministry of Industry, Commerce and Labour listing requisitions for the Shipbuilding Industry are based on the following programme which has been handed to the Ministry.

Programme for the building of coastal vessels, tugs and lighters.

Hull Material - Wood.

1. Motor schooners (approximate characteristics)

Tonnage (Div. load)	200	300	500
L x B x D (metres)	29x7x3	35x7x3.4	43x8x4
Motor (S.H.P.)	130-155	190-230	275-400
Speed	7-8 Kts	8 Kts.	8 Kts
No. to be built	50	70	50

2. Tugs

24 of Gross tonnage 50 Tons 130-150 S.H.P.

3. Lighters

No. 100 x 50 Tons No. 50 x 100 Tons.

4. Floating cranes20 of 20 Tons lifting capacity
6 of 50 "

The above is in accordance with the policy formulated (copy attached).

Copy to:

Economic Section

Major Mycans

Major Kilner (for monthly report)

(p.t.o.)

W.S. VAUGHAN

Director,

Industry Sub-Commission.

2339

Ref. AGC/5566/IND.

1 October 1944.

P O L I C Y

Proposed for the re-activation of the

ITALIAN SHIPBUILDING INDUSTRY.

I Stage.

Ascertainment of present situation of all shipyards located in liberated Italian territory:

This to be done by report from:

- A. Damages: suffered - by war action
 - "Sabotage or removal
 - "lack of maintenance

Col. Bordoli.

B. Actual production and/or repair capacity

1) with local resources both as regards building materials, power and employment

with 3 experts for:

- a) Naples
 b) Taranto
 c) Palermo

2) with partially local or exclusively national resources necessitating transport of materials, power and immigration.

C. Other data regarding

- 1) quiriad situation (requisition by Allied Authorities)
 2) particulars of organisation
 3) Orders received or pending
 4) Ships under design or construction
 5) Material both for building & consumption, tools, etc.,

When above is completed Stage II will be commenced.

Stage II

Re-habilitation of shipyards:

- 1) Assist and encourage such restoration of shipbuilding and repair facilities as will be presumably required by the program as specified below:

2829

2) Requirements: to put this into effect involve

- 1) Derequisition partial or total and removal of stores and machinery and/or activity not connected with the industry
- 2) Transport by land or sea for materials and machinery strictly connected with the repair of the plant.

3. Power.

Note: In case of cannibalisation coordinate problems involved in transferring property in leasing or lending it to the plant to be thus re-habilitated.

III Stage.

Shipbuilding program.

- 1) Priority to be security mainly for repairs needed for the immediate war efforts.
- 2) If shipbuilding and repair facilities are in excess of demand as mentioned under 1) such residuary capacity be used for
 - 1) repair of salvaged ships
 - 2) construction of coastal vessels (up to 1500 DW)
 - 3) completion of work (mercantile ships) on hand, on which progress has reached a stage of over 50%
- 3) The program as suggested above can only be carried out if necessary supplies of material, power, transport and capital are available.

/s/ C. J. Benson,
Lt. R.A.

2328

NATAL MESSAGE.

For use in
Signal
Department
only

Originators Instructions
Application of Priority
Interest Group(s)

Congress (Panchenko)

~~RESTRICTED~~

No. of
Circuits

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C IN C, MED.

FROM:

FOTALI-ROME

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1.00

YOUR 141224 COPY POLICY CONNECTION SHIPBUILDING
FORWARDED BY NAVY SUBCOMMISSION LETTER 1482 OF
JANUARY

149

15

20

2

 Springer

30

74

System

P.L. Code or Cycler

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P.O.O.W.

Date _____

28274

STA. 121/89

WL 37260/10818 15.0000 12/43 1.114 31.7000

NAVAL MESSAGE

S. 1320d.

(Established - May, 1930)
(Revised - January, 1943)

To:

TOTALI Base

From:

C. in C. Mod.

Request copy any be forwarded of the Policy formulated to which reference
is made in the enclosure to Navy Staff Commission letter N.S.C./1385 dated
25th December '43.

#081900A.

Dist. 3, 4, 8, 10, 12, 15.

P.L. S.P.

T.O.R. 2300

Date 6-1-45.

8326
FILE

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1385
23 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Rehabilitation of Shipbuilding Industry.
Enclosure: (A) Industry Sub-Com. AC. Ltr AC/5566/IM of 20
December 1944.
1. Enclosure (A) is forwarded herewith for information.

H. W. ZITOLI,
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy to:
FOHAM
FOCALI - TARANTO

second copy
Sent to NSC/1482

2325

23 DEC 1944

20 December 1944.

Ref. : AC/5566/IND

SUBJECT : Rehabilitation of Shipbuilding Industry.

TO : Navy Sub-Commission.

FROM : Industry Sub-Commission.

The work now being carried out by the Ministry of Industry, Commerce and Labour listing requisitions for the Shipbuilding Industry are based on the following programme which has been handed to the Ministry.

Programme for the building of coastal vessels, tugs and lighters.

Hull Material - Wood.

1. Motor schooners (approximate characteristics)

Tonnage (Div. load)	200	300	500
L x B x D (metres)	29x7x3	35x7x3.4	43x8x4
Motor (S.H.P.)	130-155	190x230	275-400
Speed	7-8 Kts.	8 Kts	8 Kts.
No. to be built	80	70	50

2. Tugs

24 of Gross tonnage	50 Tons	130-150	S.H.P.
---------------------	---------	---------	--------

3. Lighters

No. 100 x 50 Tons	No. 50 x 100 Tons.
-------------------	--------------------

4. Floating cranes

20 of 20 Tons lifting capacity	
6 of 50 " " "	

2824

The above is in accordance with the policy formulated (copy attached)

Copy to:

Economic Section

Major Hydens

Major Kilner (for monthly report)

/s/ W.S. VAUGHAN
Director,
Industry Sub-Commission

COPY

Tel. 391

WEM/hh

Ref. AC/5566/IND

1 February 1945

SUBJECT : Rehabilitation of Shipbuilding IndustryTO : Navy Sub-Commission

FROM : Industry Sub-Commission

1. Reference letter NSC/1577 of 30 January 1945.

2. All information and studies prepared by the Ministry of Industry, Commerce and Labour in cooperation with the Industry Sub-Commission are now in the hands of the Economic Section of HQ/AC for screening and coordination with related programs and needs. Accordingly, it is suggested that the request for the finished program for transmission to the Naval Allied Commander-in-Chief, Mediterranean, be directed to the Economic Section.

Copy to : -
Economic Section

W. S. Vaughan
for W. S. VAUGHAN
Director,
Industry Sub-Commission

2323

3

0587

HEADQUARTERS, ALLIED COMMISSION

APC 394

Navy Sub-Commission

NSC/1577

30 January 1946.

From: Navy Sub-Commission, Hq, AC.
To : Industry Sub-Commission, Hq, AC.
Subject: Rehabilitation of Shipbuilding Industry.

1. It is requested that a copy of the report that is being prepared as Stage I of the Rehabilitation of the Italian Shipbuilding Industry referred to in the policy attached to Industry Sub-Commission, AC letter AC/5866/IND of 20 December 1944, be furnished when available for transmittal to the Naval Allied Commander-in-Chief, Mediterranean.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy to:
C in C, Med.

2822



Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
25th January, 1945.

Med.45/429/3/4.
THE FLAG OFFICER, TARANTO, ADRIATIC AND
LIAISON ITALY (ROME).

REHABILITATION OF SHIPBUILDING INDUSTRY.

The Navy Sub Commission's letter NSO/1482 dated
9th January 1945, has been read with interest.

2. It is requested that the report now being prepared
as Stage I of the Rehabilitation of the Italian Shipbuilding
Industry may be made available to the Commander-in-Chief, in
due course.

3. The requirements of the Commander-in-Chief of the
Italian Shipbuilding Industry remain as stated in Med.829/4/18
dated 24th March 1944, a copy of which was forwarded under
Med.429/3/4 dated 23rd September, 1944.



M. Stamer.
for ADMIRAL

2821

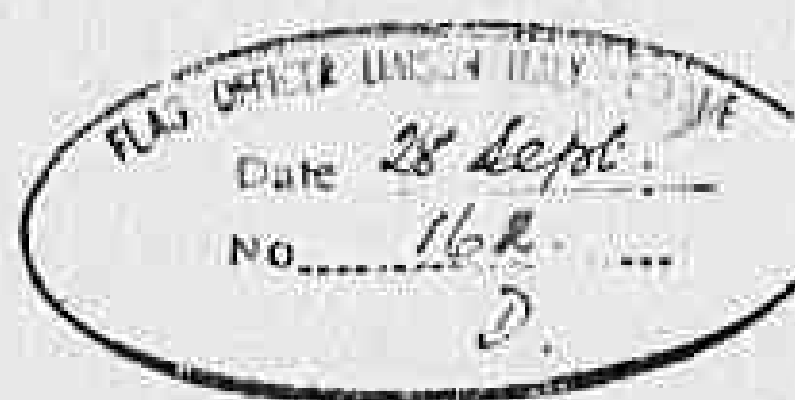
B.

File
Office of the Commander-in-Chief
Mediterranean Station,
Allied Force Headquarters.
23rd September, 1944.

Med.429/3/4.
THE FLAG OFFICER, TARANTO, ADRIATIC
AND LIAISON ITALY (ROME).

ITALIAN SHIPBUILDING INDUSTRY.

A copy is enclosed of the Commodore
Administration's letter dated 23rd September,
1944, and enclosure thereto, to Captain Stone,
U.S.N.R.



Mr. Hamel
for ADMIRAL

COPY.

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.

23rd September, 1944.

Dear Captain Stone,

Attached is a precis of our discussion on 19th
September concerning the Italian Shipbuilding Industry.

It does not by any means cover all the points
brought up but I hope it will give you something to work on.

We would be very glad to be associated with any
further proposals by the Allied Control Commission as I think
you will agree that the Royal Navy is closely concerned in
order to make full use of certain facilities particularly in
the South.

J. R. S. HAINES.

COMMODORE ADMINISTRATION

Captain Stone, U.S.N.R.
Industry Sub-Commission,
Allied Control Commission,
ROME.

2320

ENCLOSURE No. 1 to C.I.C. MAF's LETTER NO. MAF 429/3/P
DATED 23rd Sept. 1944.

ITALIAN SHIPBUILDING INDUSTRY.

Report of a meeting held on 19th September, 1944 in accordance with a request from the Industry Sub-Commission of the Allied Control Commission. (Appendix I).

Present:

Commodore J.R.S. Haines,	Industry Sub-Commission.
Commander Butler U.S.N.	Industry Sub-Commission.
Mr. Vaughan.	Ministry of War Transport
Mr. Gibson (Gresham).	Representative, Mediterranean.
Captain (D) L.A. Taylor, R.N.	Plant Engineer Officer.
Commander (X) A.D. Bonny, R.N.	On-site Production Engineering
	Manager.
Constructor Captain I.M. King,	Plant Construction Officer.
R.C.N.C.	
Captain P.R. Robinson, R.N.V.R.	Plant Civil Engineer.

Commander Butler stated that as the Industry Sub-Commission of the Allied Control Commission were engaged in formulating a policy for Italian industry, they would be assisted in this by a knowledge of present and prospective naval requirements of the shipbuilding industry.

2. Commodore Haines referred to a recent message (M 24340 dated 15th September, 1944) from the Supreme Allied Commander as President of the Allied Control Commission to the Combined Chiefs of Staff requesting guidance on future economic policy in Italy generally. He stated that the policy regarding naval requirements of the Italian shipbuilding yards remains as stated in the Commander-in-Chief, Mediterranean's letter Med-829/4/18 dated 24th March, 1944 (Appendix II). Constructor Gibson King added that the labour position was easier now than when paragraph 2(a) was drafted, partly owing to the reduced volume of damage and other repairs, and partly owing to readjustment of labour itself.

3. Mr. Vaughan reported that the Terni steel plant was now in operation and enquired what demands naval requirements were likely to make on its output of steel plate. Captain King stated that a yard had already been made for:-

- (a) 500 tons of plate found on the works.
- (b) A regular supply from future output, sufficient ample to cover prospective needs.

He added that the usefulness of the Italian steel plate output was to some extent limited by metallurgical considerations.

2319

- Commander Jacob H. ...
- Commander Butler V. B.N.
- Mr. Vaughan.
- Mr. Gibson Graham.
- Captain (E) L.A. Taylor, R.N.
- Commander (A) A.D. Henry, R.N.
- Commander Captain I.M. King, R.C.N.C.
- Captain P.R. Robinson, R.N.V.R.
- Industry Sub-Commission.
- Industry Sub-Commission.
- Ministry of War Transport.
- Representative, Mediterranean.
- Chief Engineer Officer.
- Outside Production Engineering Manager.
- Plant Constructor Officer.
- Plant Site Engineer.

Commander Butler stated that the Industry Sub-Commission of the Allied Control Commission were engaged in formulating a policy for Italian industry, they would be assisted in this by a knowledge of present and prospective naval requirements of the shipbuilding industry.

2. Commanders Haines referred to a recent message (M 24540 dated 12th September, 1944) from the Supreme Allied Commander as President of the Allied Control Commission to the Combined Chiefs of Staff requesting guidance on future economic policy in Italy generally. He stated that the policy regarding naval requirements of the Italian shipbuilding yards remained as stated in the Commander-in-Chief, Mediterranean's letter Med.829/4/18 dated 24th March, 1944 (Appendix II). Constructor Captain King added that the labour position was easier now than when paragraph 2(a) was drafted, partly owing to the reduced volume of damage and other repairs, and partly owing to readjustment of labour itself.

3. Mr. Vaughan reported that the Terni steel plant was now in operation and enquired what demands naval requirements were likely to make on its output of steel plate. Captain King stated that a yard had already been made for :-

2319

- (a) 500 tons of plate found on the works.
- (b) A regular supply from future output, sufficient and to cover prospective needs.

He added that the usefulness of the Italian steel plate output was to some extent limited by metallurgical considerations.

4. Mr. Gibson Graham said that subject to the revision of the Commander-in-Chief's requirements (Appendix II) he considered that the Allied Control Commission should seek a directive as to the use to which the Allies were prepared to allow Italian shipbuilding industry to be put. In any event provision of machinery for the ships would unquestionably be a limiting factor but the extent of this limitation could not be estimated at present as almost all the machinery and boiler manufacturing plant was in territory yet to be captured. Any directive to be issued should take into account the following factors:-

- (a) Was there an Allied requirement for more shipping.
- (b) Could production in Italy be justified on economic grounds, having...

having regard to the present state of development of Allied organization and resources and the fact that Italian shipbuilding industry had only survived in the past because of heavy state subsidies and imports of raw materials.

(c) Assuming there were no Allied shipbuilding requirements, would the Allies be prepared to allow the Italians to commence to restore their Merchant Marine with an eye to peacetime commercial requirements observing that they would thereby enjoy an advantage over the Allies whose effort is still fully devoted to the production of ships essentially designed to meet wartime requirements.

(d) The considerations in paragraph (c) did not apply to small ships and the Italians could present a very reasonable case for the construction of coasters for the distribution of food supplies etc. around their own coasts.

Captain (E) Taylor pointed out that a considerable part of the Italian shipbuilding industry had specialised in warship production and he hoped this would not be permitted to revive. Absorption by merchant ship production or repair organizations could not easily be achieved.

In reply to Captain King, Mr. Gibson Graham said that he considered that the difficulty of importing raw materials could be surmounted provided there was an Allied need for ships.

Commander (E) Berry said that assuming that Allied requirements and permitted Italian activities would not completely absorb materials and labour available, it should be possible to divert any surplus to the production of engineering materials for making food war damage, e.g. bridging.

5. Commodore Haines said that post European war naval repair requirements in the Mediterranean were at present under consideration and the final decisions on this subject would have considerable bearing upon the future of Italian shipbuilding / ship repairing resources. Captain King said that undoubtedly we should require full use of the resources in Southern Italy and Taranto in particular. He considered that it would be sound policy to allow the Italians to use their facilities in the North for their own repair requirements which would put us in a strong position to refuse any bids they might make to use Taranto resources, and to counter any attempts to withdraw labour. He stressed that the Northern Ports should give priority to restoration and manning of ship repairing facilities, and resources and personnel of shipbuilding yards should be diverted as necessary to this end.

6. It was agreed that general proposals for the partial restoration of the Italian shipbuilding industry could have to be deferred until a survey of the facilities had been made.

the Allies be prepared to allow the Italians to commence to restore their Merchant Marine with an eye to restoring commercial requirements observing that they would thereby enjoy an advantage over the Allies whose effort is still fully devoted to the production of ships essentially designed to meet wartime requirements.

- (c) The considerations in paragraph (c) did not apply to small ships and the Italians could present a very reasonable case for the construction of coasters for the distribution of food supplies etc. around their own coasts.

Captain (E) Taylor pointed out that a considerable part of the Italian shipbuilding industry had specialised in warship production and he hoped this would not be permitted to revive. Absorption by merchant ship production or repair organisations could not easily be achieved.

In reply to Captain King, Mr. Gibson Graham said that he considered that the difficulty of importing raw materials could be surmounted provided there was an Allied need for ships.

Commodore (R) Bony said that assuming that Allied requirements and permitted Italian activities would not completely absorb materials and labour available, it should be possible to divert any surplus to the production of engineering materials for making gun war damage, e.g. bridging.

5. Commodore Haines said that post-war naval repair requirements in the Mediterranean were of present major consideration and the final decisions on this subject would have considerable bearing upon the future of Italian shipbuilding / ship repairing resources. Captain King said that undoubtedly we should require full use of the resources in Southern Italy and Taranto in particular. He considered that it would be sound policy to allow the Italians to use their facilities in the North for their own repair requirements which would put us in a strong position to refuse any bids they might make to use Taranto resources, and to counter any attempts to withdraw labour. He stressed that the Northern Ports should give priority to restoration and working of ship repairing facilities, and resources and personnel of shipbuilding yards should be diverted as necessary to this end.

6. It was agreed that general proposals for the partial restoration of the Italian shipbuilding industry could have to be deferred until a survey of the facilities had been made.

7. It was recommended that machine tools and other equipment especially installed for production of war weapons, if not required as indemnity, should be scrapped.

E. N. Graham

SECRETARY TO
COMMODORE ADMINISTRATION.

APPENDIX I.

Extract of Industry Sub-Commission's letter Ref. ICD/5566/IND
of 2nd September, 1944.

In order to form a policy for the reactivation of
the shipbuilding industry, it would be appreciated if an
appointment could be made for a member of this sub-commission
to visit the S.E.N.C. in Naples.

2816

APPENDIX II

United Force Headquarters,
ALGERS.

26th March, 1944

Ref: 829/4/3.

THE ALLIED CONTROL COMMISSION, ITALY.

(Copies to:- The Flag Officer, Taranto and Adriatic
(Ref: 123/16 of 24th March, 1944).
The Flag Officer, Western Italy.
(Ref: 123/17 dated 17th February, 1944).
The Commodore English, Assistant, Taranto.
The Commander, U.S. Naval Forces, Northwest
African Waters.
The Ministry of War Transport, Representative,
Mediterranean.
The Chief Administrative Officer, Allied Force
Headquarters,
E.S.A.)

REPORT ON SHIPYARD AND YARDS IN ITALY.

The reports of the shipyard sector of Italian experts on the ship building and repairing facilities in occupied Italy (excluding Sicily) deal primarily with the private shipyards. With the exception of the Regio shipyard at Taranto and the Regio shipyard at Genoa, all the large ship building yards are situated in Northern Italy. There are no facilities for the manufacturing of main machinery installations, large forgings and castings in Southern Italy.

2. The following is the general policy pursued in the naval and private shipyard industry under Italian control.

(a) Assist and encourage the Italian Government to construct such as required for the maintenance of the fleet.

(b) First priority is accorded to all ship repairs. Vessels which were formerly engaged only in ship construction are tasked as far as possible in this work. This policy is to be extended as quickly as possible.

(c) New construction and in already placed have generally been confined to barges, floating docks, and other craft of simple construction which are urgently needed, and which can be produced with the minimum of equipment.

(d) It is considered that shipyard plants in the building yards should be transferred to the Government to enable them to maintain yards, e.g. Naples.

2345

(Copies to: The Flag Officer, Tarento and Adriatic

(Ref 1018) of 30th March 1944)

The Flag Officer, Tarento and Adriatic

(Ref 1018) of 30th March 1944)

The Commodore, Tarento and Adriatic

The Commander of the Naval Forces, Northwest

Adriatic Waters

The Ministry of the Merchant Representatives

Mediterranean

The Chief Administrator of the Office - Allied Forces

Headquarters

U.S.A.)

REPORT ON SHIPYARD YARDS IN ITALY

The reports of the sub-committee of Italian experts on the ship building and repairing facilities in Tarento and Brindisi (including Sicily) are in accordance with the information given by the experts of the Tarento and Brindisi. The reports of the sub-committee of Italian experts on the ship building and repairing facilities in Tarento and Brindisi (including Sicily) are in accordance with the information given by the experts of the Tarento and Brindisi. The reports of the sub-committee of Italian experts on the ship building and repairing facilities in Tarento and Brindisi (including Sicily) are in accordance with the information given by the experts of the Tarento and Brindisi.

2. The following is the general picture of the ship building and repairing facilities in Tarento and Brindisi (including Sicily).

(a) The ship building and repairing facilities in Tarento and Brindisi (including Sicily) are in accordance with the information given by the experts of the Tarento and Brindisi.

(b) The ship building and repairing facilities in Tarento and Brindisi (including Sicily) are in accordance with the information given by the experts of the Tarento and Brindisi.

(c) The ship building and repairing facilities in Tarento and Brindisi (including Sicily) are in accordance with the information given by the experts of the Tarento and Brindisi.

(d) The ship building and repairing facilities in Tarento and Brindisi (including Sicily) are in accordance with the information given by the experts of the Tarento and Brindisi.

NOTE: Towards the end of 1944, the ship building and repairing facilities in Tarento and Brindisi (including Sicily) are in accordance with the information given by the experts of the Tarento and Brindisi.

3. It will be seen that the above stated policy is in accordance with the information given by the experts of the Tarento and Brindisi (including Sicily).

23475

arrangements are made with the British Admiralty for the supply of repair materials to meet this programme. Italian stocks of ship repair materials should continue to be removed from this work.

5. It is requested that any orders which the Allied Control Commission propose to place with Italian shipyards should be referred to the Commander-in-Chief, Mediterranean for consideration. Copies of such proposals to be sent to the Flag Officer, Ports and Maritime and the Flag Officer, Western Italy. Any proposals for construction or repair of shipbuilding facilities such as drydocks, docks, slips etc. should be treated similarly.

6. The following technical officers on the staff of the Commander-in-Chief, Mediterranean have no offices in Naples addressed c/o the Flag Officer, Western Italy, Navy House, Naples:-

Principal Base Engineer Officer:- Rayburn (E) C.M. Marshall O.B.E.,
(P.B.N.O.)
Royal Navy

Principal Base Constructor Officer:- Capistrano Commander J.A. Major,
(P.B.N.O.) (Italy)
Royal Navy

Officer in Charge of Works (West Italy):- Commander (S), D.L. Bell,
(G.O.W.)
R.N.V.R.

7. The Commodore Superintendent, Ports (Commodore A. Powell, P.B.O., Royal Navy) is responsible for all ship repairs and shipbuilding activities in the "fleet" ports viz. Genoa, Brindisi, and Bari.

8. British Admiralty technical officers are stationed in all ports where there are ship repairs or building facilities.

9. It is considered that the above policy should continue in operation until the termination of European hostilities.

10. In view of the considerable work outstanding in the construction of the new floating docks at Taranto, Naples and Brindisi, labour should not be employed on completing these projects.

2814

A D W E R A L

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/1854

17 March 1945.

From: Navy Sub-Commission, Hq, AC.
To : Commander-in-Chief, Mediterranean.
Subject: Rehabilitation of Shipbuilding Industry.

1. Attached is a copy of the Industry Sub-Commission's study "Shipbuilding in Liberated Italy" dated 13 March 1945 which is forwarded for information as requested in Commander-in-Chief Mediterranean letter Med. 45/429/3/4 dated 25 January 1945.

REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.

1-Incl.
Copy of "Shipbuilding in
Liberated Italy".



2813

18 MAR 1945

B
www/
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Tel. 391

WEM/hh

Ref. AC/5566/IND

14 March 1945

SUBJECT : Rehabilitation of Italian
Shipbuilding Industry.

TO : Navy Sub-Commission, HQ. AC. ✓

FROM : Industry Sub-Commission HQ. AC.

1. Reference your letter NSC/1784 of 10 March 1945.

2. Attached are two copies of a study, "Shipbuilding in Liberated Italy" prepared by this Sub-Commission. It is hoped that this study will meet the needs of the Naval Allied Commander-in-Chief, Mediterranean, as expressed in your letter NSC/1615 of 3 February 1945.

3. The papers for which return was requested in your letter NSC/1615 of 3 February 1945 (AC/5566/IND of 26 December 1944 and ACC/5566/IND of 1 October 1944) are attached herewith.

W. S. Vaughan R. Col.

W. S. VAUGHAN
Director,
Industry Sub-Commission

Copy to : -
Economic Section

Encl. : -
As per paras 2 and 3 above

2312

Ac/5566/Ind

~~SECRET~~ WEM.

SHIPBUILDING IN LIBERATED ITALY

13 March 1945

I. In Liberated Italy there are no yards which can handle complete ship construction. Such activities are concentrated at Genoa, Sestri, Voltri, Riva Trigoso (Liguria), and Monfalcone, Trieste (Venezia Giulia) Shipyards.

II. None of the following yards has facilities for the manufacture of the main machinery for average and large ships and large forgings required for some parts of the hull, when they exceed a weight of 3 - 4 tons (e.g.: sternposts, prop casings, bearing outrigger posts, propeller housing, etc.)

III. For these large parts, large non-ferrous castings, propellers, drive shafts, ventilating systems, etc., all the shipyards depend on the larger Italian foundries and steel-works such as S.I.A.C. - I.L.V.A.: Genoa, Terni, I.L.V.A.: Bagnoli, Piombino, etc.

IV. In Liberated Italy there is also a deficiency of electro-mechanical equipment.

Appendix A.

A - YARDS WHICH CAN CONSTRUCT ONLY HULLS, ACCESSORIES AND

AUXILIARY MACHINERY:

1) Firms and Location:	Navalmecanica Castellammare di Stabia	Navalmecanica Naples
2) Daily productive capacity, in tons of hull material worked per cargo-boat or tanker of medium tonnage:	35	10
3) Requisitioned or free:	Free	Royal Navy (Br.)
4) Number of ways (length of ship) <u>a.</u> from 100 to 200 meters:	3	3
<u>b.</u> up than 200 meters:	1	-
5) Main items of Navalmecanica, Castellammare Stabia's plant are as follows:		
a) Four building slips with lifting cranes, one of which capable of the construction of ships up to 200 meters in length.		
b) Large plate cutting, bending and fabrication shop, with the		

II. None of the following yards has facilities for the manufacture of the main machinery for average and large ships and large forgings required for some parts of the hull, when they exceed a weight of 3 - 4 tons (e.g.: sternposts, prow casings, bearing outrigger posts, propeller housing, etc.)

III. For these large parts, large non-ferrous castings, propellers, drive shafts, ventilating systems, etc., all the shipyards depend on the larger Italian foundries and steel-works such as S.I.A.C. - I.L.V.A.: Genoa, Terni, I.L.V.A.: Bagnoli, Piombino, etc.

IV. In Liberated Italy there is also a deficiency of electro-mechanical equipment.

Appendix A.

A - YARDS WHICH CAN CONSTRUCT ONLY HULLS, ACCESSORIES AND

AUXILIARY MACHINERY:

1) Firms and Location:	Navalmeccanica Castellammare di Stabia	Navalmeccanica Naples
2) Daily productive capacity, in tons of hull material worked per cargo-boat or tanker of medium tonnage:	35	10
3) Requisitioned or free:	Free	Royal Navy (Br.)
4) Number of ways (length of ship) <u>a.</u> from 100 to 200 meters: <u>b.</u> up than 200 meters:	3 1	3 2911
5) Main items of Navalmeccanica, Castellammare Stabia's plant are as follows:		
a) Four building slips with lifting cranes, one of which capable of the construction of ships up to 200 meters in length.		
b) Large plate cutting, bending and fabrication shop, with the necessary auxiliary plant for cutting, bending and drilling.		
c) Machines and Mechanical work shop.		
d) Carpenters Iron Work shop.		
e) Smiths and Rivet Work shop.		
f) Coppersmiths work shop.		

g) Moulding Loft.

h) Erecting shop.

i) Pipes bending shop.

j) Timber boat building shop.

6) The mechanical industries of liberated Italy can construct only main machinery for small ships and auxiliary machinery for medium and large ships. At present there is under consideration the completion of equipment of Navalmeccanica establishment in Naples to undertake the construction of marine boilers of any type and size including large steam (till approx.: 2,000 HP) and turbine units (till 5,000 HP) and Diesel engines with a 20 to 100 HP power for roller.

7) The Navalmeccanica, Naples' plant contains electric steel foundry, cast iron foundry and pattern shop, non-ferrous metals foundry, heavy and light machine shops equipped for a wide variety of operations. It is prepared to build heavy duty air and oxygen compressors, machine tools including lathes and radial boring mills, marine type winches and a multitude of heavy industrial equipment.

8) These plants have suffered serious damage from German demolitions, but energetic action and commendable initiative have been shown by the managers in restoring the establishments to operation, employing all means within their power and their staff of highly skilled technicians under the guidance of the Royal Navy (B).

9) On completion of the presently unfinished installations at the Castellammare Shipyard, 200 meters in length ships could be built with a daily production of 48-50 tons of hull material.

10) The 1945 program for Castellammare ship-yards includes:

a) A motor-tanker of 2,500 tons for which all the hull materials are manufactured in the workshops, while the engines and auxiliary machinery will have to be imported.

b) Two transport ships for 500 passengers and 270 tons D.W. which can be obtained by modifying two corvettes, which are already in advanced stage of construction.

B - YARDS WHICH CAN CONSTRUCT ONLY HULLS AND ACCESSORIES:

2010

1) Firms and Location: Cantiere Franco Tosi Cantieri Navali Riuniti Cantieri Navali Riuniti
C.F.T. - Taranto C.N.R. - Ancona C.N.R. - Palermo

2) Daily productive capacity in tons of hull material worked per cargo-boat

equipment of Navalmeccanica establishment in Naples to undertake construction of marine boilers of any type and size including large steam (till approx.: 2,000 HP) and turbine units (till 5,000 HP) and Diesel engines with a 20 to 100 HP power for roller.

7) The Navalmeccanica, Naples' plant contains electric steel foundry, cast iron foundry and pattern shop, non-ferrous metals foundry, heavy and light machine shops equipped for a wide variety of operations. It is prepared to build heavy duty air and oxygen compressors, machine tools including lathes and radial boring mills, marine type winches and a multitude of heavy industrial equipment.

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B - YARDS WHICH CAN CONSTRUCT ONLY HULLS AND ACCESSORIES:

2010

1) Firms and Location: Cantiere Franco Tosi Cantieri Navali Riuniti Cantieri Navali Riuniti
C.F.T. - Taranto C.N.R. - Ancona C.N.R. - Palermo

2) Daily productive capacity in tons of hull material worked per cargo-boat or tanker of medium tonnage:	30	20	15
3) Requisitioned or free: Royal Navy (Br) Allied Naval Authorities Royal Navy (Br)			
4) Number of slip-ways (length of ship): a. Till 100 meters b. From 100 to 200 meters	2	4	4
	3	2	-

5) Main items of C.F.T. Taranto plant are as follows:

- 0 6 0 5
- a) Carpenters Iron Work shop.
 - b) Sawmill work shop.
 - c) Mechanical work shop.
 - d) Erecting shop.
 - e) Work shop for zinc coating.
 - f) Coppersmith work shop.
 - g) Ship-wrights shop.
 - h) Bolting shop.
 - i) Foundry.
 - j) Tubes and Metallic Ropes shop.
 - k) Five slips with lifting cranes, two of which capable of the construction of ships of 200 meters length.
- 6) C.F.T., Taranto and C.N.R., Palermo yards are engaged in work for Royal Navies (Br. and It.)
- 7) The only known shipbuilding facilities of C.N.R., Palermo consist of four small ways for fishing craft and schooners up to 300 tons. Two of the above mentioned ways are being used to build two new schooners under 50 tons.
- 8) The C.N.R., Ancona yard is under the Allied Naval Authorities control.
- 9) Main items of the above are:
- a) Six building slips with lifting cranes: four for steel construction (two of which for ships of 200 meters length) and two for wooden ships.
 - b) Pressure Gasogene.
 - c) Pattern and Carpenter Shop.
 - d) Sawmill works.
 - e) Zinc coating works.
 - f) Carpenters iron-works?
 - g) Moulding Loft.
 - h) Erecting Shop.
 - i) Coppersmiths works.
 - j) Smithy and Rivet shop (two steam hammers 600 and 300 kgs capacity and one National Rivet machine).

- g) Ship-weights shop.
 - h) Bolting shop.
 - i) Foundry.
 - j) Tubes and Metallic Ropes shop.
 - k) Five slips with lifting cranes, two of which capable of the construction of ships of 200 meters length.
- 6) C.F.T., Taranto and C.N.R., Palermo yards are engaged in work for Royal Navies (Br. and It.)
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- 8) The C.N.R., Ancona yard is under the Allied Naval Authorities control.
- 9) Main items of the above are:
- a) Six building slips with lifting cranes: four for steel construction (two of which for ships of 200 meters length) and two for wooden ships.
 - b) Pressure Gasogene.
 - c) Pattern and Carpenter Shop.
 - d) Sawmill works.
 - e) Zinc coating works.
 - f) Carpenters iron-works?
 - g) Moulding Loft.
 - h) Erecting Shop.
 - i) Coppersmiths works.
 - j) Smithy and Rivet shop (two steam hammers 600 and 300 kgs capacity and one National Rivet machine).
 - k) Pipe bending shop.
 - l) Foundry works.
 - m) Chemical laboratory.
- 10) On No. 3 slipway at the Ancona shipyard there is a 2,000 T.D.W. tanker in an advanced state of construction (approx. 90 %) ordered by AGIP.
- a) Materials to complete hull - almost entirely on hand at yard.
 - b) Materials to finish her - partly salvaged, partly to be recovered from salvage of debris, partly to be finished off.

2309

V. The main shipbuilding and repairing capacity is concentrated in liberated Italy, in the above five large yards.

VI. For any immediate program of resumption of ship construction the following yearly requirements of ferrous materials, machinery and raw materials are needed for the utilisation of the full capacity of the yards:

Conditions of Plants	Ferrous Materials Plates-Bars		Machinery		Nafta		Lubricating oils		Coal		Electric power	
	Tons		Tons		Tons		Tons		Tons		KWH	
a) Required for present capacity:	13,200-4,500		3,500		900		90		4,500		8,500,000	
b) Required when yards will be restored to pre-war capacity:	18,300-6,200		5,000		1,200		115		6,000		11,200,000	
c) Required when yards will have reached the pre-war planned capacity:	21,500-7,500		6,000		1,500		140		6,500		12,000,000	

C - MINOR YARDS WHICH CAN CONSTRUCT HULLS

OF 50 METERS LENGTH MAXIMUM

VII. In addition to the above five principal shipyards, there exist in Italy under Allied control other minor yards which construct small coastal and fishing units. They have also a substantial capacity for repairing steel and wooden ships.

VIII. There are known to be about 15 establishments of this type, 9 of which are located in Apulia, Sicily and Sardinia.

IX. Their total productive capacity of hull material worked is of 16.5 tons per day.

X. All the shipyards under consideration are equipped for the construction of coastal and fishing units to a limit of 1,000 tons dead-weight (700 gross registered tons).

In this respect these shipyards fall under the following capacity heads: 2308

a) Maximum of 1,000 tons dead-weight (approx. 700 G.R.T.).

- 1) Cantiere Nino Bixio - Castellammare di Stabia (Naples)
- 2) Cantiere Pellegrino - Pontile Vigliena, S. Giovanni a Teduccio (Naples)
- 3) Cantiere Meccanico Brindisino - Brindisi

	Tons	Tons	Tons	Tons	Tons	KWH
a) Required for present capacity:	13,200-4,500	3,500	900	90	4,500	8,500,000
b) Required when yards will be restored to pre-war capacity:	18,300-6,200	5,000	1,200	115	6,000	11,200,000
c) Required when yards will have reached the pre-war planned capacity:	21,500-7,500	6,000	1,500	140	6,500	12,000,000

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 - 2) Cantiere Pellegrino - Pontile Vigliena, S.Giovanni a Teduccio (Naples)
 - 3) Cantiere Meccanico Brindisino - Brindisi
- b) Maximum of 600 tons dead-weight (approx. 420 G.R.T.)
 - 4) Cantiere Ing.Salvatore Vigliari - Salerno
 - 5) Cantiere Postigliene - Via Posillipo 34, Naples

- 6) Cantiere Emilio Picchiotti - Civitavecchia
- 7) Cantiere Giuseppe Gionta - Gaeta
- 8) Cantiere Catanese - Catania
- 9) Cantieri Meridionali - Bari

c) Maximum of 300 tons dead-weight (approx. 210 G.R.T.)

- 10) Cantiere Calla - Palermo
- 11) Cantiere Maccheareddu - Cagliari
- 12) Cantiere Porto-Torres - Sardinia
- 13) Cantiere Carloforte - Sardinia
- 14) Cantiere Olbia - Syracuse
- 15) Cantiere Moto-Capitaneria - Cagliari

Appendix "B"

REHABILITATION OF SHIPBUILDING INDUSTRY IN LIBERATED ITALY

I - FACILITIES FOR THE CONSTRUCTION OF WOODEN VESSELS.

1) Existing yards. There are no large shipyards specialized for the building of wooden ships. This kind of construction is limited to yards of small dimensions, mentioned at Para X, Appendix "A".

Wooden ships would also be laid down on the slips of Navalmeccanica, Naples - Castellammare and Cantieri Navali Riuniti, Ancona; which normally only build iron ships.

2) Machinery and Labor. All yards mentioned have at their disposal the necessary machinery. It is also likely that specialized technicians and skilled artisans could easily be procured, especially at Naples and in the minor centers.

3) Potentiality of the Shipyards. The naval shipyard at Castellammare di Stabia could lay down simultaneously four ships of 2,000 tons D.W. The Cantiere Nino Bixio could lay down 2 or 3 ships of 1,000 tons D.W. The Navalmeccanica of Naples could lay down simultaneously two ships of 2000 tons, or four ships of from 700 to 800 tons D.W.4) Raw Materials Requirements. Raw materials necessary for the construction of a wooden ship of 500 tons D.W. (approx. 350 G.R.T.) and for a wooden ship of 1,000 tons D.W. (700 G.R.T.) are as follows:

Appendix "B"REHABILITATION OF SHIPBUILDING INDUSTRY IN LIBERATED ITALYI - FACILITIES FOR THE CONSTRUCTION OF WOODEN VESSELS.

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	500 Tons Dead-weight	1,000 Tons Dead-weight
	Tons	Tons
Timber: oak	600	1,050
Copper or zinc	4	5
Felt	1	1.5
Nails	6	8
Hemp	0.5	1
Pitch	1	1.5
Machinery	8	12
Bronze propellers	0.4	0.6
	- 5 -	

Whether pine is used in lieu of oak, the weight of the timber necessary would be reduced approximately 20 %.

13 March 1945

Dr. Eng. EMILIO G. FLORIO
Shipbuilding Division,
Industry Sub-Commission.

II -

Tel. 447

COPY.

GEJB/hb

Ref. : AC/5566/IND.

20 December 1944

SUBJECT : Rehabilitation of Shipbuilding Industry.

TO : Navy Sub-Commission.

FROM : Industry Sub-Commission

The work now being carried out by the Ministry of Industry, Commerce and Labour listing requisitions for the Shipbuilding Industry are based on the following programme which has been handed to the Ministry.

Programme for the building of coastal vessels, tugs and lighters.

Hull Material - Wood.

1. Motor schooners (approximate characteristics)

2306

Tonnage (DW load)	200	300	500
L x B x D (metres)	29 x 7 x 3	35 x 7 x 3.4	43 x 8 x 4
Motor (S.H.P.)	130-155	190-230	275-400

II -

Tel. 447

COPY.

GEJB/hb

Ref. : AC/5566/IND.

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SUBJECT : Rehabilitation of Shipbuilding Industry.

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Programme for the building of coastal vessels, tugs and lighters.

Hull Material - Wood.

1. Motor schooners (approximate characteristics) 2306

Tonnage (DW load)	200	300	500
L x B x D (metres)	29 x 7 x 3	35 x 7 x 3.4	43 x 8 x 4
Motor (S.H.P.)	130-155	190-230	275-400
Speed	7-8 Kts	8 Kts	8 Kts
No.to to be built	80	70	50

2. Tugs

24 of Gross tonnage	50 tons	130-150 S.H.P.
---------------------	---------	----------------

3. Lighters

No. 100 x 50 tons	No. 50 x 100 tons
-------------------	-------------------

4. Floating cranes

20 of 20 tons lifting capacity

6 of 50 " "

The above is in accordance with the policy formulated for the re-activation of the Italian Shipbuilding Industry.

Copy to :

Economic Section

Major Mydans

Major Kilner

(for monthly report)

W. S. VAUGHAN

Director,

Industry Sub-Commission

The above is in accordance with the policy formulated for the re-activation of the Italian Shipbuilding Industry.

Copy to :

Economic Section

Major Mydans

Major Kilner

(for monthly report)

W. S. VAUGHAN

Director,

Industry Sub-Commission

2805

Tel. 447

GEJB/hh

Ref. : AC/5566/IND

20 December 1944

SUBJECT : Rehabilitation of Shipbuilding Industry.

TO : ✓ Navy Sub-Commission

FROM : Industry Sub-Commission

The work now being carried out by the Ministry of Industry, Commerce and Labour listing requisitions for the Shipbuilding Industry are based on the following programme which has been handed to the Ministry.

Programme for the building of coastal vessels, tugs and lighters.

Hull Material - Wood.

1. Motor schooners (approximate characteristics)

Tonnage (Dry load)	200	300	500
L x B x D (metres)	29x7x3	35x7x3.4	43x8x4
Motor (S.H.P.)	130-155	190-230	275-400
Speed	7-8 Kts	8 Kts	8-9 Kts
No. to be built	80	70	50

2. Tugs

24 of Gross tonnage 50 Tons 130-150 S.H.P.

3. Lighters

No. 100 x 50 Tons

No. 50 x 100 Tons

4. Floating cranes

20 of 20 Tons lifting capacity
6 of 50 " " "

The above is in accordance with the policy formulated (copy attached).

Copy to : -

Economic Section

Major Mydans

Major Kilner (for monthly report)

(p.t.o.)

W. S. VAUGHAN

Director,

Industry Sub-Commission

WW

Encl. : -
Copy of policy, dated 1 Oct.44,
Ref.ACO/5566/IND.

GEJB/sg

1 October 1944.

Ref.ACC/55566/IND.

P O L I C Y

proposed for the re-activation of the

ITALIAN SHIPBUILDING INDUSTRY.

I Stage.

Ascertainment of present situation of all shipyards located in liberated Italian territory:

This to be done
by
report from

A. Damages: suffered - by war action
- "Sabotage or removal
- "lack of maintenance

Col. Bordoli.

B. Actual production and/or repair capacity

- 1) with local resources both as regards building materials, power and employment
- 2) with partially local or exclusively national resources necessitating transport of materials, power and immigration

with 3 experts
for:

- a) Naples
- b) Taranto
- c) Palermo

C. Other data regarding

- 1) quiral situation (requisition by Allied Authorities)

2) particulars of organisation

3) Orders received or pending

4) Ships under design or construction

5) Material both for building & consumption, tools etc

2303

When above is

proposed for the re-activation of the

ITALIAN SHIPBUILDING INDUSTRY.

I Stage.

Ascertainment of present situation of all shipyards located in liberated Italian territory:

This to be done by report from

- A. Damages: suffered - by war action
- "Sabotage or removal
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- 1) quiral situation (requisition by Allied Authorities)

2) particulars of organisation

3) Orders received or pending

4) Ships under design or construction

5) Material both for building & consumption, tools etc

2303

When above is completed Stage II will be commenced.

Stage II

Rehabilitation of shipyards:

- 1) Assist and encourage such restoration of shipbuilding and repair facilities as will be pre-

sumably required by the program as specified below:

- 2) Requirements: to put this into effect involve
- 1) Derequisition partial or total and removal of stores and machinery and/or activity not connected with the industry
 - 2) Transport by land or sea for materials and machinery strictly connected with the repair of the plant.
 - 3) Power

Note: In case of cannibalisation coordinate problems involved in transferring property in leasing or lending it to the plant to be thus re-habilitated.

III Stage.

Shipbuilding program.

- 1) Priority to be secured mainly for repairs needed for the immediate war efforts
- 2) If shipbuilding and repair facilities are in excess of demand as mentioned under 1) such residuary capacity be used for
 - 1) repair of salvaged ships
 - 2) construction of coastal vessels (up to 1500 DW)
 - 3) completion of work (mercantile ships) on hand, on which progress has reached a stage of over 50%.
- 3) The program as suggested above can only be carried out if necessary supplies of material, power, transport and capital are available.

C. J. Ben.
— L.R.A.

2302

SECRETS-E-C-R-E-TNavy Sub-Commission
APO 394

NSC/896

26 September 1944

From: Navy Sub-Commission, Hq. ACC.
To : Acting Chief Commissioner, ACC.
Subject: Italian Shipbuilding - Conference on.
Enclosure: (A) Report of conference, Italian shipbuilding held
on 22 September 1944.

1. A copy of the subject report is forwarded herewith
for information.

H. W. ZIROLI,
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, ACC.

Copy to:
W.S. VAUGHAN
(Industry SC, ACC)



27 SET 1944
SECRET

230

(24)

SECRET

22 September 1944.

SUBJECT: ITALIAN SHIPBUILDING - CONFERENCE ON.

1. A conference was held at Caserta at 1500 on 19 September 1944 to discuss the future policy for the rehabilitation of the shipbuilding industry in Italy. The following officers were present at the conference:

Representing Commander-in-Chief, Mediterranean -

Commodore Haines
Mr. Gibson Graham
Captain King
Captain Taylor
Commander Dorney

Representing Allied Control Commission -

Commander Butler
Mr. Vaughn

2. The representatives of the Allied Control Commission stated that programs were being developed to rehabilitate the Italian steel industry. In this connection it is necessary to determine what types of steel plates, etc., should be fabricated. If the Italian shipbuilding industry is to be rehabilitated, plans must be made at an early date to supply the necessary steel. For this reason a conference was requested with representatives of the Naval Allied Commander-in-Chief, Mediterranean, to determine the future policy for the shipbuilding industry in Italy.

3. The conference first discussed the broad policy to be adopted. It was decided that pending the termination of the war and the final peace settlement that no firm policy could be established, but that during the interim, the Italian Government should not be permitted to embark on any shipbuilding program involving world trade. The capabilities of Italy for shipbuilding were discussed. Prior to the war, approximately 50% of the industry was devoted to the building of Naval vessels. The industry was not self sustaining, in that large subsidies were necessary to off-set the excessive costs, which are in many cases 100% over the cost in other countries. Even at the present time ship repair costs in Italy are excessive. Furthermore, even during peacetime, it was necessary to import a considerable amount of material and machinery from other countries. Under these conditions it is highly improbable that Italian shipbuilding facilities will be capable of constructing vessels of any size for a long time even if permitted to do so.

4. In view of the facts stated above, the conference was unanimously of the opinion that the efforts of the Italian shipbuilding industry should be restricted to the rehabilitating of the shipbuilding industry on ships requiring overhaul. The

ber 1944 to discuss the future policy for the rehabilitation of the shipbuilding industry in Italy. The following officers were present at the conference:

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Mr. Gibson Graham
Captain King
Captain Taylor
Commander Denney

Representing Allied Control Commission -

Commander Butler
Mr. Vaughn

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4. In view of the facts stated above, the conference was unanimously of the opinion that the efforts of the Italian shipbuilding industry should be restricted to the rehabilitating of the shipbuilding plants and repairs to damaged ship or ships requiring overhaul. The policy established by Cinc. MED. Sectet ltr. MED. 829/4/18 of 24 March 1944 was reviewed, and re-affirmed as follows:

- "(a) Assist and encourage the Italians to restore facilities which are required for the immediate war effort.
- (b) First priority is accorded to all ship repairs. Yards which were formerly engaged only on ship construction are taking an increasing share in this work. This policy to be extended as quickly as possible.

(c) New construction orders already placed have generally been confined to barges, floating docks, and other craft of simple construction which are urgently needed, and which can be produced with the minimum of equipment.

5. The question of whether Italian shipbuilding facilities should be utilized to build ships for Allied Nations was discussed. It was decided that this procedure was not desirable on account of the high cost of shipbuilding in Italy and the fact that it would be necessary to manufacture a large proportion of the machinery in other countries. It was then pointed out that requests will undoubtedly be received from many private Italian shipbuilding firms for authority to undertake new construction. These requests cannot be denied without sound reasons, especially in view of the present shortage of shipping to meet the economic needs of Italy. A situation has already arisen in the Naples area whereby the facilities available are in excess of the demands for ship repairs. The conference therefore agreed that each request would be decided upon the merits of the case and reasonable requests to build ships cannot be denied. The conference further agreed that as a matter of policy there would be no objection to the building of small coastal vessels of approximately 1500 tons, including schooners, tugs and barges, provided definite plans were produced indicating that the work could be accomplished without interference to the immediate war effort.

D. B. J. Butler
H. St. J. BUTLER,
Commander, U.S. Navy.

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D. G. J. Butler
 H. St. BUTLER,
 Commander, U.S. Navy.

2799

SECRET

EXHIBIT 1.

Extract of Industry Sub-Commission's letter Ref. ACC/5566/IND
of 2nd September, 1944.

In order to form a policy for the reactivation of
the shipbuilding industry, it would be appreciated if an
appointment could be made for a member of this sub-commission
to visit the S.F.S.C. in Naples.

MEMORANDUM

The undersigned Managing Directors of A&C GHIRA Engineering & Building Co. Lt. of 20 Francesco Crispi st. Rome, specialized in metal and special reinforced concrete ship building, beg to submit to the Allied Military Government in Rome the following plans for the construction of floating crafts suitable for navigation on the Tiber river, with a view to improve food and other commodities transportation to the city of Rome.

1) Construction in series of tow-barges of 100 tons each (as shown in design A). These crafts, built with mixed structure specially designed by ourselves, could be built rapidly and economically with sides in iron plates, bottom in iron rib frames and reinforced concrete.

We have so far built 18 similar motor barges for the Italian Royal Navy with outstanding results. We already dispose of all the necessary material for their construction.

Time needed for that work: six weeks for the first barge, 15 days for each of the others.

2) Construction of two motor barges of 150 tons for sea-coastal and river navigation up to Rome.

The construction of such crafts depends upon the assignment in favour of our Company of the three 40 HP Diesel engines belonging to the Royal Italian Navy and actually in our keep. These engines had been entrusted to our Company with eleven others which we had installed on equal number of such crafts we had built for the said Navy prior to the Armistice.

On the 9 September last, the afore-said crafts had been successfully tested and were ready for delivery; but following the German military occupation of Piumicino, 18 of them were wrecked and sunk.

Our men however succeeded, not without great peril for their lives, in saving three engines just before were actually sunk.

They are still secreted in our premises in Rome.

We build them either on our own account and service, or by order from shipping firms.

We believe we could build the first barge within three months from order, while the next ones at a distance of a month for each.

The same would be built in iron and special reinforced concrete, the materials for which are largely in our possession.

3) Beside floating craft construction, our Company is specialized in ship salvage, therefore we beg the Allied Military Government to consider the possibility of our rise the aforesaid barges to

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The same would be built in iron and special reinforced concrete, the materials for which are largely in our possession.

3) Beside floating craft construction, our Company is specialized in ship salvage, therefore we beg the Allied Military Government to grant us permission we may rise the aforesaid barges to surface, and eventually other vessels along the Italian coasts.

The tonnage of the barges in question is 47; are provided with 35-40 HP engines. Their sinking position could be easily located as they lay in the Fiumicino Canal. Six of them lay in shallow waters, just close to our work-yards. Two barges have no engines as they have been salvaged already by order issued by the former "Governatorato" of Rome. All the others are fitted with engines

197

0 6 2 8

They may be partly damaged following the destruction of piers operated by the Germans.

We however believe that many of them ^{could be} overhauled and put into service.

As we are specialized in the construction of such floating crafts we retain that our Company is one of the best qualified and equipped ~~one~~ for ship salvage, as well as for repair and installation works.

The aforesaid 18 motor barges are not suitable for navigation on the Tiber river, on account of their insufficient HP, but they could be usefully employed for harbour services.

Besides this limited plan of naval construction which we are able to start immediately, we beg to inform the Allied Military Government that it's the intantion of our Company to start, as soon as circumstances will permit, a greater plan of ship-building in vibrated reinforced concrete or in mixed structure of reinforced concrete and iron.

Rome June 28th 1944

A. & C. Gira Engineering &
Building Company Limited

MEMORANDUM

The A.G. GHIRA Engineering & Building Company Limited of 20 Francesco Crispi st. Rome supplied with undermentioned establishments namely:

Work-yards via delle Cave;
 Meccanical work-shop via Pellegrino Matteucci 22 (presently removed)
 Shipping-yards for the construction of floating crafts in reinforced concrete in Fiumicino,
 carries on with the following activities:

CIVIL ENGINEERING

Residential building construction;
 Industrial construction
 Roads, bridges hydraulic construction (hydraulic power stations, pressure pipe-lines in reinforced concrete)
 Displacement of grounds

Harbour Works

General works in reinforced & vibrated concrete
 Ship building in reinforced concrete (own patent)
 Movable or fixed reservoirs for water or fuel of all capacity
 Trallis piles in reinforced concrete for electrical transmission lines high & medium tension
 Construction of buoys & anchors in reinforced concrete and piers

MECCANICAL ENGINEERING

Meccanical carpentry
 Iron moulds for reinforced concrete cast works
 Accessories and fittings for house building

From the 8th september last our Company has stopped all activities as wasn't willing to collaborate in any way with the Germans, and stuck to its determination notwithstanding their sol-

2295

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Work-yards via delle Cave;

Meccanical work-shop via Pellegrino Matteucci 22 (presently removed)

Shipping-yards for the construction of floating crafts in reinforced concrete in Fiumicino, carries on with the following activities;

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Movable or fixed reservoirs for water or fuel of all capacity

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lines high & medium tension

Construction of buoys & anchors in reinforced concrete and piers

MECCANICAL ENGINEERING

Meccanical carpentry

Iron moulds for reinforced concrete cast works

Accessories and fittings for house building

From the 8th september last our Company has stopped all activities as wasn't willing to collaborate in any way with the Germans, and stuck to its determination notwithstanding their solicitations and threats. For such inactivity, our Company has suffered sensible losses, still more aggravated by frequent requisitions of materials and machinaries.

However our work-shop in Via Pellegrino Matteucci and our ship-
ping yards at Fiumicino are nearly fully equipped and therefore rea-
dy to start work.

Rome June 28th 1944

A.&G.GIRÀ Engineering &
Building Company Limited

2794

P R O M E M O R I A

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La sottofirmata Società di Costruzioni Ingg. A. & G. Ghira con sede in Roma Via Francesco Crispi n° 20, specializzata tra l'altro in costruzioni navali in ferro ed in cemento armato vibrato, si presta di esporre a corredo On. Comando Alleato il seguente programma di costruzione di piccoli natanti adatti alla navigazione del Tevere che potrebbe avere interesse quale contributo per risolvere il problema dell'approvvigionamento della città.

1°) Costruzione di una serie di chiatte da rimorchio di 100 tonn. di portata ciascuna (vedi disegno A) di cui almeno 3 intendiamo iniziare subito per ns/ conto. Tali chiatte saranno eseguite per rapidità di costruzione e per economia di materiali, con una struttura mista da noi studiata, e cioè fiancate di ferro e fondo e coperto in cemento armato con ordinate in ferro. Con strutture analoghe (solo con fiancate pure in cemento) abbiamo già costruito una serie di 18 barconi a motore per la R. Marina che hanno dato ottima prova. I materiali occorrenti per dette costruzioni sono già assicurati.

Tempo di costruzione: 6 settimane per la 1^a barca, ogni 15 giorni le successive.

2°) Costruzione di 2 moto-barche da 150 tonn. per la navigazione costiera di piccolo cabotaggio ed adatte per risalire il Tevere da Fiumicino fino a Roma.

La costruzione di tali 2 barconi è subordinata all'assegnazione alla ns/ Ditta di tre motori Diesel da 40 HP, che attualmente trovansi in ns/ mani. Tali motori ci vennero affidati dalla

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Al 9 Settembre tali barche erano tutte ultimate e collaudate ed in attesa d'essere consegnate all'autorità committente. Avvenuta l'occupazione tedesca di Fiumicino le 18 bettoline vennero dai tedeschi affondate ed in gran parte distrutte.

Ci è riuscito, con grave pericolo dei ns/ uomini di recuperare prima dell'affondamento i tre citati motori, e di portarli a Roma dove li abbiamo salvati in sito nascosto, preservandoli dalle sistematiche requisizioni dei tedeschi.

Tali moto-barche verrebbero pure costruite per ns/ conto e poi gestite o da noi direttamente o da qualche Società armatoriale. Riteniamo che la costruzione della prima moto-barca possa essere effettuata entro 3 mesi, ed 1 mese dopo la seconda.

Anche per queste barche riteniamo di adottare la struttura mista di cemento armato e di ferro, ed i materiali occorrenti sono già in gran parte assicurati.

30) Sarebbe ns/ intendimento ottenere da codesto On. Comando l'autorizzazione di procedere al recupero delle 18 bettoline in cemento armato sopra nominate.

Tali bettoline della portata utile di 47 tonn., provviste come detto di motori da 35-40 HP, dovrebbero trovarsi nella maggior parte in posizione non difficile per il recupero, entro il canale di Fiumicino. Sei di queste trovansi affondate davanti il ns/ cantiere in poca acqua, anzi 2 di queste prive però di motore, vennero già tratte a galla per incarico dell'ex Governatore di Roma.

Le rimanenti 12 tutte provviste di motore dovrebbero essere in condizioni non troppo buone, perchè probabilmente danneggiate dalla distruzione delle banchine del porto. Riteniamo però che

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ROMA

Continuazione foglio N. 3

Essendo noi i costruttori di tali moto-barconi, riteniamo essere i più idonei a procedere ai lavori di recupero di esse ed ai conseguenti lavori di riparazione e sistemazione. Tali bettoline non sono adatte alla navigazione fluviale del Tevere, perchè fornite di motori di poca potenza, si prestano benissimo invece a servizi portuali.

Accanto a questo programma minimo di costruzioni navali, che possiamo sviluppare immediatamente ci preghiamo rendere noto a codesto On. Comando che è nostra intenzione di dare, appena le circostanze lo permetteranno, inizio a programmi maggiori comprendenti la costruzione in cemento armato vibrato, o in strutture miste di cemento armato e ferro, di natanti.

INGG. A. & G. GHIRA
Società di Costruzioni



Roma, lì 22 Giugno 1944

P R O M E M O R I A

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La Società Ingg. A. & G. Ghira con sede in Roma Via Francesco Crispi n° 20 Tel. 485.584, avente cantiere edile in Via delle Cave, Officina Meccanica in Via Pellegrino Matteucci n° 22 (attualmente sfollata) e cantiere per costruzioni natanti in cemento armato a Fiumicino, svolge le seguenti attività:

Sezione civile

Costruzioni edili per civili abitazioni

Costruzioni industriali

Costruzioni stradali ed idrauliche (centrali idroelettriche, condotte forzate a tubatura in cemento armato)

Costruzioni di aeroporti, piste di lancio, hangar in cemento armato ed in ferro

Movimento di terre

Lavori portuali

Cemento armato in generale o cementi armati vibrati

Costruzioni Navali in cemento armato (brevetti propri)

Costruzione di serbatoi trasportabili e fissi di tutte le capacità per acqua e carburanti

Pali a traliccio in cemento armato per linee elettriche ad alta e media tensione

Costruzione di boe ed ancore in cemento armato per ostruzioni ed ormeggi

Sezione meccanica

Carpenteria metallica

Casseforme in ferro per cementi armati

Accessori ed attrezzi per l'edilizia

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Si fa presente che dall'8 Settembre la Ditta è rimasta inattiva non avendo voluto collaborare con i tedeschi per quanto da questi più volte sollecitati e minacciati. Causa l'inat-

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ROMA

Continuazione foglio N. 2

tività ha subito anche il danno di numerosi sequestri di materiali e macchinari vari.

Ha conservato però completa l'attrezzatura dell'officina e gran parte di quella inerente alle costruzioni, cosicchè può iniziare subito qualsiasi dei sopra citati lavori.

INGG. A. & G. GHIRA

Società di Costruzioni



Sept 79. H.C.C.
Cdr. 394 of
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Gm, new

Sub-Commission of Italian Experts
for Industry and Commerce.

To.- The Allied Commission for the Control of the Armistice
Sub-Commission for Industry & Commerce.
NALES.

Naples, 25 January 1944.

Situation of Italian Shipyards.

Under this category are classified industries which carry on ship building and those which deal in ship repairs.

The two activities are sometimes united in one yard; but in general the two types of work present quite different characteristics, which prompt to examine them separately.

It may be noted that construction shipyards production is very closely linked with other industries (ironworks - foundries - machinery factories etc.) a fact which advises to extend the survey of ship building to the whole Italian shipbuilding industry, survey to be followed by remarks and details on the yards situated in the part of Continental Italy liberated at present; on the other hand the survey of the naval repairs industry, which does not appear closely linked with production industries of accessory elements, will be restricted to the areas of liberated continental Italy.

In the present report no notice will be taken of the arsenals of the R.I.N.

A. SHIPBUILDING YARDS.

The tying up requested for the equipment of shipyards has had in Italy the consequence of concentrating the greater part of such activities in few industrial units of particular productive capacity. The principal shipyards, in operation at the beginning of 1943, were the following:-

- | | |
|--------------------------|---------------------------|
| 1) S.A. ARSILDO * | Genova-Sestri and Voltri. |
| 2) C.R.D.A., | Monfalcone (Trieste) |
| 3) C.R.D.A., | Trieste. |
| 4) Navalmeccanica, | Naples. |
| 5) Navalmeccanica, | Castellamare. |
| 6) Cdero Terri Orlando, | Ruggiero (Spezia) |
| 7) Cdero Terri Orlando, | Livorno. |
| 8) Cant. Navali Riuniti, | Ancona. |
| 9) Cant. Navali Riuniti, | Palermo. |
| 10) Cent. del Tirreno, | Riva Trigoso (Genova). |
| 11) Cent. del Quarnaro, | Fiume. |
| 12) Tosi, | Taranto. |
| 13) Brada, | Marghera & Venezia. |

The potentiality of these 13 yards could be considered equal to 90% of the potentiality of all the Italian shipyards. The 10% difference was given by numerous small industries, the activity of which was especially devoted to small constructions in wood and iron and the equipment of which,

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| 6) Cero Terni Orlando, | Muggiano (Spezia) |
| 7) Cero Terni Orlando, | Livorno. |
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| 10) Cant. del Tirreno, | Riva Trigoso (Genova). |
| 11) Cant. del Quarnaro, | Fiume. |
| 12) Tosi, | Teramo. |
| 13) Breda, | Marghera & Venezia. |

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The potentiality of these 13 yards could be considered equal to 90% of the potentiality of all the Italian shipyards. The 10% difference was given by numerous small industries, the activity of which was especially devoted to small constructions in wood and iron and the equipment of which, generally speaking, did not allow them to undertake constructions of greater measure than 30 - 40 meters of length.

For these reasons the present report will survey the situation of the abovementioned big shipyards and will consider, only in the conclusions, the "quote" of productive potentiality of the minor shipyards.

In order to value the productive possibilities of the above shipyards it is convenient to consider the particular nature of the working cycle in the building of a ship, cycle which can be divided into different phases, the efficiency of each is often independent from the other. The principal phases are the following:-

- 0643
- 001.2
- e) Preparation of materials in workshops & constructions on slips.
 - b) Construction of main engines & auxiliaries.
 - c) Construction of organic & structural accessories.
 - d) Fitting out of the ship.

All the shipyards under consideration are equipped for the construction of the hull (phasis a), for the construction of organic & structural accessories and for the fitting out of the ship (phasis c and d).

Some of the shipyards however for the construction of the principal and accessory machinery (phasis b) avail themselves of the activity of other industries, which are independent from the organisation which controls the shipyard or is united to it, but are situated in separate works. Under this point of view the above shipyards may be divided as follows:-

Shipyards which can carry ~~out~~ on the full construction of ships:

S.A. Ansaldo,	Genova-Sestri and Voltri.
Cant.R.D.A.	Monfalcone.
Cant.R.D.A.,	Trieste.
Cant.Odero Terni Orlando,	Livorno (with exclusion of electrical parts)
Cant.Odero Terni Orlando,	Luggiano-Spezia (same exclusion).

Shipyards which can only build hulls, accessories & auxiliary machinery:

Navalmecanica,	Naples.
Navalmecanica,	Castellammare di Stabia.
Cantieri del Tirreno,	Riva Trigoso, Genova.

Shipyards which can only build hulls and accessories:

Cantieri del Quarnaro,	Fiume.
Cant.Navali Riuniti,	Ancona.
Cant.Navali Riuniti,	Palermo.
Cant. Tosi.	Taranto.
Cant. S.A. Breda,	Venezia.

Naturally none of the above shipyards is equipped for making steel castings necessary for some parts of the hull (Bow-wheel, Sternpost Propeller shaft) exceeding 3-4 tons weight; for such parts all the above shipyards must depend on the big Italian Steel Industries (amongst which are mentioned the SIAC, ENI, Genova, Terni etc.) neither are the above shipyards equipped for the construction of large forgings.

After this foreword one examines the productive potentiality of the above shipyards, confirming that they are referred only to the phasis, 791 construction of the hull, organic & structural accessories & fitting out (points a, c, d) and therefore in giving the following figures, the problem of the furnishing the necessary machinery - in such cases in which the shipyards are not in position to construct it - and of the large steel castings and of the large forgings, is considered as solved.

Assuming as measure - unit of a shipyard's potentiality, the TON of worked hull-material for a cargo-boat or for a medium tonnage tanker, which are considered as the type of more common construction, the following figures of daily productive capacity are given.

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Shipyards which can carry ~~out~~ on the full construction of ships:
S.A. Ansaldo,
Cent.R.D.A.,
Cent.R.D.A.,
Cent.Odero Terni Orlando,
Cent.Odero Terni Orlando,
Mugliano-Spezia (with exclusion of electrical parts)
Mugliano-Spezia (same exclusion).

Shipyards which can only build hulls, accessories & auxiliary machinery:
Navalmecanica,
Navalmecanica,
Cantieri del Tirreno,
Naples.
Castellammare di Stabia.
Riva Trigoso, Genova.

Shipyards which can only build hulls and accessories:
Cantieri del Quernaro,
Cant.Navali Riuniti,
Cant.Navali Riuniti,
Cant. Tosi.
Cant. S.A. Breda,
Fiume.
Ancona.
Palermo.
Taranto.
Venezia.

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1)	S.A. ANSALDO,	Genova-Sestri & Voltri,	Ton/per day	120
2)	C.R.D.A.,	Monfalcone,	"	140
3)	C.R.D.A.,	Trieste	"	80
4)	Navalmecanica,	Napoli,	"	10
5)	Navalmecanica,	Castellammare di Stabia,	"	35
6)	Odero Terni Orlando,	Mugliano, Spezia,	"	60
7)	Odero, Terni Orlando,	Livorno,	"	50
8)	Cant. Navali Riuniti,	Ancona,	"	15
9)	Cant. Navali Riuniti,	Palermo,	"	15
10)	Cant. del Tirreno,	Riva Trigoso, Genova,	"	20
11)	Cant.del Quernaro,	Fiume,	"	20
12)	Tosi,	Taranto,	"	30
13)	S.A. Breda,	Venezia,	"	10

Hull worked material,..... Ton per day,.... 605

As already indicated, the potentiality of the minor shipyards, estimated to 65 tons of worked material per day, should be added to this production. Therefore, in August 1943, the potentiality of the Italian shipbuilding industry, could be estimated in 670 tons per day of worked hull material (cargoboot or tanker).

In order to value the effective productive capacity of Italian shipyards in Gross Tonnage, tons for Merchantmen, or in displacement tons for warships, it is convenient to bear in mind the following considerations:

a) Relation between weight of hull and gross tonnage or displacement of a ship, may be considered to average for various types of ships, as follows:-

Type of ship.	Weight of hull Gross Tonnage.	Weight of hull Gross Tonnage.
Fast Passenger Ships	0.32	0.39
Passenger & Cargo Steam- ships. Speed 16 m.p.h.	0.42	0.38
Do. 10/12 m.p.h.	0.40	0.30
Cargoes & Tankers over 5,000 tons.	0.45	0.22
Light Warships	-	0.4
Heavy Warships	-	0.3

b) The construction of 1 Ton of hull material for cargoboats or tanker requires less work than what is required for construction of 1 ton of hull material for vessels of quality; consequently it has been attempted to establish a rate of equivalence between the production of 1 ton of hull material for cargoboot or tanker and the production of 1 ton of hull material for other types of ships. Such equivalents appear in the following table:-

Type of Ship.	Equivalence
Cargoboot & Tanker	1.
Fast Passenger ships	1.7
Passenger & Cargo ships	1.2
Heavy War-ships	4.2

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Passenger & Cargo Steam- ships. Speed 16 m.p.h.	0.42	0.38
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Cargoes & Tankers over 5,000 tons.	0.45	0.22
Light Warships	-	0.4
Heavy Warships	-	0.3

b) The construction of 1 Ton of hull material for cargo boats or tanker requires less work than what is required for construction of 1 ton of hull material for vessels of quality; consequently it has been attempted to establish a rate of equivalence between the production of 1 ton of hull material for cargo boat or tanker and the production of 1 ton of hull material for other types of ships. Such equivalents appear in the following table:-

Type of Ship.	Equivalence
: Cargo boat & Tanker	1.
: Fast Passenger ships	1.7
: Passenger & Cargo ships	1.2
: Heavy War-ships	4.2
: Light Warships	4.5

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Now for some examples:

If all the activity of Italian Shipyards was devoted to construction of cargo boats or tankers, their annual potentiality would result:-

$$300 \times 670 \times \frac{1}{0.45} \text{ Gross tons} = 450,000 \text{ gross tons.}$$

If half of the shipyards activity was devoted to construction of cargo boats or tankers and the other half to construction of fast passenger ships we would have:-

$$\text{Gross tons cargo boat } \frac{450,000}{2} = \text{Gross tons } 225,000.$$

Gross tons passenger ships $\frac{450,000}{2} \times 1 = 132,000$
 Gross tons..... 357,000

Equipment of shipyards considered, which in many cases has been recently & completely renewed, corresponds in all fields to the necessities of modern technique.

The naval workshops are equipped with machinery adapted both to riveted and welded structures. The lifting devices on the slips have often a S.W.L. of over 10 T., which permits the preparation of complete elements (bulkheads etc.) in workshops and their construction on slips.

The slips correspond to the static and geometrical requirements, which guarantee successful launches. The shipyards are in general also furnished with quays, which have cranes, suitable to the lifting out operations.

As already stated most shipyards had recently renewed their equipment; some, in August last, had in hand the completion of the renewal of their plants, a fact which would have increased their productive capacity if compared with the figures given above. In such a situation are primarily:-

The "Cantiere Odero Termini Orlando di Livorno", which was improving its equipment for the fitting out and naval workshop and was preparing the premises, where to remove the turbine factory, which, till then, was at Spezia.

I "Cantiere Ansaldo di Genova", which were completing their lifting devices and some enlargements.

Il "Cantiere della Navalmeccanica di Castellammare", which was completing the lifting and transportation plants to service the slips, also the fitting-out station.

The "Cantiere Breda di Marghera" - Venezia, which was modifying its slips equipment and preparing a slip-way and dockplant.

In order to give a summary view of the equipment situation of the shipyards in August 1943, it may be useful to consider number and characteristics of efficient slips at that date. Such summary is given in table No.1.

2. Having produced the general features of Italian shipbuilding industry, we shall now survey such industries situated in liberated Continental Italy.

Only 3 out of the 13 above mentioned main shipyards are situated in such areas, viz:-

Navalmeccanica - Castellammare.
 Navalmeccanica, - Napoli,
 Tosi - Taranto.

Their total potentiality was of 75 tons of hull material for cargo-boat per day, viz:-

$\frac{75}{605} = 12.4\%$

of the potentiality of the 13 abovementioned Italian shipyards.

The three shipyards have 11 fixed slips, viz:-

For ships up to 100 metres	..	2
For ships from 100 to 200 metres	..	8
For ships over 200 metres	..	$\frac{1}{11}$

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Desides these three main yards, there are other minor yards, the activity of which is devoted to the construction of small coastal units and of trawlers. About 15 of such industries are known, 10 of which are in "Puglia" the main of these minor enterprises are the "Cantiere Pellegrino" in Naples and

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In order to give a summary view of the equipment situation of the shipyards in August 1943, it may be useful to consider number and characteristics of efficient slips at that date. Such summary is given in table No.1.

2. Having produced the general features of Italian shipbuilding industry, we shall now survey such industries situated in liberated Continental Italy.

Only 3 out of the 13 above mentioned main shipyards are situated in such areas, viz:-

Navalmeccanica - Castellammare.

Navalmeccanica, - Napoli.

Tosi - Taranto.

Their total potentiality was of 75 tons of hull material for cargo-boat per day, viz:-

$$\frac{75}{605} = 12.4\%$$

of the potentiality of the 13 abovementioned Italian shipyards.

The three shipyards have 11 fixed slips, viz:-

For ships up to 100 metres .. 2

For ships from 100 to 200 metres .. 8

For ships over 200 metres .. 1

11

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Besides these three main yards, there are other minor yards, the activity of which is devoted to the construction of small coastal units and of trawlers. About 15 of such Industries are known, 10 of which are in "Puglia" the main of these minor enterprises are the "Cantiere Pellegrino" in Naples and the "Cantiere Vigliar" at Salerno. It is not possible to estimate the potentiality of each of them, owing to the irregularity and the variety of work produced (constructions in wood, in iron etc.).

Air-raids and German destructions have spared the "Cantiere Tosi" of Taranto, nor have the minor shipyards suffered great damages; on the contrary for the above reasons the potentiality of the Naples and Castellammare shipyards has been greatly reduced and it is as well to detail, as follows, their present situation.

a) Navalmeccanica Shipyard - Castellammare di Stabia.

The yard originally equipped for constructions up to 200 metres in length, has been spared by air-raids, on the other hand the Germans have badly

damaged its equipment.

Main damage is the following:
Destruction of 4 cranes, serving the slipways, which have therefore been left without any lifting device.

Great damage to power stations and to Centrel compressors.

Destruction of 70% of Naval machinery and of 50% of the machinery of the mechanical workshop.

Partial demolition of the mechanical workshop, and part of travelling cranes.

Damages to the different premises of the auxiliary workshops.

Damages to the power plant & to several canalizations.

Nearly complete destruction of stores and offices.

As already stated the yard has still to complete part of its equipment, there are still to be finished.

2 water reservoirs in reinforced concrete of the total capacity of 700 cubic metres, necessary to the efficiency of the water supply plant of the yard.

A Quay: 240 metres long, coaming 11 metres, for fitting out work.

A 50 tons crane, to serve the above.

The plant of overhead cable cranes serving the construction slips formed of 12 lines, 4 tons capacity.

The establishment of the compressor station.

The completion of such plants would raise the yard's potentiality from the previous ratio of 35 tons of worked hull material per day, to 50 tons per day.

By its own effort, the shipyard has carried out a summary repair to suffered damages and has started working again on reduced scale, carrying out some orders placed by the R.N. It may be assumed that its present efficiency is 25% of its normal one and that the shipyard cannot at present undertake the construction of ships over 50/60 metres in length owing to the lack of appropriate lifting devices.

If it is wished to raise the potentiality of the yard to 50% of its normal efficiency and if it is desired for it to undertake constructions up to 100/150 metres in length it would be necessary to proceed to an amplifier, even if only partial, reconstruction of its plants for which the following main materials would be necessary.

Iron ;	Cast Iron ;	Cement ;	Lime ;	Bricks ;	Marble ;	Glass ;	Timber
Tons ;	tons ;	tons ;	tons ;	1000 x n ;	square metres ;	square metres ;	cubic metres
670 ;	- ;	210 ;	45 ;	170 ;	7500 ;	4600 ;	185

If it is wished to proceed to complete repairs of damages suffered by plants and to completion of plants still in hand, following, would be materials necessary.

Iron & cast iron	Cement ;	Lime ;	Bricks ;	Marble ;	Glass ;	Timber ;	Machinery
tons ;	tons ;	tons ;	1000 x n ;	square metres ;	square metres ;	cubic metres ;	tons.
2620 ;	1060 ;	110 ;	470 ;	15000 ;	850 ;	100	2188
repairs to plants.	1700 ;	2160 ;	319 ;	25 ;	1200 ;	1000 ;	600 ;
completion of plants.	4320 ;	3220 ;	420 ;	495 ;	16200 ;	16500 ;	1450 ;
TOTAL							100

are still to be finished.
2 water reservoirs in reinforced concrete of the total capacity of 700 cubic metres, necessary to the efficiency of the water supply plant of the yard.

A Quay, 240 metres long, coaming 11 metres, for fitting out work.

A 50 tone crane, to serve the above.

The plant of overhead cable cranes serving the construction slips formed of 12 lines, 4 tons capacity.

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	tons ;	tons ;	1000 x n ;	square metres ;	square metres ;	cubic metres
670 ;	- ;	210 ;	45 ;	170 ;	7500 ;	4600 ;
						185

If it is wished to proceed to complete repairs of damages suffered by plants and to completion of plants still in hand, following, would be materials necessary.

Iron & cast iron	Cement :	Lime :	Bricks :	Eternit :	Glass :	Timber, Machinery
tons ;	tons ;	tons ;	1000 x n ;	square metres ;	square metres ;	cubic tons.
repairs to plants. : 2620	: 1060	: 110	: 470	: 15000	: 15000	: 850
completion of plants. : 1700	: 2160	: 310	: 25	: 1200	: 1000	: 600
TOTAL : 4320	: 3220	: 420	: 495	: 16200	: 16000	: 1450
						: 100

From the starting of work, a period of 4 months is anticipated for the partial reconstruction; a period of eight months for the total reconstruction and a period of one year for the completion of present incomplete plants.

b) Nevalmeccanica Shipyard - Napoli (Pacini & Scali.)

The yard equipped for constructions up to 120-130 metres in length and naval repairs, has been damaged both by air-raids and by German destruction companies. The main damages suffered by its equipment are as follows:-

Complete demolition of the naval workshop, cranes also.
90% destruction of naval machinery.
Nearly complete demolition of mechanical workshops.
60% destruction of machinery for mechanical work.
Great damage to premises and equipment of auxiliary workshops.
Great damage to electrical and compressed air plants.
Destruction of offices and stores.

In paragraph dealing with Naval Repair Industry a survey of damages to equipment of docking operations is given.
The present efficiency of the shipyard may be considered 20% of its normal one and the condition of its equipment does not consent constructions over 30/40 metres in length. No naval constructions are at present possible, while reduced naval repair activity is in hand.
In order to give the shipyard an efficiency equal to 50% of its original potentiality the following main materials should be made available:-

Iron & cast iron	Cement	Lime	Bricks	Class	Timber
tons.	tons	tons	n x 1000	square metres	square metres
300	400	500	220	6000	1000

In order to give the shipyard its complete efficiency the following main materials are necessary:-

Iron & cast iron	Cement	Lime	Bricks	Class	Timber	Machinery
tons.	tons	tons	n x 1000	square metres	square metres	tons.
1500	3800	1200	500	13000	3000	140

From the starting of work, a period of 4 months is anticipated for partial reconstruction and a period of 12 months for total reconstruction.

3. Summing up the information as outlined the situation is :
e) Following are the present possibilities of the above shipyards.

Shipyard	Maximum length of ship	Hull material worked per day in tons.
Tosi, Taranto.	200	30
Navalmeccanica, Castellammare	50/60	8,5
Navalmeccanica, Napoli.	30/40	2
Total of shipyards.....		40,5
Minor shipyards approximate.....	30/40	6,5
		47,-

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b) For an incomplete reconstruction of plants, in 4 months time, the following main materials would be necessary:-

Iron & cast iron	Cement	Lime	Bricks	Eternit	Glass	Timber
			n x 1000	square	square	cubic

The present efficiency of the shipyard is normal one and the condition of its equipment does not consent constructions over 50/40 metres in length. No naval constructions are at present possible, while reduced naval repair activity is in hand.

In order to give the shipyard an efficiency equal to 50% of its original potentiality the following main materials should be made available:-

Iron & cast iron tons.	Cement tons.	Lime tons	Bricks n x 1000	Glass square metres	Timber square metres
300	400	500	320	6000	1000

In order to give the shipyard its complete efficiency the following main materials are necessary:-

Iron & cast iron tons.	Cement tons	Lime tons	Bricks n x 1000	Glass square metres	Timber square metres	Machinery tons.
1500	3800	1200	500	13000	3000	140

From the starting of work, a period of 4 months is anticipated for partial reconstruction and a period of 12 months for total reconstruction.

3. Summing up the information as outlined the situation is:
a) Following are the present possibilities of the above shipyards.

Shipyard	Maximum length of ship	Full material worked per day in tons.
Tosi, Taranto.	200	30
Navalmecconica, Castellammare	50/60	8,5
Navalmecconica, Napoli.	30/40	2
Total of shipyards.....		40,5
Minor shipyards approximate.....	30/40.	6,5
		47,-

2787

b) For an incomplete reconstruction of plants, in 4 months time, the following main materials would be necessary:-

Iron & cast iron tons.	Cement tons.	Lime tons	Bricks n x 1000	Eternit square metres	Glass square metres	Timber cubic metres
Navalmecconica Castellammare	670	210	45	170	7500	4600
Navalmecconica Naples.	300	400	600	320	-	6000
TOTAL.....	970	610	645	490	7500	10600

Consequently the possibilities of the construction shipyards would be following:

Shipyard.	Maximum length of ship	Hull material worked per day in tons.
Tosi, Taranto	200	30
Navalmeccanica, Castellammare	160-150	17,5
Navalmeccanica, Napoli.	100	5
Total of shipyards.-		52,5
Minor shipyards.-	30 - 40	6,5
		59,0

with an increase of $\frac{59 - 47}{47} = 25,50\%$ of the present possibilities.

c) For a complete restoration of the plants the following material would be necessary.-

Iron & Cement Lime		Bricks		Eternit		Glass		Timber		Machin:	
Cast Iron.		1000 x		square		square		cubic			
Tons.	Tons	n	metres	metres	metres	metres	metres	metres	metres	tons.	tons.
Navalmecc:											
Cast'mare	2620	: 1060	: 110	: 470	: 15000	: 15000	: 850	: 100			
	.	.	.	.	.	.	.	.			
Navalmecc:	1500	: 3900	: 1200	: 500	: -	: 13000	: 3000	: 140			
Napoli.											
TOTAL....	4120	: 4860	: 1310	: 970	: 15000	: 28000	: 3850	: 240			

and in such case the possibilities of the yards would be brought to the following level:-

Shipyard	Maximum length of ship	Hull material worked per day in tons.
Tosi, Taranto	200	30
Navalmeccanica, Cast'mare	200	35
Navalmeccanica, Napoli	130	10
Total of shipyards.....		75
Minor shipyards.	30 - 40	6,5
TOTAL.....		81,5

with an increase of $\frac{81,5 - 47}{47} = 73,5\%$ of the present possibilities.

On completion of plants at present suspended, at the Castellammare shipyard, the potentiality of this shipyard would rise to 50 tons of hull material worked per day.

The total potentiality of the shipyards would therefore rise to 96,5 tons per day and the material necessary would be:-

Iron & Cement Lime		Bricks		Eternit		Glass		Timber		Machin:	
cast iron		1000 x		square		sq:		cubic			
tons	tons	n	metres	metres	metres	metres	metres	metres	metres	tons.	tons.
Materials											
for re-con	4120	: 4860	: 1310	: 970	: 15000	: 28000	: 3850	: 240			

with an increase of $59 - 47 = 25,50\%$ of the present possibilities.

47

c) For a complete restoration of the plants the following material would be necessary.~

		Iron & Cement Lime		Bricks		Eternit		Glass		Timber	
Cast Iron.		Tons		1000 x		square		square		cubic	
		Tons		n		metres		metres		metres	
Navalmec:											
Cast'mare	2620	:	1060:	110 :	470 :	15000 :	15000 :	850 :	850 :	100	
		:	.	.	.	.	.	.	.	.	
Navalmec:		:	.	.	.	.	.	.	.	.	
Napoli.	1500	:	3900:	1200 :	500 :	- :	13000 :	3000 :	3000 :	140	
TOTAL....:	4120	:	4860:	1310 :	970 :	15000 :	28000 :	3850 :	3850 :	240	

and in such case the possibilities of the yards would be brought to the following level:~

Shipyard	:	Maximum length	:	Hull material worked
	:	of ship	:	per day in tons.
Tosi, Taranto	:	200	:	30
Navalmecanica, Cast'mare	:	200	:	35
Navalmecanica, Napoli	:	130	:	10
Total of shipyards.....:	:		:	75
Minor Shipyards.	:	30 --40	:	6,5
TOTAL.....	:		:	81,5

with an increase of $81,5 - 47 = 73,5\%$ of the present possibilities.

On completion of plants at present suspended, at the Castellammare shipyard, the potentiality of this shipyard would rise to 50 tons of hull material worked per day.

The total potentiality of the shipyards would therefore rise to 96,5 tons per day and the material necessary would be:~

Iron & cast iron		Cement		Lime		Bricks 1000 x n		Eternit square metres		Glass sq: metres		Timber cubic metres		Mackin: tons.	
tons		tons		tons											
Materials for re-construction.	4120	:	4860	:	1310	:	970	:	15000	:	28000	:	3850	:	240
Materials for completion.	1700	:	2160	:	310	:	25	:	1200	:	1000	:	630	:	-
TOTAL.....	5820	:	7020	:	1620	:	995	:	16200	:	29000	:	4480	:	240

Summing up, the potentiality of the construction shipyards of liberated Italy, in the various cases taken into consideration, appears from the following Table of comparison.~

- 2 -

Situation.		Potentiality in hull Potentiality in Gross	% of Potentiality
: material worked in : tons Cargoboot		per day, in Tons	: compared to normal situation.
Present :		47	: 58
Partial construction		59	: 73
Total construction		81,5	: 100
Completion of plants.		96,5	: 118

Finally it should be remembered that the shipyards ~~have~~ which have suffered from war damages, find themselves also in financial difficulties owing to the fact that the Italian Government has missed to cover their credits due for orders placed and carried out, and for reparation of war damages. For this reason a program of reconstruction, even if partial, of the shipyards under survey, cannot be disjointed from the solution of the financial problem involved therein.

4. It appears difficult to determine the materials necessary for the activity of the shipyards, owing to the great variety of materials which are required in building a ship and owing also to the fact that the same change according to the types of ships. Restricting the survey to the main materials employed, the situation is as follows:

Sheetings and beams-----, are comparatively scarce in the shipyard stores and are "frozen" by the R.N., which uses them for urgent war work, therefore they cannot be taken into account for the development of ~~the~~ a construction program.

The possibilities of producing hull material in the zones of liberated Italy have already been considered in "Communication No.2"; the conclusions of which report are given below:

The main plant for the production of Sheetings and of Beams--- The ILVA of Bagnoli - has been destroyed in such a way that the renewal of its activity - within a period of some months, is considered difficult. The other iron manufactures which may resume their activity in a reasonably short time may have a total annual output of 75,500 - 111,500 tons, but limited by to Beams and sheetings, under 6 mm. in thickness (that is of limited use in naval constructions).

Assuming as an average it may be considered that in the weight of a hull are 75% of sheeting and 25% of beams. Italian Iron Manufacture, the activity of which is at present limited to the above quoted types and the potentiality of which as has been shown - is very reduced and will also have to furnish other immediate vital necessities of civil life, will, at present, be able to cover 25% of sheeting and beams 2785 required for hull construction.

The mechanical industry of liberated Italy is not, at present, equipped for the construction of main machinery for ships of medium, and large dimensions, while it can construct main machinery for small ships and auxiliary machinery for medium and big ships. Investigation is at present in hand for the completion of the equipment of a mechanical industry, which should then be in a position to build marine boilers of any type and size, large steam engines and turbines.

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In the areas under consideration, the equipment of electrical-mechanical industries, is missing.

Also missing, as already noted, are adequate foundry and steel forging plants.

An immediate program for the renewal of naval constructions should consider the following annual requirements of iron material and machinery:-

	Iron material		Machinery	
	Sheetings tons	Beams tons	tons	
Present situation	10,600	3,600		3,000
Partial reconstruction	13,200	4,500		3,500
Total reconstruction	18,300	6,200		5,000
Completion of plants.	21,500	7,500		6,000

- 9 -

Of the above requirements, machinery and sheeting should come from abroad while national industry could furnish part of the beams. The annual requirement of principal auxiliary materials needed by shipyards is:-

	Fuel Oil		Lubricating Oil		Coal		Electrical Power	
	Tons		Tons		Tons		1000 Kw hour.	
Present	700		75		3,600		6,000	
Partial reconstruction.	900		90		4,500		8,500	
Total reconstruction.	1,200		115		6,000		11,200	
Completion of plants.	1,500		140		6,500		12,000	

5. After the preceeding survey, the following conclusions may be reached with regard to the reorganisation of the construction shipyards.

a) The quantity of materials required for a partial reconstruction of the shipyards appears relatively small and attainable with materials existing or that can be constructed in liberated Italy. It appears therefore convenient to start the partial reconstruction survey, also on account of the interest shown by Allied Navies in empowering the construction shipyards, as considered useful to the conduct of the war in Europe and in the Far East.

b) The effective requirements in raw material and auxiliary material can be determined only on the construction program of the Allied Navies.

c) A full program for the working of the construction shipyards should be prepared besides forecasting the possible post-war developments also on the basis of the productive possibilities of Italian industry which is linked with the production of the same shipyards, iron works, mechanical industries, steel works, electrical-mechanical industries, industries which in the greater part are situated in the part of Italy occupied by Germans.

It must nevertheless be born in mind that the time required for restoring a shipyard is considerable; it appears therefore convenient to investigate at once the activity programs which may be assigned to the Italian Shipyards, in order to effect the timely allocation of the respective equipment.

It is obvious that the future life of Italian shipyards will depend on several general factors, such as tonnage requirements existing tonnage, construction costs etc., which problems, when it is considered useful, may form the object of a subsequent study.

Other factors will also influence a forecast of the future activity of the shipyards surveyed, viz:

The conditions of the construction shipyards, which are at present in the part of Italy occupied by the Germans.

The conditions of the abovenamed industries, situated in the part of Italy occupied by the Germans and linked with the activity of

Completion of plants.-	1,200	1,500	140	6,500	12,000
------------------------	-------	-------	-----	-------	--------

5. After the preceeding survey, the following conclusions may be reached with regard to the reorganisation of the construction shipyards.

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It must nevertheless be born in mind that the time required for reestoring a shipyard is considerable; it appears therefore convenient to investigate at once the activity programs which may be assigned to the Italian Shipyards, in order to effect the timely allocation of the respective equipment.

It is obvious that the future life of Italian shipyards will depend on several general factors, such as tonnage requirements existing tonnage, construction costs etc., which problems, when it is considered useful, may form the object of a subsequent study.

Other factors will also influence a forecast of the future activity of the shipyards surveyed, viz:

The conditions of the construction shipyards, which are at present in the part of Italy occupied by the Germans.

The conditions of the abovenamed industries, situated in the part of Italy occupied by the Germans and linked with the activity of the shipyards.

The view which the big chartering groups will take after the war in the choice of ships and in their construction.

To gain time it is possible at present to draft alternative proposals on the quality and on the efficiency most adapted for the equipment of construction shipyards, relating to the different cases, on which the abovenamed factors influence.

From the comparison of the various proposals considered it will be possible to determine a minimum reconstruction, which in any case should be realised, program which may immediately be put in operation.

It is expected to learn the view of the Commission on the above questions in order to eventually carry out investigations as indicated.

B. Repair Shipyards.

B. Repair Shipyards.

The quality of industries interested in this branch is entirely different from the one of construction shipyards; it is in fact, that with some exceptions, naval repairs are carried out by small industrial concerns.

Better than an investigation on the quality and efficiency of these concerns it would appear more convenient to survey the particular situation of some larger firm and the situation of the Docks at present available.

As already stated the activity of Naval Repairs is of a character which is independent of any link with parallel industries; it appears therefore sufficient to limit the present investigation to the plants situated in Continental liberated Italy.

1. Situation of Existing Docks.

In liberated Italy there are 6 graving docks, whose principal characteristics are given in Table 2. It appears that the larger ones are the two docks at Taranto and the two docks at Naples.

No information is available concerning the conditions of the Docks at Messina and Palermo; the two docks at Taranto are given as efficient, while the two docks at Naples are in operation without normal equipment owing to the destruction of the pumping station, operated by the Germans.

The firm which runs the two docks has in hand the restoration of the pumping station, which should be operating in February next. At that time therefore it may be taken that all the four larger docks situated in liberated continental Italy will be in complete efficiency.

Beyond the graving docks there are in liberated Italy eight floating docks owned by the R.I.N., whose characteristics appear in Table No. 3. There is also in Naples port another Floating Dock sunk by the Germans.

2. Drydocks under construction.

It is convenient to point out that at Naples and at Brindisi two large graving dry docks are under construction.

With other "Communication", details of the Dry-Dock under construction at Taranto, will be given; herewith are given some details of the Dry-Dock under construction at Naples.

The Dry-Dock will have a total length of 349 metres and a useful length of 321 metres; the minimum width will be of 40 metres and depth of GATE below medium sea-level of 13 metres.

The dock will be divided in three parts by caissons and will be provided with a pumping station of 5040 HP.

The dock is completed by 40%, also completed are the preparatory works, protection dyke, all excavations, 200 metres of base and all caissons are ready.

For the completion of the dock the following materials are required:-

105 tons of Iron, 7200 tons of Cement, 15000 tons of lime in blocks.

The mechanical parts needed for the functioning of the Dock (Pumping station, caissons, cranes, etc.) have not yet been ordered, neither from the available details of such parts it is possible to determine their weight.

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3. Naval Repairs Industry.

As already stated these are small industrial concerns equipped for carrying out small repairs.

The only concern which appears completely equipped to carry on large mechanical repairs, to the structures of hulls and in drydocking in a dry-dock run by the firm, is the Shipyard "Baccini e Scali" of the Navalmeccanica. This shipyard has already been considered in the paragraph dealing with construction shipyards. The only repairs required to complete the Dry-Dock are to the pumping station and the supply of two mobile cranes.

It is also convenient to remember the existing Docking Station for submarines, the property of Navalmeccanica, Naples -Molo Vigliena. This plant has been severely damaged during the war. At present and after some repairs, it has started functioning on reduced scale.

Amongst other industries of some importance, are indicated the "Cantiere Meccanico Brindisino at Brindisi" and the firm Ruggiero in Naples. The equipment of this last firm has suffered some damage which is being repaired by its own means.

On the whole, the reconstruction of the industries surveyed will require very small quantities of material; the nature of the same industries does not allow to determine the quantity of auxiliary materials required for setting them in working order.

4. The elements ~~given above~~ given permit to believe, that when the Pumping Station of the two Docks in Naples will be repaired and when the necessary repairs to the Shipyard Bacini e Scali will be finished, the industries concerned with Naval Repairs will be in a position to resume their activities on scale very near to normal.

Anyhow a very careful consideration should be given to the convenience of completing the construction of the two big Dry-Docks at Naples and Taranto, which for size and geographical situation can represent an important factor in the equipment connected with Mediterranean traffic.

The Sub- Commission of Experts.

SITUATION OF CONSTRUCTION SLIPWAYS IN ITALIAN SHIPYARDS
FIXED SLIPWAYS

Length	Cantiere						Cantiere		
	Ansaldo	Tirreno	O.T.O.	O.T.O.	C.R.D.A.	C.R.D.A.	Quarnaro	C.N.R.	C.N.R.
	Genova No	Genova No	Livorno No	Muggiano No	Monfalcone No	S. Marco No	Fiume No	Ancona No	Palermo No
up to 100 Meters	-	-	-	-	-	-	2	1	-
100 - 200 Meters	3	5	2	7	5	1	2	2	4
over 200 Meters	2	-	1	-	3	2	2	-	-
	5	5	3	7	8	3	6	3	4

Slipways for submarines

MOBILE SLIPWAYS

Length	Cantiere					Total No
	Ansaldo Genova No	Tirreno Genova No	O.T.O. Livorno No	O.T.O. Muggiano No	Breda Venezia No	
up to 100 Meters	-	-	3	-	-	3
100 - 200 Meters	3	4	3	-	4	14
over 200 Meters	-	-	-	-	-	-
	3	4	6	-	4	17

2781

Table 1

SITUATION OF CONSTRUCTION SLIPWAYS IN ITALIAN SHIPYARDS
FIXED SLIPWAYS

Tirreno Genova No	O.T.O. Livorno No	O.T.O. Muggiano No	C.R.D.A. Monfalcone No	C.R.D.A. S. Marco No	Cantiere			Naval		Total No
					Quarnaro Fiume No	C.N.R. Ancona No	C.N.R. Palermo No	Tosi Taranto No	Mecc. Napoli No	
-	-	-	-	-	2	1	-	2	-	5
5	2	7	5	1	2	2	4	3	5	39
-	1	-	3	2	2	-	-	-	1	11
5	3	7	8	3	6	3	4	5	6	55

MOBILE SLIPWAYS

Length	Ansaldo Genova No	Cantiere Tirreno Genova No	O.T.O. Livorno No	O.T.O. Muggiano No	Breda Venezia No	Total No
100 Meters	-	-	3	-	-	3
200 Meters	3	4	3	-	4	14
300 Meters	-	-	-	-	-	-
	3	4	6	-	4	17

SITUATION OF GRAVING DRY DOCKS EXISTING IN LIBERATED CONTINENTAL ITALY
(R.I.N.A. 1940)

Port in which the dock is	Name of Dry Dock	Maximum Length m.	Length on Base m.	Width at entrance corresponding to medium water level m.	Depth of Base at medium water level m.	Depth of Gate at medium water level m.	Owner or Co that runs t
Messina		104.00	105.50	21.80 16.05	8.57	8.57	Regia Mari
Napoli	No 1	115.57 114.80	113.03	17.70	7.50	7.20	On sub con
Napoli	No 2	206.16 205.65	202.36	28.30	9.70	10.20	to the Bac
Palermo		176.99	174.20	26.16	9.00	8.50	Cantieri N Riuniti
Taranto	Principe di Napoli	216.85	205.02	33.40 24.81		9.87	Regia Mari
Taranto	Generale E. Ferrati	249.99	246.02	40.80 35.20		12.01	" "

0827

Table 2

SITUATION OF GRAVING DRY DOCKS EXISTING IN LIBERATED CONTINENTAL ITALY
(R.I.N.A. 1940)

Maximum Length m.	Length on Base m.	Width at entrance corresponding to medium water level m.	Depth of Base at medium water level m.	Depth of Gate at medium water level m.	Owner or Company that runs the Dock	Other information
104,00	105,50	21,80 16,05	8,57	8,57	Regia Marina	
115,57 114,80	113,03	17,70	7,50	7,20	On sub concession	
206,16 205,65	202,36	28,30	9,70	10,20	to the Bacini & Scali	
176,99	174,20	26,16	9,00	8,50	Cantieri Navali Riuniti	
216,85	205,02	33,40 24,81		9,87	Regia Marina	May be divided in 2 parts.
249,99	246,02	40,80 35,20		12,01	" "	

SITUATION OF FLOATING DOCKS EXISTING IN LIBERATED CONTINENTAL ITALY
(R.I.N.A. 1940)

Port in which the Dock is	Name of Dock	Maximum length m.	Length on Base m.	Width at entrance corresponding to medium water level m.	Depth of Base at medium level m.	Depth of Gate at medium level m.	Owner or Company that runs the Dock
Brindisi	G.O.8	111,26	111,26	19,00	6,00		Regia Marina
Taranto	G.O.2	45,-		9,02 8,01		3,13	" "
Taranto	G.O.4	32,-		8,07 7,13		2,80	" "
Taranto	G.O.9	66,40		11,28		9,20	" "
Taranto	G.O.10	78,33		19,32			" "
Taranto	G.O.11						" "
Taranto	G.O.13	139,90		25,39		8,96	" "
Taranto	G.O.18	99,97		13,28		5,03	" "

2779

Table 3

SITUATION OF FLOATING DOCKS EXISTING IN LIBERATED CONTINENTAL ITALY
(R.I.N.A. 1940)

Maximum length	Length on Base	Width at entrance corresponding to medium water level	Depth of Base at medium level	Depth of Gate at medium level	Owner or Company that runs the Dock	Lifting Capacity of Floating Dock ton.	Other information
m.	m.	m.	m.	m.			
111.26	111.26	19.00	6.00		Regia Marina	4800	Built in 1904
45.-		9.02 8.01		3.13	" "	150	
32.-		8.07 7.13		2.80	" "	100	
66.40		11.28		9.20	" "	450	
78.33		19.32			" "	2900	
					" "	2000	
139.90		25.39		8.96	" "	15240	
99.97		13.28		5.03	" "	1200	

REPORT OF SUB-COMMISSION OF ITALIAN EXPERTS ON THE
SHIP BUILDING YARDS IN ITALY.

From : Head of Naval Sub-Commission, SALERNO.
To : Flag Officer Western Italy.
Date : 19th March 1944. No W/86/44.

With reference to your 437/ of 17th February, on the above subject, I would be glad to have a copy of the experts report if one is available.

C O M M O D O R E.

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2330
3 May 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Northern Area, Mediterranean, Naples.
Subject: Ship Repair Facilities at CASTELLAMMARE.
Enclosure: (A) Labor Sub-Com. AC ltr LSC/515 of 19 April 1945.
1. Enclosure (A) is forwarded herewith, as requested by
FONAM letter 829-23 of 28 April 1945.

H. W. ZIROLI,
Commodore, U. S. Navy,
for
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.



8 MAY 1945

1 KAI 18

WNN

2777

10 → Office of Flag Officer,
Northern Area,
Mediterranean.

At NAPLES. 28th April, 1945.

No. FONAM.829-23.
NAVY SUB-COMMISSION,
HEADQUARTERS ALLIED COMMISSION.

SHIP REPAIR FACILITIES AT CASTELLAMARE.

With reference to your No.NSC/2205
dated 20th April, 1945 it is requested that
the enclosure referred to may be forwarded.

C Appelt
for REAR ADMIRAL.

Returned
3/5/45

Tel. 391

AMW/SP

Ref. AC/5700/IND

27 April 1945

SUBJECT : Port-Workers of Castellammare
TO : Economic Section
(Attn.: Capt. Atkins)
FROM : Industry Sub-Commission

1. Your 14.04/IS dated 20 April 1945, is subject.

2. In para. 3 of a/m letter the point at issue is surely a domestic one, the solution of which lies with the Italian Government, through the Ministry of Industry, Commerce and Labour.

3. There are innumerable plants in and around Castellammare which could no doubt absorb a large number of workers. In addition, it is known to this Sub-Commission that DME, A.F.H.Q. is anxious to employ some hundreds of machine-tool operators in the Naples area, and is searching for such people through the local Italian authorities.

[/s/ W. J. MASKREY]

Copy to:-
Labour Sub-Commission
Navy Sub-Commission

W.J. MASKREY
Lt. Colonel,
Deputy Director,
Industry Sub-Commission.

2776

AMMcc/fd

INTER OFFICE MEMO

Our ref.: AC/544/34/Tn 3

24 April 1948

SUBJECT : Portworkers at Castellammare

TO : Economic Section

1. Further to this office letter AC/544/33/Tn 3 dated 22 April '48, the question of employment of the 2000 workers at Castellammare was raised at the Redbo meeting yesterday, and the suggestions put forward in Labour Sub-Commission's letter LSC/515/ dated 19 April were discussed.

2. The Chairman agreed to take the matter up, and recommendations will be made in due course.

For the Director :

Amherst
A.M. McCURE *ref. RA*
Major, R.A.

Copy to : Navy S/C. ✓
Labour S/C.
Shipping S/C.

2775

FILE

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2239
24 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Economic Section, Hq. AC.
Subject: Ship Repair Facilities - CASTELLAMARE.
Reference: (a) Transportation Sub-Com. ltr AC/544/33/Tn 3 of
22 April 1945.
Enclosure: (A) Navy Sub-Com. ltr NSC/2205 of 20 April 1945.
(B) Copy Italian Ministry of Industry, Commerce and
Labour ltr 1679/1/50 of 13 April 1945.

1. In connection with reference (a), no action is contemplated by the Navy Sub-Commission, Hq. AC, other than that indicated in enclosure (A) in which the Flag Officer Northern Area, Mediterranean, was requested to advise whether any action should be taken with the Ministry of Marine to increase the utilization of ship repair facilities at CASTELLAMARE for the repair of Italian Naval and Merchant vessels.

2. In addition, the Flag Officer Northern Area, Mediterranean, was furnished with a copy of enclosure (B) from the Italian Ministry of Industry, Commerce and Labour. In view of the general recommendations which will be submitted by the "Campbell Committee", it is not considered that any affirmative action will be taken through that channel in the immediate future to alleviate the situation at CASTELLAMARE.

H. ST. J. BRILDER,
Captain, U. S. Navy,
for REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Transportation SC.AC.
Labor Sub-Commission, AC.
Shipping Sub-Commission, AC.



25 APR 1945

2724

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2205
20 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Northern Area, Mediterranean.
Subject: Ship Repair Facilities CASTELLEMARE - Utilization of.

1. A copy of Labor Sub-Commission, Hq. AC letter LSC/515 of 19 April 1945, in connection with the labor situation and ship repair facilities at CASTELLEMARE is forwarded herewith.

2. Information would be appreciated whether it is desired that any action be taken with the Ministry of Marine to increase the utilization of the ship repair facilities at CASTELLEMARE for the repair of Italian Naval and Merchant vessels.

H. ST. J. BUTLER,
Captain, U. S. Navy,
for REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
FCTALI
LABOR SC.AC

COPY

(ENCLOSURE (A)).

2773

TRANSLATION

MINISTRY OF INDUSTRY, COMMERCE AND LABOUR
LABOUR GENERAL DIRECTION

DIV III

Ref: 1679/1/50

Rome 13/4/1945.

TO: Allied Commission
ROME

SUBJECT: Ship Building Yard of Castellamare di STABIA.

1. The factory Commission of the ship building yard of Castellamare di Stabia, has pointed out to this Ministry that the workmen of these yards - nearly 2,000 persons will surely be reduced to beggary, and increase the number of unemployed labourers, in consequence of the scarce work which has been allocated to these yards.
2. We call the attention of the Allied Commission on this fact, so that in all future repair works concerning navy industry, it should be considered the application of the factory Commission of the above mentioned yards of Castellamare di Stabia.
3. We would appreciate very much to know, as soon as possible, all the measures which will be adopted by that Allied Commission to help the crisis of those working classes.

THE MINISTER

(sgd illegible)

2772

COPY:

(ENCLOSURE (B)).

GBG/mdp

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our ref. : AC/544/33/Tn 3

22 April 1945

SUBJECT : Port Workers of Castellamare.

TO : Economic Section.

I. With reference to your letter I4.04/US dated 20th April, the question of providing work for the Castellamare shipyards is being handled jointly with the Navy Sub-Commission and the "Campbell" Committee and an agreed recommendation will be submitted shortly to the Mediterranean Shipping Authorities.

For the Director :

G.B. GORDON
G.B. GORDON,
Major I.E.

Copy to : Navy Sub-Commission.
Labour Sub-Commission.
Shipping Sub-Commission.

2771

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2221
23 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Flag Officer Northern Area, Mediterranean.
Subject: Ship Repair Facilities CASTELLAMARE - Utilization of.
Reference: (a) Navy Sub-Com. Hq. AC ltr NSC/2205 of 20 April 1945.
Enclosure: (A) Copy Italian Ministry of Industry, Commerce and
Labor ltr 1679/1/50 of 13 April 1945.

1. Enclosure (A) is forwarded herewith for information in connection with reference (a), relative to the utilization of ship repair facilities at CASTELLAMARE.

(Sgd) G. L. WARREN
REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
FOCALI



23 APR 1945

2770B

1 RAI 18

TRANSLATION

MINISTRY OF INDUSTRY, COMMERCE AND LABOUR
LABOUR GENERAL DIRECTION

DIV III

Ref: 1679/1/50

Rome 13/4/1945

TO: Allied Commission
Rome

SUBJECT: Ship building yard of Castellammare di STABBIA.

1. The factory Commission of the ship building yard of Castellammare di Stabbia, has pointed out to this Ministry that the workmen of those yards - nearly 2,000 persons will surely be reduced to beggary, and increase the number of unemployed labourers, in consequence of the scarce work which has been allocated to those yards.
2. We call the attention of the Allied Commission on this fact, so that in all future repair works concerning navy industry, it should be considered the application of the factory Commission of the above mentioned yards of Castellammare di Stabbia.
3. We would appreciate very much to know, as soon as possible, all the measures which will be adopted by that Allied Commission to help the crisis of those working classes.

THE MINISTER

(sgd illegible)

COPY

2569

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - A.C.H.Q.
Date: 9 Apr. '45
Ref.: 7187/2

Subject: Corvettes under Construction at Castellammare
di Stabia.

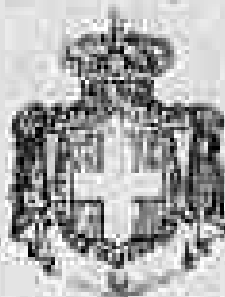
1. Ref. your NSC/1975 of 29th ulto.
2. We acknowledge receipt of enclosure (A)
to above-cited, which has been passed to the Department
concerned for action.

CHIEF OF CABINET

DG/P.

2568

1. R. N. 1. F.



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Det. N° 7187/2 Allegato

ARGOMENTO: Corvette in costruzione a Castellam-
mare di Stabia.

Roma - 9 APR 1945
Mod 194

All NAVY SUB-COMMISSION
ALLIED COMMISSION

1. Riferimento vostro foglio NSC/1975
del 29 Marzo 1945.
2. Si accusa ricevuta dell'allegato (A)
al foglio in riferimento che é stato passa-
to alla competente Direzione di questo Mi-
nistero per i relativi provvedimenti.



IL CAPO DI GABINETTO
C. di V. F. BASLINI

2867

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1975
29 March 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Corvettes Under Construction at Castellammare.
Enclosure: (A) Copy of Navalmeccanica Statement No.06/1103 Comm.
R.123 dated 20 May 1944 for demolition of
Corvettes LIBELLULA and CAVALIETTA.

1. At the request of Flag Officer Northern Area, Mediterranean the statement of Navalmeccanica for the demolition of corvettes LIBELLULA and CAVALIETTA is forwarded herewith as enclosure (A), for settlement by the Ministry of Marine after such examination as is considered necessary by the Ministry. The demolition of the two corvettes has been completed as concurred in by the Ministry of Marine.

2. Flag Officer Northern Area, Mediterranean, has requested that the Ministry of Marine make arrangements for the very early payment of the account due to the necessity for maintaining the contractor in funds. In the event that the total payment of 4,755,750 Lire is not possible in the near future, Flag Officer Northern Area, Mediterranean, requests that a substantial payment, on account, be made.

3. An acknowledgement of the receipt of enclosure (A) is requested.

(Sgd) G. L. WARREN

REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
FORAM (Ref. Ltr. No. 454-6-2)
Civil Assistant (P) to Director
of Dockyards, Admiralty.
Finance SO.AC
less enclosure.



2 APR 1945

2866

NAVALMECCANICA

S. A. STABILIMENTI NAVALI E MECCANICI NAPOLITANI

INDUSTRIE NAVALI E MECCANICHE S. A. - 80131 CASTELLAMMARE DI STABIA (NA) - TELEFONO 081/8000000

CANTIERI NAVALI DI CASTELLAMMARE DI STABIA

INDUSTRIE NAVALI E MECCANICHE S. A. - 80131 CASTELLAMMARE DI STABIA (NA) - TELEFONO 081/8000000

CASELLA POSTALE N. 37



C. mare Stabia

N. 06/1103

Comm. R. 123

R.N. A. E. O.

CASTELLAMMARE DI STABIA

Dare per Demolition of the 7th. and 8th. Corvettes IL DIRETTORE
(Libellula and Cavalletta)

MON-47 - 944 - (3000)

Data d'uscita	N. DELLA BOLLETTA DI USCITA	Descrizione della merce	Q. tità o peso	Prov. dell'an.	IMPORTATO
		The demolition of Corvettes "Libellula" and "Cavalletta" was carried out during the rebuilding of this Shipyard, after German destructions. Demolition works were completely by hand, and primitive means as no crane and oxy-acetylene were available. 1) Constructed in workshop and fitted on board peaks and other lifting and launding means, complete with tackles, shackles etc. 2) Removed by hand and pneumatic chisel and drills, and put shore, the following structures that form the ship : a) fore bridge, deck house, engine casing etc. b) fore castle deck, bulkheads, outside plating			2585

C. mare Stabia

N. 06/1103

Comm. R. 123

R.N. A. E. O.

CASTELLAMARE DI STABIA

Dare per Demolition of the 7th. and 8th. Corvettes IL DIRETTORE
(Libellula and Cavalletta)

MOD. 47 - 911 - (3000)

Dati d'inscric.	Denominazione della merce	Quantità o peso	Prova dell'anno	Importo
	The demolition of Corvettes "Libellula" and "Cavalletta" was carried out during the rebuilding of this Shipyard, after German destructions. Demolition works were completely by hand, and primitive means as no crane and oxy-acetylene were available.			
	1) Constructed in workshop and fitted on board peaks and other lifting and laundring means, complete with tackles, shackles etc.			
	2) Removed by hand and pneumatic chisel and drills, and put shore, the following structures that form the ship :			
	a) fore bridge, deck house, engine casing etc.			
	b) fore castle deck, bulkheads, for quarters, outside plating upperdeck, and relative beams,			
				2965
				/.

N. B. La merce viaggia a rischio e pericolo del committente. Non si ammettono reclami se non fatti entro 8 giorni dal ricevimento della merce - In caso di contestazione, il foro competente è quello di Napoli.

2)

Data d'uscita	N. INVERSA INVIATA D'ENTRATA	Descrizione della merce	Quantità o peso	Prez. dell'unità	IMPORTO
		girders, reinforcements etc. c) fore upperdeck, inside and outside plating next to engines and under stern deck quarters, skid deck and stern structures. d) Beds of engines and aux machinery, reinforcements and bads for guns. e) Tight bulkheads, framing, diaphragms, wing stores, forward and after end structures and relative outside plating, reinforcements, shaft brackets ecc. f) Double bottom ceiling, tight floor frames (common and strengthened), bottom plating, keel etc. 3) By steam cranes, small carts and waggons, loaded transferred and unloaded the above materials in suitable yards. 4) Transferred to store all lifting means mentioned at item 1)			
		<u>Labour</u> Working days n.18650.....£. Overhead charges:70% on labour charges....."			2.797.500 1.95
		<u>PS.</u> For the above work the amount for labour charges and profits is £. 4.755.750 bearing in mind that this amount includes a percentage of 70% for overhead charges, as it was not required the help pf our technical offices (Planning, drawing, production, testing office etc) Totalling.....		2884	4.755.750 =====

- c) fire upperdeck, inside and outside plating next to engines and under stern deck quarters, skid deck and stern structures.
- d) Beds of engines and aux machinery, reinforcements and bads for guns.
- e) Tight bulkheads, framing, diaphragms, wing stores, forward and after end structures and relative outside plating, reinforcements, shaft brackets ecc.
- f) Double bottom ceiling, tight floor frames (common and strengthened), bottom plating, keel etc.
- 3) By steam cranes, small carts and waggons, loaded transferred and unloaded the above materials in suitable yards.
- 4) Transferred to store all lifting means mentioned at item 1)

Labour

Working days n.18650.....£.
Overhead charges:70% on labour charges....."

PS. For the above work the amount for labour charges and profits is £. 4.755.750 bearing in mind that this amount includes a percentage of 70% for overhead charges, as it was not required the help pf our technical offices (Planning, drawing, production, testing office etc)

Totalling.....

BON/cg

2.797.500

1.95

2884

4.755.750

=====

CORVETTES UNDER CONSTRUCTION AT CASTELLAMMARE.
(Civil Assistant (P) to Director of Dockyards, Admiralty's
letter dated 11th March, 1945.)

II.

No. FOMAM.464-6-2.
FLAG OFFICER LIAISON ITALY (ROME).

Forwarded with the request that action may be taken
as proposed in paragraph 6 of minute I.

2. This work was part of the rehabilitation of Navalmeccanica,
Castellammare, as the Corvettes in their irreparably damaged
state rendered the slipway useless. My FOWIT.464 of 24th December,
1943, and 11th January, 1944 also have bearing on this subject.

Northern Sea,
Mediterranean.
At NAPLES.
19th March, 1945.

Samuel
REAR ADMIRAL.

24 March, 1945.



2863

REAR ADMIRAL.

ITALIAN NAVY CORVETTES UNDER CONSTRUCTION AT CASTELLAMARE.

DEMOLITION.

Ministry of Marine	-	letter dated	-----	December 1943
F.O.T.A.L.I.	-	"	6th December	1943 No.T.A.1069/2
F.O.W.I.T.	-	"	24th December	1943 No. 464
Ministry of Marine	-	"	21st December	1943 No.6131/8
F.O.T.A.L.I.	-	"	31st December	1943 No.T.A.1069/2
F.O.W.I.T.	-	"	11th January	1944 No. 464

FLAG OFFICER,
NORTHERN AREA,
MEDITERRANEAN.

The discussion on the above mentioned letters concerned the demolition of the Italian Corvettes Nos. 7 and 8 which were under construction at the works of Navalmeccanica, Castellammare. These corvettes were damaged by the Germans prior to evacuating the Port. The subsequent examination made revealed that the damage to both ships was so extensive as to make reasonable repairs impracticable.

2. It was agreed, with the concurrence of the Italian Ministry of Marine, that these ships should be demolished for the purpose of clearing the slipway for H.M. Naval work.

3. The account for the work involved has now been received and amounts to 4,755,750 lire.

4. The work having been authorised by H.M. Naval Authorities Navalmeccanica could expect the British Admiralty to make settlement of the cost which has been incurred.

5. But the question arises whether at the time the instructions were given by H.M. Naval Authorities for the work to be carried out the Ministry of Marine had any authority to order a contractor to undertake specific duties; demolition of the corvettes being essential it devolved upon the Authorities in charge of the Area to give the required instructions. The ships being the property of H.M. Italian Navy the view is held that the amount incurred, which is subject to Technical and Accountancy examination, is a liability of the Italian Government.

6. It is accordingly proposed to inform the Ministry of Marine that the work has been completed and the account from the contractor is attached for settlement subject to such examination as may be considered necessary. Also to inform the Ministry of Marine that due to the necessity for maintaining this Contractor in the that arrangements be made for very early payment; if total settlement is not possible that a substantial payment, on account, be made.

FLAG OFFICER,
NORTHERN AREA,
MEDITERRANEAN.

The discussion on the above mentioned letters concerned the demolition of the Italian Corvettes Nos. 7 and 8 which were under construction at the works of Navalmeccanica, Castellammare. These corvettes were damaged by the Germans prior to evacuating the Port. The subsequent examination made revealed that the damage to both ships was so extensive as to make reasonable repairs impracticable.

2. It was agreed, with the concurrence of the Italian Ministry of Marine, that these ships should be demolished for the purpose of clearing the slipway for H.M. Naval work.

3. The account for the work involved has now been received and amounts to 4,755,750 lire.

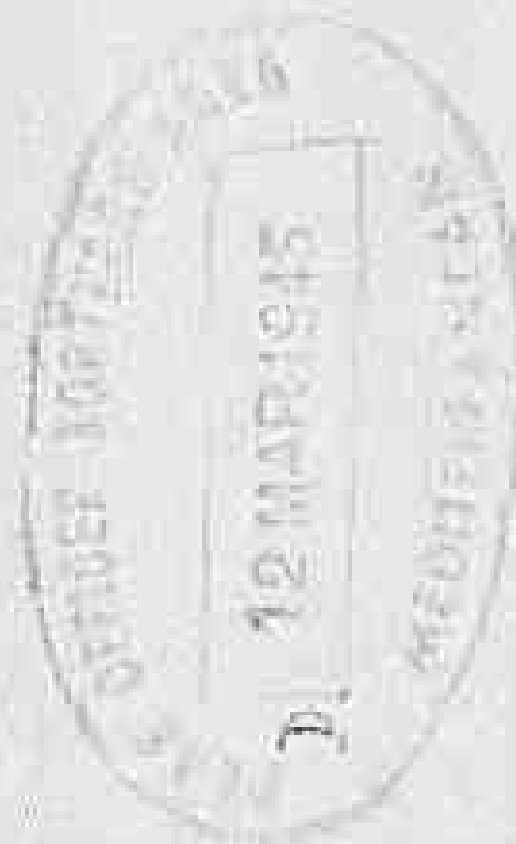
4. The work having been authorised by H.M. Naval Authorities Navalmeccanica could expect the British Admiralty to make settlement of the cost which has been incurred.

5. But the question arises whether at the time the instructions were given by H.M. Naval Authorities for the work to be carried out the Ministry of Marine had any authority to order a contractor to undertake specific duties; demolition of the corvettes being essential it devolved upon the Authorities in charge of the Area to give the required instructions. The ships being the property of H.M. Italian Navy the view is held that the amount incurred, which is subject to Technical and Accountancy examination, is a liability of the Italian Government.

6. It is accordingly proposed to inform the Ministry of Marine that the work has been completed and the account from the contractor is attached for settlement subject to such examination as may be considered necessary. Also to inform the Ministry of Marine that due to the necessity for maintaining this Contractor in the fact that arrangements be made for very early payment; if total settlement is not possible that a substantial payment, on account, be made.

11th March 1945

M. J. J.
CIVIL ASSISTANT (F)
TO DIRECTOR OF DOCKYARDS,
ADMIRALTY.



10882

BILL FOR CHECKING AND PAYMENT.

Cash Officer.
(General Check)

S.(P).O.
(Materials)

30 (S)
(For N.S. Accounts & R.B.Price)

Asst. Cashier

Cashier

(F. 652)

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/1913

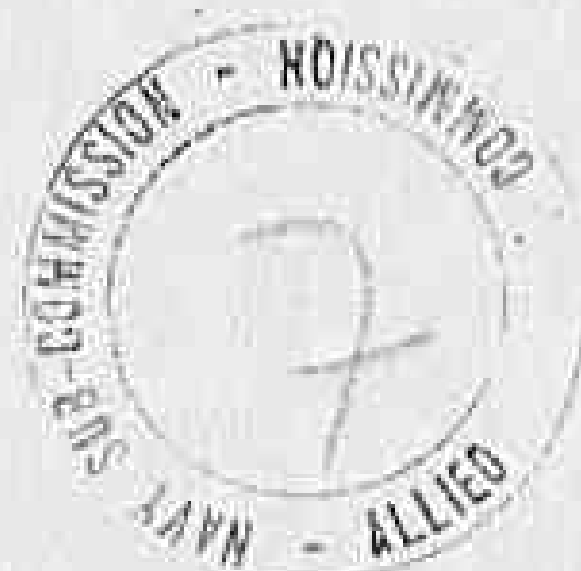
23 March 1945.

From: Navy Sub-Commission, Hq, AC.
To : Commander-in-Chief, Mediterranean.
Subject: Vessels under Construction, Viareggio.
Enclosure (A): Italian Captain of the Port, Leghorn's
Report dated 23 Feb '45, subj. as above.

Enclosure (A) has been received by the Navy Sub-Commission from the Italian Navy Command, Leghorn and is forwarded herewith for information.

(Sgd) G. L. WARREN
REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.
for CHIEF COMMISSIONER.

Copy to:
Industry Sub-Comm, Hq, AC.



26 MAR 1945

2861 WW

From: Captaincies of the Port
To : -----
Date: 23rd Feb. 1945
Ref.: -----

Subject: Vessels under Construction.
Vessels under construction to-date at
Viareggio Shipyards.

<u>SHIPYARDS</u>	<u>VESSEL</u>	
Engs. Gamba	"MASSIMO"	- 500 Tons Burden - Pine and Oak - State of completion 40%
F.lli Benetti	"AUGUSTA"	- 500 Tons Burden - Pine and Oak - State of completion 40% (°)
F.lli Benetti	"MADDALENA"	- 500 Tons Burden - Pine and Oak - State of completion 20% (°)
F.lli Benetti	"GINO"	- 500 Tons Burden - Pine and Oak - State of completion 40% (°)
Tomei L.Guido	"DEDALO"	- 500 Tons Burden - Pine and Oak - State of completion 80%
Codecasa G.B.	"STELLINA CODECASA"	- 270 Tons Burden - Pine and Oak - State of completion 40%
Barsanti	"B/l"	- 30 Tons Burden - Pine and Oak - State of completion 80%
Landi	"LIBECCIO"	- 30 Tons Burden - Pine and Oak - State of completion 70%
Landi	"UNGHIA MARINA"	- 550/600 Tons Burden-Pine and Oak - State of completion 30%
Landi	"CARLA"	- 550/600 Tons Burden-Pine and Oak - State of completion 30%

Percentage refers to completion of hull, excluding engine room.

Subject:

Vessels under Construction.

Vessels under construction to-date at
Viareggio Shipyards.

SHIPYARDS VESSEL
=====

Engs. Gamba	"MASSIMO"	- 500 Tons Burden - Pine and Oak - State of completion 40%
F.lli Benetti	"AUGUSTA"	- 500 Tons Burden - Pine and Oak - State of completion 40% (°)
F.lli Benetti	"MADDALENA"	- 500 Tons Burden - Pine and Oak - State of completion 20% (°)
F.lli Benetti	"GINO"	- 500 Tons Burden - Pine and Oak - State of completion 40% (°)
Tomei L.Guido	"DEDALO"	- 500 Tons Burden - Pine and Oak - State of completion 80%
Codecasa G.B.	"STELLINA CODECASA"	- 270 Tons Burden - Pine and Oak - State of completion 40%
Barsanti	"B/1"	- 30 Tons Burden - Pine and Oak - State of completion 80%
Landi	"LIBECCIO"	- 30 Tons Burden - Pine and Oak - State of completion 70%
Landi	"UNGHLIA MARINA"	- 550/600 Tons Burden-Pine and Oak - State of completion 30%
Landi	"CARLA"	- 550/600 Tons Burden-Pine and Oak - State of completion 30%

Percentage refers to completion of hull, excluding engine room.

(°) Hull damaged after air-attack.

DC/P.

Captain of the Port
Commander Riccardo Rangoni.

CENTRO R. MARINA
LIVORNO

Livorno, 10 Marzo 1945

Al HEADQUARTERS
ALLIED COMMISSION

Prot. N. 2100

Alleg. N. /

ROMA

Argomento:

Navi in costruzione alla data del 26
Febbraio u.s. nei cantieri navali di
Viareggio.-

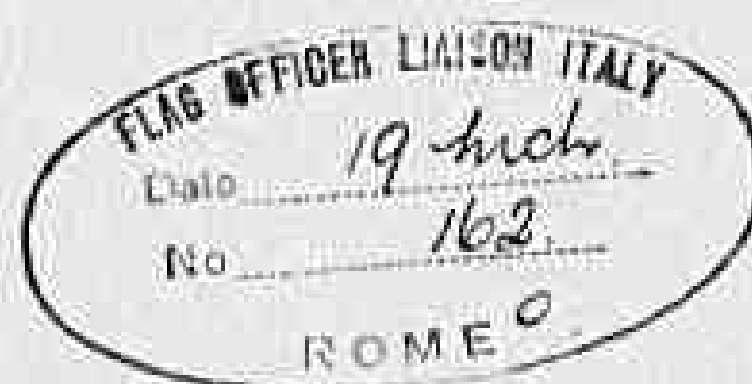
1 - Elenco delle Navi in argomento.-

Pervenuto dal Gruppo R.M. di Viareg-
gio, si inoltra d'ufficio.-

IL CAPITANO DI FREGATA
COMANDANTE
(Domenico RAVERA)

Ravera

*Qualifying list of
vessels under construction
at Viareggio shipyards
up to 26 Feb. '45*



2559

N°1831-C di catalogo

Viareggio 23 febbraio 1945 *A*



Regia Marina

R. Capitaneria di Porto

Viareggio

Ufficio

P/N

Pa

INDIRIZZO TELEGRAFICO

Porto N°

Alghero

ARGOMENTO:

Naval in costruzione

Naval in costruzione alla data odierna nei Cantieri
Navali di Viareggio

		<i>Borden</i>	<i>Pine and Oak</i>	
	Cantiere Ing. Gamba	M/nave "MASSIMO"	-	Portata 500 T.-pino e quercia stato di avanzamento 40 %
"	F.lli Benetti-	" " "AUGUSTA"	-	Portata 500 T.-pino e quercia stato di avanzamento 40 % (°)
"	idem	- " "MADDALENA"	-	Portata 500 T.-pino e quercia stato di avanzamento 20 % (°)
"	idem	- " "G I N O "	-	Portata 500 T.-pino e quercia stato di avanzamento 40 % (°)
"	Tomel L. Guido-	" "DEDALO"	-	Portata 550 T.-pino e quercia stato di avanzamento 80 %
"	Codecassa G.B.-	" "STELLINA CODECASA"	-	Portata 270 T.- pino e quercia stato di avanzamento 40 %
"	Barsanti	- M/pesca " B/1 "	-	Portata 30 T. - pino e quercia stato di avanzamento 80 %
"	Landi	" M/pesca "Libeccio"	Portata 30 T. - pino e quercia stato di avanzamento 70 %	
"	Landi	" M/nave "Unghia Marina"	-portata 550/600 T.-Pino e quercia cia- avanzamento 30 %	
"	Landi	" M/nave " Carla "	-idem come sopra.	

Viareggio

P/N

INDIRIZZO TELEGRAFICO

ARGOMENTO:

Navi in costruzione

Navi in costruzione alla data edierma nel Cantieri
Navali di Viareggio

Cantiere ing. Garba	M/nave "MASSIMO"	-	Portata 500 T.-pino e quercia stato di avanzamento 40 %
" F.lli Benetti-	" " "AUGUSTA"	-	Portata 500 T.-pino e quercia stato di avanzamento 40 % (°)
" idem	- " "MADDALENA"	-	Portata 500 T.-pino e quercia stato di avanzamento 20 % (°)
" idem	- " "G I N O "	-	Portata 500 T.-pino e quercia stato di avanzamento 40 % (°)
" Tomei L. Guido-	" "DEDALO"	-	Portata 550 T.-pino e quercia stato di avanzamento 80 %
" Codecasa G.B.-	" "STELLINA CODECASA"	-	Portata 270 T.- pino e quercia stato di avanzamento 40 %
" Barsanti	- M/pesca " B/1"	-	Portata 30 T. - pino e quercia stato di avanzamento 80 %
" Landi	" M/pesca "Libeccio"	Portata 30 T. - pino e quercia stato di avanzamento 70 %	
" Landi	" M/nave "Unglia Marina"	-	portata 550/600 T.-Pino e quercia cia- avanzamento 30 %
" Landi	"M/nave " Carla"	-	idem come sopra.

Lo stato di avanzamento si riferisce al solo scafo, escluso l'impianto del motore.

(°) Questo scafo é stato danneggiato in seguito ad incursioni aeree.

il Capitano di Porto - C. te
Riccardo Bagnoni

Still damaged after air-attack.
Percentage refers to completion of hull,
excluding engine room.

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION
APO 394

Tel. 447

GEJB/rj

Ref. ACC/5566/IND

2 September 1944

SUBJECT: Reactivation of Shipbuilding

TO : FOWIF-
(Attn: Capt. (E) Morrell, R.N.)

1. In order to form a policy for the reactivation of the shipbuilding industry, it would be appreciated if an appointment could be made for a member of this sub-commission to visit the S.B.E.O. in Naples.

2. It is suggested that this meeting should be during the week commencing September 14 if this is convenient.

For Capt. STONE (USNR):

Copy to:
Naval Sub-Commission HQ. ACC

850



J. S. E. TODD
Colonel,
Acting Director,
Industry Sub-Commission.

WV 2557

REPORT OF SUB-COMMISSION OF ITALIAN EXPERTS ON THE SHIPBUILDING
YARDS IN ITALY.

FROM.. FLAG OFFICER TARANTO AND ADRIATIC.

DATE.. 8th March, 1944.

No. T.A. 1048/8.

TO .. COMMANDER-IN-CHIEF, MEDITERRANEAN.
(Copies to:- Flag Officer Western Italy.
Naval Sub-Commission, A.C.C.)

I have read with some concern the report of the Commission of Italian Experts for Industry and Commerce forwarded to you by the Flag Officer Western Italy under his POWIT.437 dated 17th February, 1944.

2. The whole point of this treatise would appear to be an attempt to get all Italian shipyards etc. back into working order in readiness for the peace.

3. The future of such shipyards is at present of little moment. The pressing requirement is for all available yards to be put into operation for repair work of the Allied Fleets and Merchant Navies while the war continues. We cannot afford the skilled labour or material for any other purpose.

4. If the Allied Control Commission are going to take up this question, I consider it of importance that no decision should be taken without reference to Flag Officer Taranto and Adriatic and for liaison duties with the Italians.

20 MAR 1944

O/SB/44

(SGD) R. MCGHIGOR
REAR-ADMIRAL.

2356

SECRET

REPORT OF SUB COMMISSION OF ITALIAN EXPERTS ON THE SHIPBUILDING
YARDS IN ITALY

(Head of Naval Sub-Commission's No. 86/44 dated 19th March 1944)

II

No. POWIT 437.
HEAD OF NAVAL SUB-COMMISSION,
ALLIED CONTROL COMMISSION,
SALERNO.

Herewith. Request it may be returned to me at
your earliest convenience as it is the only copy in Naples
and is under constant reference.

WESTERN ITALY.
29th March, 1944.

M. K. O'Brien
for REAR ADMIRAL.

Enclosure: Report of Sub-Commission of Italian Experts on
the Shipbuilding Yards in Italy.

104/44

2555

0899

S. 132

(GV182) WE 16539/1 500M 11 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

NAVAL MESSAGE

For use in
Signal
Department
only

NAVY

Originators Instructions
(Indication of Priority,
Intercept Group, etc.)

Codress/Plaindress

No. of
Groups

TO: Deputy Commissioner.

FROM: Naval Section.

you might like to see
attached back
CinCin 829/4/18 24 March. I
don't think any reply is
necessary.
I agree
but which is answer
to Col 7's memo?
See answer
21/4/44.
Still awaiting Admiralty.
Col. has referred it to
Chief Commissioner.

System P/L Code or Cypher Time of Receipt Despatch Operator Date

W. 145/44

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

MH/ml

ES/46

17 April 1944

SUBJECT : Shipbuilding Yards - Italy

TO : Naval Sub-Commission ✓
Allied Control Commission

1. Ref W.115/44 of 8 April 44. herewith comments from War Materials Disposal and Industry-and-Commerce Sub-Commissions.

2. It will be seen that the policy established by C-in-C Med., is in accordance with AFHQ policy as laid down in C-in-C Med 829/4/18 of 24 Mar 44.

Copy to: War Mats Disp S.C.
Ind & Com S.C.

NO
D. S. ADAMS
Colonel, C.E.
Executive Officer
Economic Section

2553

WAR MATERIALS DISPOSAL SUB COMMISSION,
REAR HEADQUARTERS, A.C.C.
A.P.O. 394.

TO : Navy Sub-Commission.

4 April, 1944.

On examination with H.Q., Royal Navy Western Italy, it would appear that the questions raised in Admiral Casserto's letter dated 22 Dec, 1943, have already been clarified.

In directive from A.F.H.Q. numbered AG 400.93-1 CTC-ACM dated 2 Dec 1943, all materials held in Italian Depots and Installations was to be reserved for use of Italian units and was not to be used for other purposes until surpluses existed.

Materials, stores, etc. held by the Italians required by Allied services should be requested through Allied channels or direct with the Italian service concerned. Should the materials, stores, etc not be made available the matter should be referred to higher Authority.

J.A. Campbell
J.A. CAMPBELL,
Major.
for Colonel,
Chief, W.M.D.S.C.

2552

SECRET

From: Naval Sub-Commission, Allied Control Commission.

To : War Materials Disposal Sub-Commission, A.C.C.

Date: 8 April 1944.

Ref. W.115/44.

Subject: Report on Shipbuilding Yards in Italy.

1. Enclosed herewith is a copy of C.-in-C. Med. Secret letter, Med. 829/4/18, of 24 March 1944 which states the general policy for the immediate utilization and restoration of Italian shipbuilding facilities which are under Allied control. A copy of the report by the Sub-commission of Italian experts of 25 January 1944 referred to therein was forwarded to you by my letter, ref W.104/44, of 7 April 1944.
2. Prior to the preparation of a reply, information is requested as to whether or not the policy established by the C.-in-C. Med. is in conformity with previous action taken in connection with the rehabilitation of War Factories.
3. The return of the enclosure is requested.

PAID
COMMODORE.

2551

Encl.

From : Naval Sub-Commission, Allied Control Commission.

To : War Materials Disposal Sub-Commission, A.C.C.

Date : 7 April 1944.

Ref. W.104/44

Subject: Report of Sub-Commission of Italian Experts
on the Shipbuilding Yards in Italy.

A copy of the above report is enclosed
herewith. for your information.

W. H. PALMER

COMMODORE.

2550

From : Naval Sub-Commission, Allied Control Commission.

To : F.O.W.I.T.

Date : 7 April 1944.

Ref. W.104/44.

Subject: Report of Sub-Commission of Italian Experts
on the Shipbuilding Yards in Italy.

The report enclosed with your letter of the
29th ultimo, reference No.FOWIT 437, is returned herewith,
with thanks.

(Sd) I. M. PALMER.

COMMODORE.

ENCL.1

2549

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
APO 394

NSC/508

30 June 1944.

SUBJECT : A. & G. Gira Engineering & Building Co. Ltd.,
Facilities of.

TO : 59th Sub-Area C.E., 104th C.R.E. Works.

1. Enclosed herewith is a copy of a memorandum dated 28 June 1944 from the subject Company relative to the construction of concrete barges for use on the Tiber River. If there is any use for the facilities of the A. & G. Gira Engineering & Building Co. Ltd. it is requested that arrangements be made direct with the Company.

C O M M O D O R E

Copy to:
FOVIT w/c ltr 28 June '44
Admiral Lais.

2548

0706