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SALVAGE POLICY AND PLANS
DEC. 43 - DEC. 44

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ROYAL NAVAL LABOUR CORPS - ITALIAN OVERSEAS

Minutes of Meeting held at
Labor Sub-Commission, Allied Commission
Wednesday 27th December, 1944, at
3 p.m.

In Attendance:

Captain (S) A. E. Beall, R.N., Fleet Supply Officer, AFHQ.
Captain S. M. Blackburn, R.N., Navy Sub-Commission, AC.
Captain W. A. Doust, R.N.V.R. (en route).
Colonel Junius R. Smith, Acting Director of Labor Sub-Commission, AC.
Commander L. H. Phillips, R.N., AFHQ.
Lt. Commander Gifford-Young, R.N.V.R., Assistant Fleet Salvage Officer,
C in C MED.
Mr. W. H. Braine, Labour Attache, H. B. M. Embassy.
Mr. R. Hopkinson, Political Section, AC.

1. The above meeting was called at the instance of Mr. Braine, to discuss the problems attendant upon the recruitment of skilled Italian civilian labour for overseas salvage operations. Colonel Smith acted as Chairman.
2. Attached herewith are copies of the Agenda discussed as well as draft of a proposed contract to be used, entitled "Conditions of Service of Italian Civilian Craftsmen under British Admiralty in Royal Naval Labour Corps (Italians Overseas) in the Far East", and memorandum by Mr. Braine on the subject.
3. Captain Doust stated that 12 divers and 12 mechanics are required immediately for the Far East; that these men should be recruited subject to agreement on terms, and dispatched as soon as possible. These men have already been selected and provisionally earmarked. He would later require 300 craftsmen, namely divers, riggers, shipwrights and welders. The Commanding Chief, however, had insisted that the latter number not be withdrawn from Italy until after the cessation of hostilities, and Captain Doust was prepared to wait until such time.
4. Captain Beall stated the present position is that Admiralty directives received thus far cover the recruitment of only 12 divers and 12 mechanics and that nothing further had as yet been received. Captain Doust thought that ultimately about 3,000 craftsmen would be required, and has sought Admiralty directive to the C in C to this effect.
5. With respect to the availability of labour, Colonel Smith was of the opinion that men of the requisite skilled categories were in Italy. Captain Doust concurred in the thought that salvage workers to be recruited could be found as occasion required, on conclusion of Italian operations. Commander Phillips stated that it was the intention to continue the use of the facilities of the Italian ports, particularly Taranto, Naples and Bari, to the same extent as at present, and that any suggestion which would weaken the productive capacity of these ports, by reason of skilled labour withdrawals, would be resisted, especially since the capacity of the ports will be used in connection with the Far East campaign.
6. Commander Phillips stated further that certain current difficulties will persist, such as the shortage of British overseers which would, he thought, prevent the development of dilution and re-skilling on the lines adopted

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Commander L. H. Phillips, R.N., and
Lt. Commander Clifford-Youngs, R.N.V.R., Assistant Fleet Salvage Officer,
C in C MED.

Mr. W. H. Braine, Labour Attache, H. B. E. Embassy.
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6. Commander Phillips stated further that certain current difficulties will persist, such as the shortage of British overseers which would, he thought, prevent the development of dilution and re-skilling on the lines adopted in U.K. in addition, the difficulties on the part of Italians in working to British drawings impede operations. It would, therefore, be necessary to reconcile demands for men of these skilled categories in the Italian ports with similar demands for the Far East operation.

7. Colonel Smith pointed out that a certain number of skilled men of the requisite categories should become available as Northern Italy is liberated, and the consensus of the meeting gave concurrence to the belief that surplus skill would be available from that section.

8. On the general subject of recruitment, it was agreed that men should be recruited on a voluntary basis with the consent of the Italian Government, and that no pressure should be brought to bear on either the Government or the men to accept these appointments. Mr. Hopkinson was of the opinion that the Allies were not in a position to compel the Italian Government to agree to the recruitment of these men under the Armistice terms.

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9. It was agreed by the meeting that it would be desirable to insure the retention of rights to social insurance benefits. Colonel Smith volunteered to explore the matter with the responsible authorities with a view to ascertaining whether contributions to maintain these benefits would be required by those authorities, and if so, whether such contributions could be made by deduction from the mens' wages.

10. On the subject of allotments, it was agreed that the Italian Government should be approached to arrange for such payments to nominees in Italy, free of charge -- and that consideration should be given to verification by a British representative, from time to time, as to the amounts of allotments which are, in fact, received.

11. It was agreed that the Labor Sub-Commission of the Allied Commission would undertake the recruitment and arrange for the initial trade tests of the craftsmen desired, conducting such recruitment only in such areas from which withdrawals would cause the least reaction. It was also agreed that men undergoing trade tests in good faith would receive pay for time involved and pay for which the Admiralty would eventually be responsible.

12. On the subject of welfare arrangements for the benefit of the workers, it was agreed that the Italian craftsmen would share generally in the provisions made in whatever locality they would be serving, and that such provisions would normally be sufficient to provide for small numbers. Further, no definite steps need be taken with regard to such matters as religious welfare and the like, until it was definitely known whether as many as 3,000 men would be recruited, and also whether they would be concentrated in considerable numbers at various locations. It was pointed out that the Admiralty invariably makes most adequate provisions along these lines for workers on shore.

13. It was the sense of the meeting that Mr. Hopkinson would sound the Italian Government generally as to the entire proposition of recruitment and endeavor to obtain an agreement in principle from that Government as to the recruitment of Italian skilled craftsmen in the manner discussed in this meeting, and that agreement be secured for the immediate dispatch of the 12 divers and 12 mechanics for salvage work, who are already earmarked in Naples. Any further action beyond this point will depend upon receipt of Admiralty instructions.

14. The draft form of contract was then considered, and the following amendments agreed to (the entire draft, however, being subject to further intimate study):

Clause 2: - Insert "after two years" service from the date of enrollment the worker shall have the right to re-
patriation at the Admiralty expense". **3999**

Delete: "In any locality within the S.W.A.C. field of operations".

Delete: "The original point of departure from".

Clause 3: - The rate of pay to be stated at the rate per diem. Provided that a satisfactory daily rate of pay is offered it should be understood that the worker would

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14. The draft form of contract was then considered, and the following amendments agreed to (the entire draft, however, being subject to further intimate study):

Clause 2: - Insert "after two years" service from the date of enrollment the worker shall have the right to repatriation at the Admiralty expense".

Delete: "In any locality within the S.W.A.C. field of operations".

Delete: "The original point of departure from".

Clause 3: - The rate of pay to be stated at the rate per diem. Provided that a satisfactory daily rate of pay is offered it should be understood that the worker would be expected to respond to calls for extra time to be worked, without special overtime payment, and for a definition of the duration of the normal working day.

Clause 4: - Delete: "S.W.A.C."

Insert: "The worker shall be provided with free fare and subsistence allowance when travelling to and from the place of embarkation".

Clause 5: - Delete: "prescribed for non-commissioned officers". and substitute: "prescribed for British naval ratings".

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Clause 9: - It was considered preferable to bring the workers under the Italian social insurance scheme for injuries and hurt pay.

Clause 10:- Insert: "with pay", to ensure that the free day per week is given with pay.

15. The meeting adjourned at 1805 hours.

JUNIUS R. SMITH
Colonel, JRC
Acting Director
Labor Sub-Commission

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JUNIUS R. SMITH
Colonel, USA
Acting Director
Labor Sub-Commission

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ROYAL NAVAL LABOUR CORPS - ITALIANS OVERSEASMeeting at Allied Commission, Wednesday 27th
December, 1944, at 3 p.m.AGENDA

1. Introductory remarks.
2. Particulars of workmen required.
3. Whether workers are available in Italy and whether recruitment should be general, or confined to ports.
4. Whether workers can be released from Italy.
Whether Italian authorities (Foreign Affairs, Reconstruction, Labour) will welcome proposal or whether it will be necessary to invoke Armistice conditions.
5. Questions to be settled with Italian authorities after agreement in principle.
Retention of social insurance rights, resettlement on return, etc.
6. Proposed welfare arrangements.
7. Payment of allotments to dependants.
8. Details of advertisement, interview, acceptance equipment and embarkation.
9. Date of next meeting.

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R.N.I.C. - Italians OverseasItalian Skilled Labour for Royal Navy in Far East.

1. On Tuesday, 12th December, 1944, I met by appointment Captain Doust, R.M.7.R., who is due to proceed to the Far East for salvage and harbour works in Admiral Sir Bruce Fraser's Command. He had already seen the Deputy High Commissioner who had referred him to me.
2. It is customary to recruit skilled civilian labour for overseas service in U.K. and considerable numbers of men (including Irishmen) have already been engaged for service in the various theatres of war. It is, however, increasingly difficult to obtain skilled labour for this purpose in U.K. and accordingly Captain Doust proposes, with the consent and authority of the Board of Admiralty, to recruit Italian civilian labour, such as snipwrights, welders, fitters, divers, linemen, etc. An initial batch of 35 men will be engaged to proceed at the earliest possible moment and successive batches will be recruited until a labour force of approximately 3,000 Italians have been engaged. Captain Doust, and the responsible Naval authorities in this Command, consider that the large numbers of civilians now employed by the Royal Navy at Naples, Taranto, Bari, etc., should offer a sufficiently large field of recruitment for the earlier batches. It is, however, necessary to establish as soon as possible the appropriate conditions so that there may be uniformity of recruitment and the following questions fall to be considered:

- (1) Conditions of employment including rates of pay.
- (2) Welfare arrangements, including religious care and maintenance of contact with home.
- (3) Allotments from wages.
- (4) Return and resettlement at end of service.
- (5) Advertisement, interview, selection, engagement and despatch.

In all these matters it seems desirable to consult responsible Italian interests such as the Ministry of Labour, the Ministry of Reconstruction (formerly Public Works), the General Confederation of Italian Labour, and, for religious care and welfare, the Vatican.

3. The conditions of employment will include rates of pay at the appropriate British scale. It is probable that Italians would be prepared, at the moment, to enroll at lower rates but in the actual field of operations differentiation of pay might lead to discontent on the part of British workmen who would accuse the Italians of undercutting, and equal discontent on the part of the Italians if they find themselves working side by side with better paid British labour.

Food and accommodation will be provided without charge to the Italians whose recruitment will include the engagement of an adequate number of Italian (male) cooks.

Working and protective clothing will be issued on loan free of charge. Facilities will be provided for purchase of other articles of clothing.

Working hours will not be specified or limited but will be subject to the exigencies of the work. Normal hours of work will be observed. Free day in seven will be granted.

to obtain skilled labour for this purpose in U.K. and accordingly propose, with the consent and authority of the Board of Admiralty, to recruit Italian civilian labour, such as shipwrights, welders, fitters, divers, linemen, etc. An initial batch of 35 men will be engaged to proceed at the earliest possible moment and successive batches will be recruited until a labour force of approximately 3,000 Italians have been engaged. Captain Boust, and the responsible Naval authorities in this Command, consider that the large numbers of civilians now employed by the Royal Navy at Naples, Taranto, Bari, etc., should offer a sufficiently large field of recruitment for the earlier batches. It is, however, necessary to establish as soon as possible the appropriate conditions so that there may be uniformity of recruitment and the following questions fall to be considered:

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Working hours will not be specified or limited but will be subject to the exigencies of the service without overtime pay. Normally one free day in seven will be granted; it would not necessarily be Sunday but would be in rotation. It would be advisable to have a clear understanding regarding observance of Saints' Days and Holy Days before the parties are enrolled and on this point the advice of the religious authorities would no doubt be sought.

The proposed rates of pay, on the British scale, are generous, ranging from 25 per week to 27.10s. per week, with foreign service allowance in addition. Locally recruited labor, i.e. labour recruited in the Far East, would not be entitled to foreign service allowance. It appears, however, that the Italians recruited in Europe would be entitled to the allowance and this should be made clear. Presumably pay at the substantive rate would accrue from the date of reporting for passage to the Far East and would continue to the date of return, at the end of the engagement, to the place of recruitment.

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4. The welfare arrangements envisaged already include free medical and hospital treatment, half pay during sickness and compensation for injuries at the rates applicable to British civilians. The position with regard to extended sick leave is obscure. The draft articles of agreement on this subject were framed for service at Malta in respect of British recruited personnel, and in that area return to U.K. could be arranged within a few weeks. The return from the Far East to Italy would not be so easily arranged and would be of longer duration. As now drafted an Italian falling sick would receive half pay for two months (with extension to five months on merits) after which presumably pay would cease but would be resumed at the beginning of the passage home on return through sickness. This is obviously not the intention and condition of service in this respect could be redrafted to meet reasonable requirements by providing half pay during sickness out, revert to full pay on being certified as fit for resumption of duty or to continue on sick pay while arrangements are being made for passage home. The whole section needs redrafting as it is not clear whether the limit of two months (with extension to five) is for the period of engagement or is for any period of twelve months.

But in addition to sickness it is necessary to provide religious care and as the great majority of these Italians would undoubtedly be Catholics it would be appropriate to engage priests as Admiralty welfare officers for this purpose. The number of priests would vary according to the localities in which the men would be working. Probably the overall proportion should be one priest to 200 Italians, or one to 300, but fewer priests would be required if large bodies of men were concentrated in one area while in other areas where small bodies were scattered over widely distant localities a large proportion might be required, with guaranteed transport facilities in order that the men might be visited. Such priests would not only look after the religious welfare of the men but would be able to act as their representatives on questions of personal welfare which might arise with the naval authorities; and in event of labour disputes or strikes their services should be invaluable. They could also be the medium through which news of domestic affairs could be transmitted to and from Italy, e.g., the parish priests in Italy could send to the welfare officers details of the progress and well-being of the wives and children left behind in Italy and could also convey to the families news of the men serving abroad which would be received from the welfare officers. Arrangements for the appointment of priests and interchange of news could be made through the Vatican.

The articles of agreement provide that an Italian discharged from his appointment for misconduct or for failure to render satisfactory service would not be entitled to pay subsequent to the date of discharge or to a free passage home. It is also provided that sick pay would not be given during sickness due to own default. It seems desirable that there should be provision for the hearing of an appeal against the decision of the immediate superior officer that a man should suffer these penalties. It would be a serious position for an Italian workman to be discharged from Admiralty service in India, Burma or anywhere else in the Far East and to be left without resources or any right to passage back to Italy. This would amount to permanent exile from home. Such a grave decision should be confirmed by higher authority than the immediate superior who may have had a dispute with the man in question. It might be better to arrange a procedure by which a man considered to be unsatisfactory should be transferred to work under other supervisors and that only after successive employers have confirmed that he is unsuitable by reason of misconduct should he be discharged under the conditions laid down. There should be a clear distinction between deliberate misconduct or deliberate failure to render satisfactory service and inability to render satisfactory service owing to lack of

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5. The draft articles of agreement, as framed for British subjects, provide for the continuance of unemployment insurance rights and contributions. It would be necessary to arrange with the Italian Ministry of Labour for the Italian craftsman to be kept in credit in the Italian social insurance schemes.

6. The family allotments may be made, up to the equivalent of five days per week, and in view of the doubt as to the value of Italian currency it would be a great attraction if it were known that the allotments would be paid in English currency or at least paid at the current rate of exchange at the time the recipient of the allotment drew the allowance. It is probable that the Italian Government authorities would wish to control the payment of the allotments in order to derive advantage from sterling currency. It seems, however, to be of primary importance that the men working in the Far East should be kept in a contented frame of mind and nothing would be more calculated to make them unhappy and discontented than to learn that the allotments from their pay at British rate were being received by their dependents in Italian currency at a low rate of exchange or subject to Government deductions.

It would be advisable for the men to be able to build up savings accounts in British currency in addition to making allotments for current payment to their dependents. In this way they would arrive in Italy at the end of the engagement with a sum of money in British currency. To ensure that the money is not wasted or gambled during the passage home arrangements might be made for the credit to be receivable only after arrival in Italy.

7. Authorities to be consulted.

(a) Allied Commission.

Allied Commission should know of the proposal and should give formal approval.

(b) Italian Government.

The appropriate authorities should know of the proposal and should approve it. The Ministry of Industry, Labour and Commerce would require to know the terms of the contract and to be allowed to suggest modifications. This Ministry would be responsible for ensuring that the men are kept in credit with the Government social insurance schemes. On the return of the men to Italy they would require to be resettled in Italian industrial life, unless they found other employment outside Italy. The men would be very useful in Italy or abroad, being skilled craftsmen whose service in the Far East should fit them for responsible positions. If they are not required in Italy the Italian Government might wish to arrange for them to be given special advantages under the emigration schemes which may obtain at the moment.

(c) The General Confederation of Italian Labour.

It would be wise to keep this body informed of the proposal and to obtain an indication of their approval of the terms of employment.

(d) The Vatican would be interested, as indicated above, in the appointment of Catholic priests as welfare officers.

8. The recruitment and the initial arrangements for the despatch of these men would be undertaken by the British Naval authorities now operating in Italy. It is, however, probable that these authorities may leave Italy while these men are still serving in the Far East and the Naval authorities would undoubtedly have left Italy by the time the men return to Italy. Arrangements should be made for the details to be handled by a permanent establishments, for example in Malta, possibly with liaison through H.B.M. Embassy in Rome. It should be understood, however,

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W. H. BRAINE
14th December, 1944.

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CONDITIONS OF SERVICE OF ITALIAN CIVILIAN CRAFTSMEN
UNDER BRITISH ADMIRALTY IN ROYAL NAVAL LABOUR CORPS
(ITALIAN OVERSEAS) IN THE FAR EAST.

The British Admiralty undertake to employ
 in the capacity of and
 undertakes to serve, in the Royal Naval Labour Corps (Italians
 Overseas) in the Far East on the following conditions:-

1. The appointment shall be temporary and non-pensionable.
2. The worker shall serve for not less than twelve months and if so required by the British Admiralty up to a date in six months after the official conclusion of hostilities with Japan, subject to the right of the British Admiralty to terminate the appointment at any time. The appointments shall operate from the date of reporting in accordance with instructions at the place fixed by the Admiralty representative for travel to the Far East. The worker will be required to undertake work in the capacity for which he is engaged, or in any other capacity for which he is suitable and qualified, ashore or afloat, in any locality within the S.E.A.C. field of operations. He will not be required to serve in a combatant capacity. The appointment shall be deemed to terminate on the date of return to the original point of departure from Italy, provided that the worker returns by the route prescribed by the British Admiralty and that the period of voyage is not unreasonably prolonged by circumstances within his control.
3. The rate of pay during the period of appointment shall be per week. It shall cover all time worked and all right to salvage. Advances of pay made locally shall be made in the local currency at the official rate of exchange for the time being. Full pay at the above rate will accrue throughout the period of appointment, subject to the provision of Clauses below. In addition a foreign service allowance will be paid from the time of reporting for duty on arrival within S.E.A.C. field of operations until the commencement home on return from the field of operations.

It shall be open to the worker to make an allotment of his earnings to a nominee in Italy. The amount of the allotment may be varied but may not exceed five days' pay per week. The nominee may also be varied. Such variations shall take effect as from the date of the receipt of the advice by the British Admiralty representative in Italy.

The balance, if any, of earnings which may remain after payment of local advances and after payment of allotment, shall be paid to the worker within one month of his return to Italy. The payment of allotments and of balance of pay on conclusion of appointment shall be made in British currency or in Italian currency at the official rate of exchange as decided by the British Admiralty at the date of payment.

A deduction of ten per cent. of the earnings will be made in

1. The appointment shall be temporary and non-pensionable.

2. The worker shall serve for not less than twelve months and if so required by the British Admiralty up to a date in six months after the official conclusion of hostilities with Japan, subject to the right of the British Admiralty to terminate the appointment at any time. The appointments shall operate from the date of reporting in accordance with instructions at the place fixed by the Admiralty representative for travel to the Far East. The worker will be required to undertake work in the capacity for which he is engaged, or in any other capacity for which he is suitable and qualified, ashore or afloat, in any locality within the S.E.A.C. field of operations. He will not be required to serve in a combatant capacity. The appointment shall be deemed to terminate on the date of return to the original point of departure from Italy, provided that the worker returns by the route prescribed by the British Admiralty and that the period of voyage is not unreasonably prolonged by circumstances within his control.

3. The rate of pay during the period of appointment shall be per week. It shall cover all time worked and all right to salvage. Advances of pay made locally shall be made in the local currency at the official rate of exchange for the time being. Full pay at the above rate will accrue throughout the period of appointment, subject to the provision of Clauses below. In addition a foreign service allowance will be paid from the time of reporting for duty on arrival within S.E.A.C. field of operations until the commencement home on return from the field of operations.

It shall be open to the worker to make an allotment of his earnings to a nominee in Italy. The amount of the allotment may be varied but may not exceed five days' pay per week. The nominee may also be varied. Such variations shall take effect as from the date of the receipt of the advice by the British Admiralty representative in Italy.

The balance, if any, of earnings which may remain after payment of local advances and after payment of allotment, shall be paid to the worker within one month of his return to Italy. The payment of allotments and of balance of pay on conclusion of appointment shall be made in British currency or in Italian currency at the official rate of exchange as decided by the British Admiralty at the date of payment.

A deduction of ten per cent. of the earnings will be made in order to build up a fund in which the worker will be in credit to make a contribution towards the cost of home passage should the worker forfeit the right of free homeward passage in the event of misconduct. The balance of this fund as well as the balance of accrued pay will be paid to the worker on return to Italy.

S E C R E T

S E C R E T

-2-

4. The worker shall be provided with a free second class passage or equivalent accommodation from Italy to the S.E.A.C. field of operations and return to Italy on the termination of his appointment, unless he shall forfeit the right to a free passage under the conditions of Clause
5. Messing and accommodation will be provided free of charge and subject to war-time conditions will normally be of the standard prescribed for non-commissioned officers.
6. Where service facilities are available, medical and hospital treatment will be given free of charge. In the absence of service facilities, however, every endeavour will be made to provide suitable attention or to transfer the worker to a place where service facilities are available.
7. Sick pay will be given at the rate of one half of the prescribed rate of pay during incapacity not due to own fault, up to a total of two months in any period of twelve months, with extension to five months on the merits of the case. When certified fit to resume work the full prescribed rate of pay will be given but if obliged to relinquish the appointment owing to sickness the payment will be continued at one half the prescribed rate whilst awaiting passage and during the return passage to Italy.
8. Arrangements will be made for the worker to retain his rights within the Social Insurance Schemes of the Italian Government while absent from Italy during the period of this appointment.
9. Compensation for injuries sustained on duty will be paid in accordance with the British Personnel Injuries (Civilians) Scheme (or will be paid in accordance with the Italian Social Insurance Scheme by arrangements made with the Italian Government.)
10. The worker will be expected to present himself for duty as required by the exigencies of the service but normally one day off duty will be allowed in every seven days. A man who wilfully refuses to present himself for duty may be fined an amount not exceeding one day's pay for each day of such failure to report. In the event of misconduct or failure to render satisfactory service the worker will be liable to termination of appointment and to forfeit the right to a free passage home. All workers will be repatriated to Italy (or to such other locality indicated by the worker and accepted by the British Admiralty) but if returned for misconduct or unsatisfactory service he may be provided with accommodation of a lower class than that indicated in Clause and will be required to make a contribution towards the cost of the passage, such contribution being deducted from the balance accrued in the fund mentioned in Clause 3.

I have read the above conditions (in Italian) and I undertake to serve in accordance therewith.

592

6. Where service facilities are available, medical and hospital treatment will be given free of charge. In the absence of service facilities, however, every endeavour will be made to provide suitable attention or to transfer the worker to a place where service facilities are available.

7. Sick pay will be given at the rate of one half of the prescribed rate of pay during incapacity not due to own fault, up to a total of two months in any period of twelve months, with extension to five months on the merits of the case. When certified fit to resume work the full prescribed rate of pay will be given but if obliged to relinquish the appointment owing to sickness the payment will be continued at one half the prescribed rate whilst awaiting passage and during the return passage to Italy.

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I have read the above conditions (in Italian) and I undertake to serve in accordance therewith.

Signature of Worker.....
Signed on behalf of
the British Admiralty

NAVY SUB COMMISSION

C IN C MDO.

CONFIDENTIAL.

IF POSSIBLE MATTER SHOULD BE AVOIDED. YOUR 111547. IF THIS IS NOT PRACTICABLE
ITALIANS SHOULD BE INFORMED THAT THESE PLACES ARE STILL OPERATIONAL PORTS,
BUT THAT INFORMATION IS GIVEN WITHOUT PREJUDICE TO THEIR FUTURE OWNERSHIP
WHICH IS A MATTER FOR PEACE SETTLEMENT.

11156 B MAY.

DIS. 3.9.10. (REF. NON OPERATIONAL PORTS)

P.L.T.P. TOR 1255/14

11/5/45

3093

C IN C MED.

FOTALLI ROME.

CONFIDENTIAL.

SUBJECT ITALIAN REPRESENTATIVE NON-OPERATIONAL SALVAGE COMMITTEE.
YOUR 192016 B APRIL REFERS.
MINISTER OF MARINE REQUESTS THAT RECONSIDERATION BE GIVEN TO APPROVAL OF
HIS NOMINATION OF COMDR. (E) GAZZO WHOSE PRESENT APPOINTMENT AT MINISTRY COVERS
NON-OPERATIONAL SALVAGE. TO OBVIATE LANGUAGE DIFFICULTIES LT. COMDR. (E)
FILO DELLA TORRE WHO SPEAKS ENGLISH IS NOMINATED AS HIS ASSISTANT. THE MINISTER
STATED THAT COMDR. (E) JORI WHOSE APPOINTMENT YOU DESIRED IS AT PRESENT
SUBJECT TO DISCIPLINARY PUNISHMENT FOR HAVING REMAINED AT MINISTRY IN ROME
AFTER THE ARMISTICE AND HIS PRESENT APPOINTMENT IS FOR OPERATIONAL SALVAGE.

140929 B MAY.

DIS. 3.6.9.10.

P.L.T.P.

TOD 0959/14.

13/5/45.

3092

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - Rome
Date: 8 May '45
Ref.: 206/CO.

Subject: Officer for Non-operational Salvage Committee.

1. I refer to signal N°211116 B of 21st ulto.

2. In letter 7286/2 of 7th ulto., Lt.Col. GAZZO was suggested as I.R.N. representative to above I.R.N. Committee due to his experience in this work.

It should be borne in mind that said Committee has to do with non-operational salvage work (letter L.296/3 of 17 Mar. '45 from F.O.L.I. - Rome) and that Lt.Col. GAZZO already forms part of I.R.N. Non-operational Salvage Office.

3. In view of the fact that Col. GAZZO does not speak English, in letter N°8290/2 of 19th ulto., it was suggested that Major (Naval Engs.) Ettore FILO DELLA TORRE, who speaks perfect English, should be appointed as assistant to Col. GAZZO.

4. Taking into consideration that Lt.Col. JORI is appointed to Operational Salvage work, under C. in C. Med., and that he is undergoing disciplinary punishment for having served with Clearing Office of Maricost Rome, for a period after 8 Sept. '43, I regret that I am unable to comply with C. in C.'s request.

(Sgd) THE MINISTER **999!**

DG/P.

Off. 39

Roma, 9 Maggio 1945

Ministero della R. Marina

GABINETTO

Ufficio Collegamento
INDIRIZZO TELEGRAFICO: MARINA - ROMA

Al CHIEF NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

Prot. N° 200/100 Allegati

ARGOMENTO: Ufficiale per il Comitato Ricupero non operativi.

RISERVATO

1. Mi riferisco al telegramma 211110 B del 21.4.1945.
2. Con foglio 7286/2 del 7.4.45 è stato proposto il Tenente Colonnello GAZZO quale rappresentante della R. Marina nel Comitato dei Ricupero non operativi della R. Marina data la esperienza che il Col. GAZZO ha nei lavori di ricupero.

Devesi inoltre tener presente che il Comitato in parola si riferisce a ricupero non operativi (foglio L.290/3 del 17.3.1945 del FOLL Roma) e che il Ten. Col. GAZZO fa già parte dell'Ufficio Ricupero non operativi della R. Marina Italiana.

3. In considerazione del fatto che il Col. GAZZO non parla la lingua inglese, con lettera 6290/2 del 19.4.1945, si propone che il Maggiore G.M. Ettore FILO DELLA TORRE, che parla perfettamente la lingua inglese, fosse assegnato quale assistente del Colonnello GAZZO.

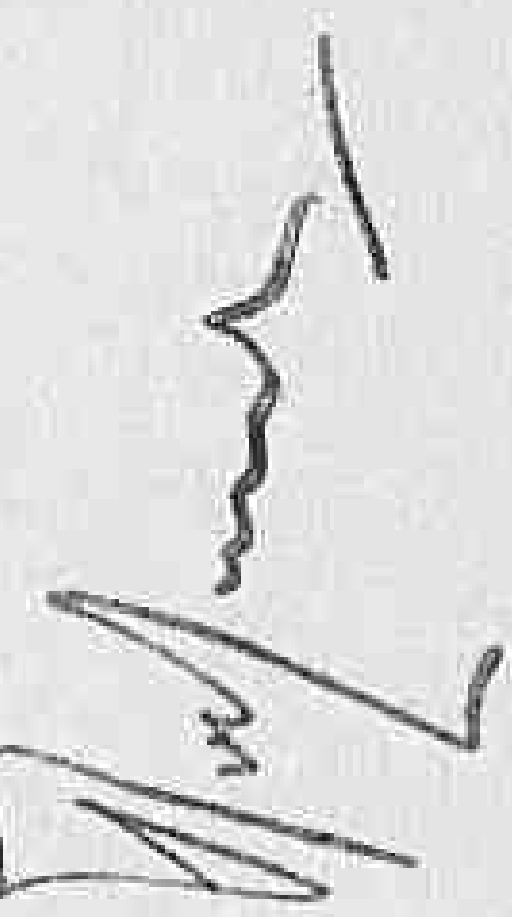
4. Tenuto conto che il Ten. Col. JUKA é assegnato invece ai ricupero operativi, dipendenti dal Comando in Capo del 4° Gruppo Terra-neo, e che ha in corso una punizione disciplinare per aver prestato servizio per un certo periodo dopo l'8 Settembre 1943

ARGOMENTO: Ufficiale per il Comitato Ricupero non operativi.

RISERVATO

1. Mi riferisco al telegramma 211116 B del 21.4.1945.
2. Con foglio 7200/2 del 7.4.45 è stato proposto il Tenente Colonnello GAZZO quale rappresentante della R. Marina nel Comitato dei Ricupero non operativi della R. Marina data la esperienza che il Col. GAZZO ha nei lavori di ricupero.
3. Devesi inoltre tener presente che il Comitato in parola si riferisce a ricupero non operativi (Foglio L.250/3 del 17.3.1945 del FOLLI ROMA) e che il Ten. Col. GAZZO fa già parte del 'UI FOLLO Ricupero non operativi della R. Marina italiana.
3. In considerazione del fatto che il Col. GAZZO non parla la lingua inglese, con lettera 0290/2 del 19.4.1945, si propone che il Maggiore G.N. Ettore FILLO DELLA TORRE, che parla perfettamente la lingua inglese, fosse assegnato quale assistente del Colonnello GAZZO.
4. Tenuto conto che il Ten. Col. JORI è assegnato invece ai ricupero operativi, dipendenti dal Comando in Capo del 4^o Gruppo, e che ha in corso una punizione disciplinare per aver preso servizio per un certo periodo dopo l'8 Settembre 1943 presso l'Ufficio Stralcio di Maricost a Roma, sono spiacevoli non poter aderire alla richiesta del Comandante in Capo.

IL MINISTRO



File

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1561
23 January 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief of Staff, Allied Commission.
Subject: Non-operational Salvage - Control of.

1. Reference 5604/3/COS dated 19 December 1944.
2. It will be noted from the attached copy of Med. 45/227/4/3 dated 4 January 1945, that for the present the Commander-in-Chief, Mediterranean Station, will continue to control non-operational salvage through the Flag Officer, Taranto Adriatic and Liaison, Italy, (Rome).
3. Lieutenant-Commander E.C. DAVIES, R.N.V.R. will keep contact with the Interministerial Committee at the Italian Ministry of Marine.

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

Copy to:
DEPUTY CHIEF OF STAFF
ECONOMIC SECTION
PUBLIC WORKS & UTILITIES
SC. AC.

3089

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters,
4th January, 1945

Med.45/217/4/3/

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

(Copy to:-

The Flag Officer, Taranto and Adriatic, Italy)

SALVAGE POLICY IN MEDITERRANEAN - ITALIAN WATERS.

1. With reference to NSC/1139 of 8th November, 1944, the Deputy Principal Salvage Officer, Mediterranean, is now paying a visit to Admiralty and will raise certain questions on the non-operational salvage of Allied and ex-German vessels in Italian waters.

2. It may be that certain of the Italian salvage resources now employed by, or available to, the Italian Ministry of Marine will be required for work on the above mentioned vessels.

3. The question of non-operational salvage as a whole (i.e. not only of Italian owned vessels) will therefore again be reviewed when the Deputy Principal Salvage Officer, Mediterranean returns with further information on the Admiralty policy on these questions.

4. Meanwhile, in view of the above, and the difficulties attached to delegating the responsibility of non-operational salvage to the Navy Sub-Commission, Allied Commission, the recommendation in paragraph 6 of the above quoted letter is concurred in.

5. The Commander-in-Chief, will therefore continue for the present to control non-operational salvage in Italian waters employing the Flag Officer, Taranto and Adriatic, Italy (Rome) as the channel of correspondence with the Italian Ministry of Marine. The Flag Officer, Taranto and Adriatic, Italy (Rome) is requested to inform interested authorities accordingly.

6. Navy Sub-Commission letters NSC/1281 dated 9th December, NSC/1367 dated 21st December and the Flag Officer, Taranto and Adriatic, Italy (Rome) signal times 211047 December, also refer.

/s/ L.H. Phillips
for ADMIRAL

3088

OFFICE COPY

FLAG OFFICER LIAISON, ITALY,
ALLIED COMMISSION,
HEADQUARTERS,
ROME.

22nd January, 1945.

No. L.296/3.

COMMANDER-IN-CHIEF,
MEDITERRANEAN STATION.

SALVAGE POLICY IN MEDITERRANEAN,
ITALIAN WATERS.

Copy of A/CC.091-711-2 of 16th September,
1944, is forwarded as requested in Med.45/219/3/12
dated 7th January, 1945.

(sgd.) G. L. WARREN.
for REAR ADMIRAL.

IRN 19

16 September 1944

A/ CC 091.711-2

My dear Mr. Prime Minister:

Up to the present time the Naval Allied Commander-in-Chief, Mediterranean, has exercised complete control over all salvage operations in Italian waters, including Sicily and Sardinia. It is now planned to retain direct control only over operational salvage, including port clearance necessary in all harbors required for the use of Allied Forces and the salvage of such ships and crafts in non-operational areas as may be required for use by the Allied Forces. All other non-operational salvage will be gradually turned over to the Italian Government under the Allied Control Commission.

Salvage facilities of the Italian Navy and commercial salvage firms have been utilized through the Italian Ministry of Marine to excellent advantage for salvage work. The Naval Allied Commander-in-Chief, Mediterranean, will continue to employ a proportion of these facilities, the remainder will be available for non-operational salvage. In order that appropriate instructions may be issued, information is requested as to whether the Italian Ministry of Marine or the Italian Ministry of Public Works is responsible for the broad planning and coordination of harbor clearance and re-construction work and the actual salvage operations.

Yours very truly,

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

His Excellency Ivanoe Bonomi,
President of the Council of Ministers,
Italian Government,
Rome.

Copy to:
CinC-Med.
PW & T SC ACC.

3087

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
7th January, 1945.

Med. 45/219/3/12
THE FLAG OFFICER, TARANTO AND ADRIATIC, ITALY (ROME)

SALVAGE POLICY IN MEDITERRANEAN - ITALIAN WATERS

The enclosed correspondence is forwarded with
reference to Med. 45/217/4/3 dated 4th January 1945.

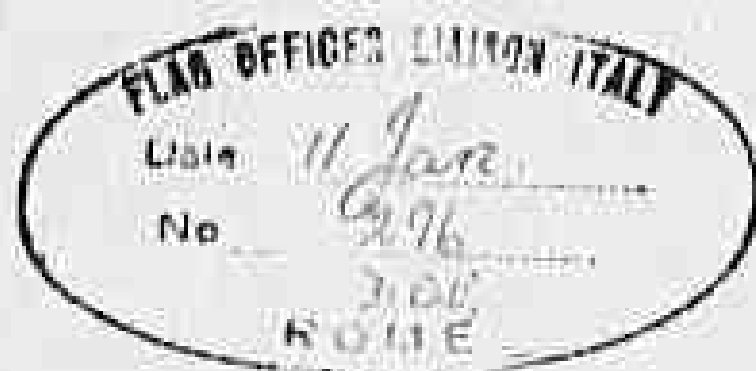
2. It is requested that a copy of A/36.091.711-2
dated 16th September quoted in the President of the Council
of Ministers letter n. 21283/14625-13-5 dated 16th December
may be forwarded for record purposes.

J.W. Hamer

for ADMIRAL

Enclosures:

1. President of the Council of Ministers letter
n. 21283/14625-13-5 dated 16th December, 1944.
2. Allied Commission letter 5604/3/COS dated
19th December, 1944.
3. Chairman, Mediterranean Shipping Board's
letter dated 26th December, 1944.



3088
FILE

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Chief of Staff

Tel: 451

19 December 1944.

Ref: 5604/3/003

SUBJECT: Salvage Operations.

TO : DCOS Economic Section.
Director, Navy Sub-Commission.

1. Attention is directed to Prime Minister's letter No. 21283/14625-13-5 of 16 Dec 44, copy attached.
2. You are directed to submit your comments re: Interministerial Committee in the Italian Navy Dept and its general plan and basis of operation.

3085

Joseph C. Rively, Major
Chief Staff Officer,
To the Chief of Staff.

Incl:
as above

10 000
33

Translation

The President of the Council of Ministers.

n. 2121883/44625-13-5

Roma, 16 December 1944.

Dear Admiral Stone,

I received your letter of September 16th A/32 091.711-2 communicating me informations about the control of the Allied Authorities over the salvage operations for the ships which have been sunk or damaged.

Considering that direct control would be maintained only for operative salvages, including the clearing of the harbours required by the Allied Forces, and the salvage of ships which, though they are not in operative areas, are deemed to be useful for the Allied Forces, I communicate to you that we have organized an Interministerial Committee to take care of the work which has been left to the competence of the Italian Government. In this Committee, all the Ministries concerned are represented, particularly the Navy and Public Works Departments, the shipowners, the navy yards, (for repairs), the insurance companies, and the Salvage Firms.

The Committee whose seat is in the Navy Department, is preparing a general plan on the following basis:

- 1) requisitioned ships - in charge of the R. Navy;
- 2) non requisitioned ships - their owners would take care of them with means of their own; should these means be lacking, the R. Navy or other Ministries would be put in charge.
- 3) crafts belonging to the Ministry of Public Works or other civilian Administrations of the State - the Public Works Department would take care of these, and if necessary, ask for the help of the Navy.

I remain, my dear Admiral,

Yours sincerely,

s/ I. Benoni.

Admiral Ellery W. Stone
Chief Commissioner of the Allied Commission
R O M E

3084

1944

32 Trans. e.c.

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

To:- Commander-in-Chief, Mediterranean.

From:-Chairman, Mediterranean Shipping Board.

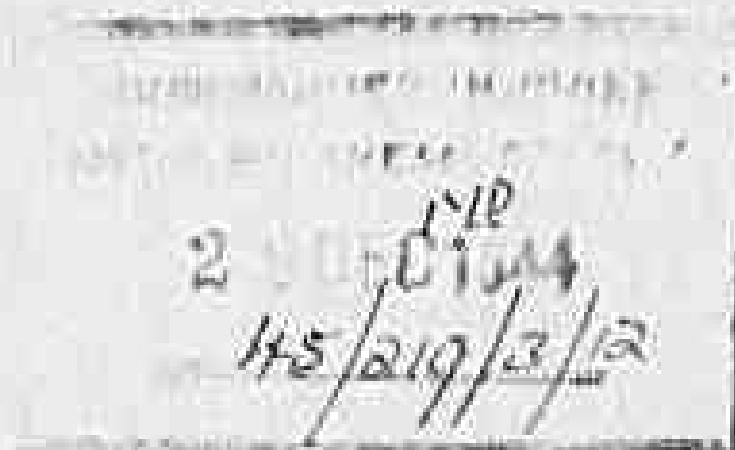
Date:-26th December, 1944.

Subject:-Salvage of Italian Merchant Vessels.

1. The attached correspondence from H.Q., A.C. and the President of the Council of Ministers has been forwarded to me.
2. As all matters regarding salvage are an Admiralty responsibility it is probable that you will desire to comment through the Navy Sub-Commission of the Allied Commission.
3. I do not consider that any difficulty would arise through the creation of an Italian Interministerial Committee as proposed, provided the over-riding authority of C-in-C Med. is acknowledged.

W. H. H. H. H. H.
Chairman, Mediterranean Shipping Board.

M



3083

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
4th January, 1945.

Med.45/217/4/3

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

(Copy to:-

The Flag Officer, Taranto and Adriatic, Italy)

SALVAGE POLICY IN MEDITERRANEAN- ITALIAN WATERS

With reference to NSC/1139 of 6th November, 1944, the Deputy Principal Salvage Officer, Mediterranean, is now paying a visit to Admiralty and will raise certain questions on the non-operational salvage of Allied and ex-German vessels in Italian waters.

2. It may be that certain of the Italian salvage resources now employed by, or available to, the Italian Ministry of Marine will be required for work on the above mentioned vessels.

3. The question of non-operational salvage as a whole (i.e. not only of Italian owned vessels) will therefore again be reviewed when the Deputy Principal Salvage Officer, Mediterranean returns with further information on the Admiralty policy on these questions.

4. Meanwhile, in view of the above, and the difficulties attached to delegating the responsibility of non-operational salvage to the Navy Sub Commission, Allied Commission, the recommendation in paragraph 6 of the above quoted letter is concurred in.

5. The Commander-in-Chief will therefore continue for the present to control non-operational salvage in Italian waters employing the Flag Officer, Taranto and Adriatic, Italy (Rome) as the channel of correspondence with the Italian Ministry of Marine. The Flag Officer, Taranto and Adriatic, Italy (Rome) is requested to inform interested authorities accordingly.

6. Navy Sub Commission letters NSC/1281 dated 5th December, NSC/1367 dated 21st December and the Flag Officer, Taranto and Adriatic, Italy (Rome) signal timed 211047 December, also refer.

L.H. Phillips

FOR ADMIRAL

3082

SALVAGE POLICY IN MEDITERRANEAN- ITALIAN WATERS

With reference to ISC/1139 of 8th November, 1944, the Deputy Principal Salvage Officer, Mediterranean, is now paying a visit to Admiralty and will raise certain questions on the non-operational salvage of Allied and ex-German vessels in Italian waters.

2. It may be that certain of the Italian salvage resources now employed by, or available to, the Italian Ministry of Marine will be required for work on the above mentioned vessels.

3. The question of non-operational salvage as a whole (i.e. not only of Italian owned vessels) will therefore again be reviewed when the Deputy Principal Salvage Officer, Mediterranean returns with further information on the Admiralty policy on these questions.

4. Meanwhile, in view of the above, and the difficulties attached to delegating the responsibility of non-operational salvage to the Navy Sub Commission, Allied Commission, the recommendation in paragraph 6 of the above quoted letter is concurred in.

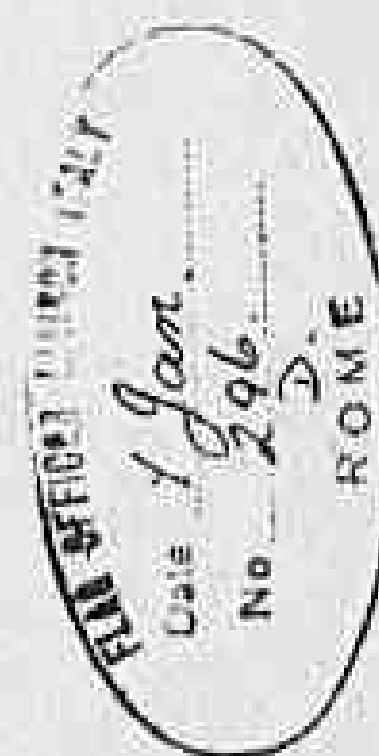
5. The Commander-in-Chief will therefore continue for the present to control non-operational salvage in Italian waters employing the Flag Officer, Taranto and Adriatic, Italy (Rome) as the channel of correspondence with the Italian Ministry of Marine. The Flag Officer, Taranto and Adriatic, Italy (Rome) is requested to inform interested authorities accordingly.

6. Navy Sub Commission letters ISC/1231 dated 9th December, ISC/1367 dated 21st December and the Flag Officer, Taranto and Adriatic, Italy (Rome) signal timed 211047 December, also refer.

L. H. Phillips

for ADMIRAL

3082



9
FILE

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL

C-O-N-F-I-D-E-N-T-I-A-L

NSC/1365
28 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Chief of Staff, Headquarters, A.C.

Subject: Italian Interministerial Committee for Non-operational Salvage.

Enclosure: (A) Copy Ministry of Marine ltr B.5615 of 9 Dec. 1944.
(B) Copy Mediterranean Temporary Memorandum No. 214 of 9 September 1944.
(C) Copy CinC-Med ltr Med. 45/210/3/6 of 11 Dec. 1944.
(D) Copy Navy Sub-Com. AC. conf. ltr NSC/1367 of 21 Dec. 1944.

1. Chief of Staff, A.C. letter 5604/3/CSS of 19 December 1944, forwarded to the Navy Sub-Commission, A.C., a copy of the Italian President of the Council of Ministers letter of 16 December 1944, which outlined the organization established by the Italian Government for non-operational salvage. The Interministerial Committee has been in the process of formation since last September and is now constituted as indicated in Enclosure (A). A copy of Mediterranean Temporary Memorandum No. 214, which outlines the salvage policy in Italian Waters and a copy of Commander-in-Chief, Mediterranean letter of 11 December 1944, which defines the areas in which non-operational salvage may be conducted, are forwarded herewith as enclosures (B) and (C), respectively.

2. While the Navy Sub-Commission has collaborated with the Italian Ministry of Marine in the organization of the Interministerial Committee for non-operational salvage, it is pointed out that this work is essentially a civilian commitment which should not be controlled by a military sub-commission of the Allied Commission. The Commander-in-Chief, Mediterranean, was advised accordingly in enclosure (D) which recommended that a sub-commission of the Allied Commission, A.C. be designed to co-ordinate the functions of the Interministerial Committee. A signal has been received from the Commander-in-Chief, Mediterranean, stating that the matter is under consideration. Verbal information which has been received indicates that the whole question of non-operational salvage in Italian Waters is being reviewed prior to the actual transfer of this responsibility to the Allied Commission.

3. In view of the above facts, it is recommended that no further action be taken by the Allied Commission, pending advice from the Commander-in-Chief, Mediterranean. In the meanwhile, the Navy Sub-Commission, A.C., will continue to take the necessary action on current non-operational salvage matters.

Copy to:
Deputy Chief of Staff,
Economic Section
Public Works & Utilities SC.AC.

H. W. ZIROLI,
Commodore, U.S. Navy, 3081
for Chief, Navy Sub-Commission, AC.



COPY

FROM: MINISTRY OF MARINE (Cabinet)
 TO : Various Ministries and for Information F.O.I.I. - Rome.
 DATE: 9/12/44
 Ref.: B.5535

Subject: Interministerial Committee for Non-operational Ship Salvage, etc.,

Further to circular No. B. 5091 of 26th ulto. you are informed that the above Committee is now composed as follows:

Vice Admiral Bruto BRIVONESE - President.

- For I.R.N.
 - (Rear Admiral VICECOMINI, Federico
 - (Traffic Section - Maristat
 - (Col. (Naval Eng.) RAPISARDA, Leonardo
 - (Maricost
 - (Lt. Col. (N. Eng.) CAZZO, Giuseppe
 - (Salvage Div. Maricost.
- For Merchant Navy.
 - (Col. PORTINI, Giuseppe
 - (Col. BORDOLI, Guido - Tech. Off. Marimercant.
- For Captaincies of the Port.
 - (Major (C.P.) PAGANO, Francesco.
- For Owners
 - (Col. (N. Eng.) DARDANOVI, G. for Liners.
 - (Dr. CAMILLI, Francesco for Cargo Vessels.
 - (Mr. LONGOBARDI, Pietro for M/Schconers.
- For Insurance Cos.
 - Dr. ROMANO, Danilo
- For Shipyards
 - Major (N. Eng.) BROGIE, Umberto.
- For Salvage Cos.
 - Dr. FERA, Giorgio.
- For Ministry of Commerce and Labor.
 - Eng. CATTAGIRONE, Francesco.
- For Ministry of Finance
 - (Dr. DI PRISCO, Mario
 - (Capt. CANALI, Davide
- For Ministry of Agriculture
 - Lt. FUSCO, Nicola.
- For Ministry of Public Works
 - Eng. GRECO, Luigi.
- For Committee of Industrial Experts
 - Lt.Col (N.Eng.) SACCHETTI, Cesare. 3080

Major (Naval Eng.) CIGNOLZI, Corrado will act as Secretary to the Committee. The President of the Interministerial Committee will notify the Members in regard to the Date and place of the first Meeting.

(Sgd) THE MINISTER.

(ENCLOSURE (A)).

CONFIDENTIAL:

22.9.44

MEDITERRANEAN TEMPORARY MEMORANDAM.T. 214. Salvage Policy in the Mediterranean - Italian Waters.

The Commander-in-Chief, Mediterranean, through the Flag Officers concerned, controls all operational salvage in the Mediterranean, on which either Allied or Italian salvage resources are employed. This includes: -

- (a) The port clearance necessary in all harbours required for the use of the Allied Forces.
- (b) The salvage in non-operational areas of such ships and craft which may be required for the use of the Allied Forces.

2. The requirements of the Commander-in-Chief for Italian salvage operations under 1(a) will be placed with the Italian Minister of Marine, through the Italian Naval Liaison Officer (Salvage) (see paragraph 4). The Italian Minister of Marine is also responsible to the Commander-in-Chief through the Flag Officer, Taranto, Adriatic and Liaison (Rome) for Italian salvage operations under 1(b).

3. The Royal Navy and United States Navy authorities concerned will be informed by the Commander-in-Chief of all such salvage operations undertaken. These authorities should, in turn, inform the Commander-in-Chief, through the normal service channels, of any salvage operations they consider necessary.

4. The representative of the Italian Minister of Marine in these matters will be known as the Italian Naval Liaison Officer (Salvage) short title I.N.L.O.(Sv). This duty is at present carried out by Lieutenant Colonel Spinelli, Viale Luigi 28, Roma (Telephone No. 863595).

5. Normally, Italian Salvage carried out under paragraph 1 above, will utilise Royal Italian Navy and/or commercial equipment. The Italian Naval Liaison Officer (Salvage) is to request the Commander-in-Chief, Mediterranean for the loan of Royal Navy equipment if this is necessary. Such equipment will be issued by the Royal Navy Salvage Authority detailed, to the Italian Naval Officer or firm in charge of the particular salvage undertaking, against a receipt in triplicate. The Royal Navy Salvage Authority is to despatch the original copy of the receipt to the Fleet Salvage Officer, the duplicate to the Italian Naval Liaison Officer (Salvage) and will retain the triplicate. When the equipment is returned, the Royal Navy Salvage Authority receiving it will inform both the Fleet Salvage Officer and the Italian Naval Liaison Officer (Salvage), giving sufficient detail to enable the receipt concerned to be identified.

CONFIDENTIAL

N.M. 214. Salvage Policy in the Mediterranean - Italian Waters.

6. The provision of consumable stores required for Italian salvage operations carried out under paragraph 1 above will be the responsibility of the Minister of Marine. In case of real necessity, the Italian Naval Liaison Officer (Salvage) may apply direct to the Fleet Salvage Officer for the release of materials and stores in small quantities from Royal Navy sources. Any release approved, will be subject to the procedure laid down in Mediterranean Temporary Memorandum 43, paragraph 6(11).

7. Italian Naval or commercial salvage personnel employed in operational areas (1a) will be entitled to British Naval rations as an off-shore party. Those employed in non-operational areas (1b) will be entitled to Royal Italian Navy rations or civilian personnel rations respectively.

8. The Commander-in-Chief, Mediterranean, has delegated the responsibility of port clearance in all non-operational Italian harbours to the Allied Control Commission.

9. The Royal Navy and United States Navy shore authorities concerned will be kept informed by the Allied Control Commission of all such salvage operations undertaken. These authorities should, in turn, inform the Allied Control Commission of any salvage or port clearance operations they consider necessary in non-operational areas.

10. (a) All Italian vessels and equipment salvaged (except those included in 10(b) below) are to be handed over to the Italian Government. Those required for the use of the Allied Forces should be requisitioned in the normal way. Where British resources have been employed, an account of the cost of salvage and or repair is to be forwarded to the Flag Officer, Taranto, Adriatic and Liaison (Rome).

(b) All Allied vessels and equipment are the property of the Governments, private owners, or underwriters concerned.

Ex-German vessels are the property of the Prize Court in London.

Ex-Italian vessels in North African waters are the property of Prize Court in London.

No salvage of vessels included in sub-paragraph (b) should be undertaken without the approval of the Commander-in-Chief, Mediterranean, or Allied Control Commission, who will take the necessary action with the owners.

11. The Commander-in-Chief, Mediterranean, will inform the Allied Control Commission when any port can be considered to be non-operational, in order that the Allied Control Commission may assume the responsibility of any non-operational port clearance or salvage necessary.

Med. 217/L/17/

3078

COPY

Office of the Commander-in-Chief,
Mediterranean Station
Allied Force Headquarters.
11th December, 1944.

Mod. 45/219/3/6.

THE VICE ADMIRAL, MALTA AND CENTRAL MEDITERRANEAN.
THE FLAG OFFICER, TARANTO AND ADRIATIC
THE FLAG OFFICER, NORTHERN AREA, MEDITERRANEAN
THE COMMANDER, UNITED STATES EIGHTH FLEET.

(Copy to each.)

Copy to:- The Flag Officer, Taranto, Adriatic and Lisbon
Italy, Rome.)

SALVAGE IN ITALIAN WATERS

It is proposed to inform the Allied Commission that all ports in Italy and Italian islands including Sardinia and Sicily are "non-operational" for the purpose of Mediterranean Temporary Memorandum 214 paragraph 11 with the following exceptions:-

Leghorn and all to the North.
Naples
Ancona and all to the North.
Manfredonia
Perletta
Bari
Brindisi
Taranto
Maddalena
Palermo.

2. Flag Officers addressed are requested to confirm or amend as requisite.

for ADMIRAL

(Enclosure (c))

3077

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

C-O-N-F-I-D-E-N-T-I-A-L:

NSC/1367

21 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Non-operational Salvage - Italian Waters.

1. Navy Sub-Commission confidential letter NSC/11398 of 8 November 1944, commented on the proposed transfer of the responsibility for non-operational salvage in Italian Waters to the Allied Commission. It is pointed out that a copy of Mediterranean Temporary Memorandum No. 214 of 22 September 1944, was first received as an enclosure to Deputy Principal Salvage Officer, Mediterranean, letter No. 3448 of 27 October 1944, and was not construed as a formal notification of the transfer to the Allied Commission.

2. A copy of the President of the Italian Council of Minister's letter of 16 December 1944, which informs the Allied Commission that an Interministerial Committee has been organized for non-operational salvage, is enclosed herewith. A copy of the Italian Ministry of Marine letter of 26 November 1944, showing the membership and organization of this committee was forwarded to the Commander-in-Chief, Mediterranean, by Navy Sub-Commission confidential letter NSC/1281 of 9 December 1944. It is noted that the Italian Navy has not been designated to co-ordinate non-operational salvage, but that the seat of the Committee is in the Italian Navy Department and Vice Admiral Bruto BRIGNESI, IRL., is president of the committee.

3. For the reasons stated in Navy Sub-Commission confidential letter NSC/11398 of 8 November 1944, it is not considered desirable that the Navy Sub-Commission, AC, assume responsibility for co-ordinating non-operational salvage under the Italian Interministerial Committee. Accordingly, the Flag Officer Taranto Adriatic and Liaison, Italy, Rome, with concurrence by the Deputy Chief, Navy Sub-Commission, has requested authority from the Flag Officer Taranto Adriatic and Liaison, Italy, Taranto, to request the Chief Commissioner, Allied Commission, to designate a sub-commission other than the Navy Sub-Commission, AC, for this responsibility.

Copy to:
FOITALI, TARANTO.
D. PRIN SALVAGE OFFICER, MED.
PUB WKS & UTILITIES AC, AC.

H.W. STIFOLI,
Commodore, U. S. Navy,
For Chief, Navy Sub-Commission, AC.

3076

The President of the Council of Ministers.

n.212:8:3/14625-13-5

Rome, 16 December 1944.

Dear Admiral Stone,

I received your letter of September 16th A/CC 091.711-2 communicating no informations about the control of the Allied Authorities over the salvage operations for the ships which have been sunk or damaged.

Considering that direct control would be maintained only for operative salvages, including the clearing of the harbours required by the Allied Forces, and the salvage of ships which, though they are not in operative areas, are deemed to be useful for the Allied Forces, I communicate to you that we have organized an Interministerial Committee to take care of the work which has been left to the competence of the Italian Government. In this Committee, all the Ministries concerned are represented, particularly the Navy and Public Works Department, the shipowners, the navy yards, (for repairs), the insurance companies, and the Salvage Firms.

The Committee whose seat is in the Navy Department, is preparing a general plan on the following basis:

- 1). requisitioned ships - in charge of the R. Navy;
- 2). non requisitioned ships - their owners would take care of them with means of their own; should these means be lacking, the R. Navy or other Ministries would be put in charge.
- 3). crafts belonging to the Ministry of Public Works or other civilian Administrations of the State - the Public Works Department would take care of those, and if necessary, ask for the help of the Navy.

I remain, my dear Admiral,

Yours sincerely,

s/ I. Bonomi.

Admiral Ellery W. Stone
Chief Commissioner of the Allied Commission
R O M E

COPY

3075

Tel: 451

19 December 1944.

Ref: 5604/3/COS

SUBJECT: Salvage Operations.

TO : DOOS Economic Section.
Director, Navy Sub-Commission. ✓

1. Attention is directed to Prime Minister's letter No. 21283/14625-13-5 of 16 Dec 44, copy attached.
2. You are directed to submit your comments re: Intergovernmental Committee in the Italian Navy Dept and its general plan and basis of operation.

Joseph C. Rively, Major
4 Chief Staff Officer,
to the Chief of Staff.

Incl:
as above

3074
B

Sta. 121/30

X. 37296/106518. 15/10000 12/45 1.1.00 21.1800

NAVAL MESSAGE

S. 1320d.

Established—May, 1986
Revised—January, 1988

To:

FROM:

POTALI (R) POTALI Rome

C. in C. Med.

The subject matter of POTALI (Rome) 211047A is under consideration. A further signal will be made.

=221659A.

Re Interministerial Committee being organised for non-operational
Salvage.

Dist. 3,4,8,9,

P.L T.P.

T.O.R. 2220

Date 22-12-44.

3073

STA 181/59

WD 37266/19813 16.0000 12/45 6.100 51/0000

NAVAL MESSAGE

S. 1320d.

Established—May, 1986
Revised—January, 1993

To: FOTALL Rome (R) C. in C. Med.

FROM: F.O.T.A.I.I.

Restricted.

Your 211047 approved.

=211846.

Re Interministerial Committee being organised for non-operational Salvage.

Dist. 3,4,8,9.

P.L.T.P.

T.C.R. 0112

Date 21-12-44.

3072

NAVAL MESSAGE.

S. 1320c.
 (Established—May, 1922.)
 (Revised—December, 1921.)

To: POTAH (S) C. in C. Med.

From: POTAH Rome.

Confidential.

President Italian Council Ministers informed Allied Commission on 16th December that Interministerial Committee has been organised for Non-Operational Salvage with seat in Italian Navy Department. Organisation of Committee of which Admiral Bruno Brivonesi I.R.N. is President is indicated in Navy Subcom letter 1234 of December 9th. Non-Operational Salvage is primarily a Civilian Commitment and object of transfer to Allied Commission is to divest Allied Naval Authorities of this responsibility. Taking into consideration comments in Navy Subcom letter 1139 of November 8th, do not recommend that responsibility for coordination Non-Operational Salvage be assumed by Navy Subcom and request authority to inform Allied Commission accordingly. Deputy chief Navy Subcommission concurs.

-211074.

Dist. 3. 4. 9.

T/P.

P/L.

T.O.D. 1100.

21/12/44.

3071

File
B

From: MINISTRY OF MARINE (Cabinet)
 To : Various Ministries and for Infor F.O.L.I. - Rome
 Date: 9/12/44
 Ref.: B.5515

Subject: Interministerial Committee for Non-operational
Ship Salvage, etc.

Further to circular N°B.5001 of 26th ulto. you are informed that the above Committee is now composed as follows:-

- Vice Admiral Bruto BRIVONESE - President
 - (Rear Admiral VICEDOMINI, Federico)
 - (Traffic Section - Maristat
 - (Col. (Naval Eng.) RAPISARDA, Leonardo
 - (Lt.Col.(N.Engs.) GAZZO, Giuseppe
 - (Salvage Div. Maricost.
- For I.R.N.
 - (Lt.Col.(N.Engs.) GAZZO, Giuseppe
 - (Salvage Div. Maricost.
- For Merchant Navy
 - (Col. FORTINI, Giuseppe
 - (Col. BORDOLI, Guido - Tech.Off?
 - (Marimercant.
- For Captaincies of the Port
 - (Major(C.P.) PAGANO, Francesco
- For Owners
 - (Col. (N.Eng.) TARDANONI, G. for Liners.
 - (Dr. CAMELLI, Francesco for Cargo vessels.
 - (Mr. LONGOBARDI, Pietro for M/Schooners.
- For Insurance Cos.
 - Dr. ROMANO, Duilio
- For Shipyards
 - Major (N.Eng.) ERCOLE, Umberto.
- For Salvage Cos.
 - Dr. FERRA, Giorgio.
- For Ministry of Commerce and Labour
 - Eng. CALLAGIRONE, Francesco.
- For Ministry of Finance
 - (Dr. DI PRISCO, Mario.
 - (Capt. CANALI, Davide.
- For Ministry of Agriculture
 - Lt. FUSCO, Nicola.

Further to circular N°1.5001 of 26th ulto. you are informed that the above Committee is now composed as follows:-

- Vice Admiral Bruto BRIVONESE - President

(Rear Admiral VECCHIONI, Federico)
(Traffic Section - Maristat)
(Col. (Naval Eng.) RAPISARDA, Leonardo)
(Lt.Col. (N.Engs.) GAZZO, Giuseppe)
(Salvage Div. Maricost.

(Col. FONTINI, Giuseppe)
(Col. BONOLI, Guido - Tech.Off?
(Marimercant.

- For Captaincies of the (Major (C.P.) PAGANO, Francesco
Port

(Col. (N.Eng.) LALLANONI, G. for Liners.
(Dr. CAMELI, Francesco for Cargo Vessels.
(Mr. LONGOBARDI, Pietro for M/Schooners.

- For Insurance Cos. Dr. ROMANO, Duilio

- For Shipyards Major (N.Eng.) ERCOLE, Umberto.

- For Salvage Cos. Dr. TERA, Giorgio.

- For Ministry of Commerce and Labour Eng. CATTAGIRONE, Francesco.

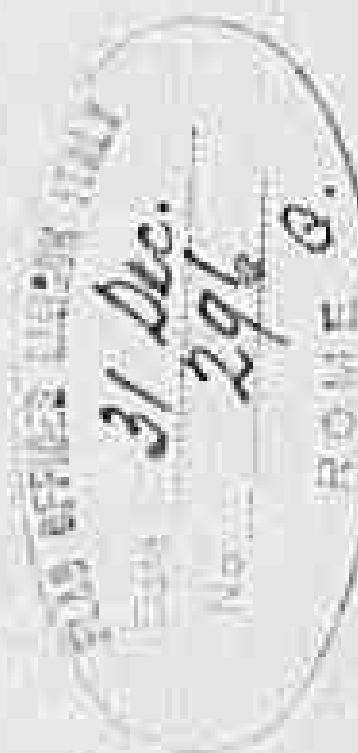
- For Ministry of Finance (Dr. DI PRISCO, Mario.
(Capt. CANALI, Davide.

- For Ministry of Agriculture Lt. FUSCO, Nicola.

- For Ministry of Public Works Eng. CRESCO, Luigi

- For Committee of Industrial Experts. Lt.Col. (N.Eng.) SACCHETTI, Cesare.
Major (Naval Engs.) CIGNOZZI, Corrado will act as Secretary to the Committee.

The President of the Interministerial Committee will notify the Members in regard to the Date and place of the first Meeting.



(Sgd) THE MINISTER

DC/P.

3079

Mod. 41

Roma - 9 DIC. 1944

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO MARINA - ROMA

Aut. V. B. 55/15 *Allegato*

MINISTERO DELLE FINANZE
 MINISTERO DEL TESORO
 MINISTERO IND. COMMERCIO E LAVORI
 MINISTERO DEI LAVORI PUBBLICI
 MINISTERO AGRICOLTURA E FORESTE
 MARISEGREVE - SEDE
 MARISTAT - SEDE
 MARIMERCANT - SEDE
 MARIGOGHAP - SEDE

e per conoscenza:

— F. O. L. I. — ROMA

ARGOMENTO:

Comitato Interministeriale per il ricupero e la rimessa in efficienza del naviglio italiano non operativo.

A seguito della circolare n. B.5001 del 26 novembre u.s., si informa che per ulteriori comunicazioni ricevute dai Ministeri ed Enti interessati, il Comitato Interministeriale per il ricupero e la rimessa in efficienza del naviglio italiano non operativo, deve intendersi così composto:

S.E. l'Ammiraglio di Squadra Bruto Brivonesi - Presidente

per:

la Marina mil. - { Contramm. Vicedomini Federico - CUFF. Reg. e Traff. -
 { Col. G.N. Rapisarda Leonardo - CUFF. Coord. - Maricost
 { Ten. Col. G.N. Gazzo Giuseppe - C° Div. Ricup. - Maricost
 la Mar. Mercant. - { Col. G.P. Dr. Fortini Giuseppe - C° Div. Nav.
 { Col. G.N. Dr. Bordoli Guido - CUFF. Tecnico D.G.
 Marimercant

il Com. Gen. Capita - Magg. C.P. Pagano Francesco -
 nerie di Porto

il Cons. armatori { Col. G.N. Ing. Dardanoni Giocchino - per le navi di linea
 { Avvocato Cameli Francesco - per le navi da carico
 { Signor Longobardi Pietro - per i motovelieri

la Soc. di Assic. - Dr. Gr. Uff. Romano Duilio - V.D/re Un. It. Ass.

1 Cant. Navali - Magg. Gen. Gn. Ercole Umberto

le Ditte ricup. - Avvocato Pera

3089

ARGOMENTO:

Comitato Interministeriale per il ricupero e la rimessa in efficienza del naviglio italiano non operativo.

A seguito della circolare n. B.5001 del 26 novembre u.s., si informa che per ulteriori comunicazioni ricevute dai Ministeri ed Enti interessati, il Comitato Interministeriale per il ricupero e la rimessa in efficienza del naviglio italiano non operativo, deve intendersi così composto:

S.S. l'Ammiraglio di Squadra Bruto Brivonesi - Presidente

per:

la Marina mil. - Contramm. Vicedomini Federico - C'uff. Reg. e Traff. -
 Col. G.N. Rapisarda Leonardo - C'uff. Coord. - Maricost
 Ten. Col. G.N. Gazzo Giuseppe - C'odiv. Ricup. - Maricost
 la Mar. Mercant. - Col. O.P. Dr. Fortini Giuseppe - C'odiv. Nav.
 Col. G.N. Dr. Bordoli Guido - C'uff. Tecnico D.G.
 Marimercant

il Com. Gen. Capita - Magg. C.P. Pagano Francesco -
 nerie di Porto

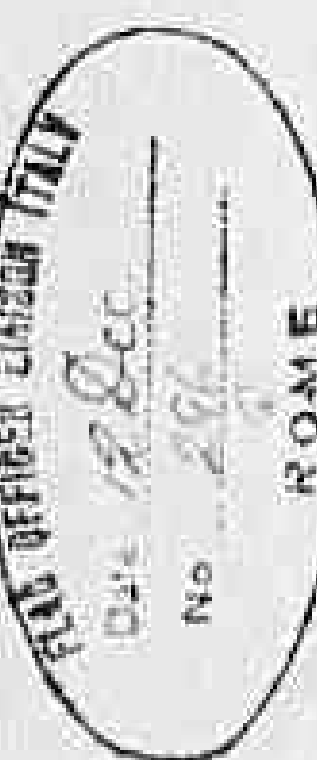
il Cons. armatori { Col. G.N. Ing. Dardenoni Giocchino - per le navi di linea
 Avvocato Cameli Francesco - per le navi da carico
 Signor Longobardi Pietro - per i motovelieri

la Soc. di Assic. - Dr. Gr. Uff. Romano Duilio - V.D/re Un. It. Ass.
 i Cant. Navali - Magg. Gen. GN. Ercole Umberto

le Ditte ricup. - Avvocato Fera Giorgio
 il Min. Ind. Comm. - Ing. Caltegirone Francesco
 e Lavoro

il Min. del Tesoro { Dottor Di Prisco Mario - della Rag. Gen. Stato
 Cap. G.F. Canali Davide - dell'Uff. Nav. R.G.F.

il Min. Agricolt. { Ten. Vasc. c' Fusco Nicola - per la Pesca
 e Foreste



il Min. dei LL. PP. - Gr. Uff. Prof. Ing. Greco Luigi - Isp. Gen. Genio Civile

Comitato Esperti }
Industriali } Ten. Col. G. M. Gr. Uff. Dr. Sacerdoti Cesare

Punzionerà da Segretario del Comitato il Maggiore G. M. CIGNOLZI
Corrado.

Il Presidente del Comitato Interministeriale darà comunicazione
ai membri dello stesso circa la data ed il luogo della prima riunione.

IL MINISTRO
F. to De Courten

per copia conforme
IL CAPO DI CABINETTO
C. di V. F. Baslini

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

~~CONFIDENTIAL~~

C-O-N-F-I-D-E-N-T-I-A-L:

NSC/1261
9 December 1944

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Non-operational Salvage - Italian Waters.

1. With reference to Navy Sub-Commission, AC, confidential letter No. NSC/1139B of 8 November 1944, a copy of the Italian Ministry of Marine letter M/5001 of 26 November 1944, which furnishes information relating to the constitution and membership of the Italian Interministerial Committee for salvage, is forwarded herewith for information.

2. A reply has not yet been received from the President of the Italian Council of Ministers stating whether the Ministry of Marine has been designated as the Italian governmental agency to co-ordinate non-operational salvage.

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

Copy to:
ITALI, Taranto
FONAM

3068

From: MINISTRY OF MARINE (Cabinet)
 To : Various Ministries and for Info. P.D.I. - Rome.
 Date: 26/11/44
 Ref.: B/5001

Subject: Interministerial Committee for Non-operational Ship Salvages, etc.

With ref. to previous communications based on agreements arrived at, the Interministerial Committee for the Salvaging and Repairs to non-operational Italian shipping is composed as follows:

- Vice Admiral Bruto BUIVONESI - President.
- For I.M.N. (Rear-Admiral VIGNOLINI, Federico
(Col. (Naval Eng.) RAPISARDA, Leonardo.
- For Merchant Navy (Col. FORTINI, Giuseppe
(Col. BORTOLI, Guido
- For Officers (Col. (Naval Eng.) BARDANONI, Gioacchino
(Dr. BORDOLI, Guido -for Liners
-for M/Vs.
-for M/Schooners.
- For Insurance Cos. - Dr. ROMANO, Duilio
- For Ship Yards - Major (Naval Eng.) BRIGOLE, Umberto.
- For Salvage Cos. - Dr. FERRA, Giorgio
- For Ministry of Commerce and Labour (Eng. CALTAGIRONE, Francesco
- Ministry of Finance (Dr. DI PRISCO, Mario
(Dr. CRISTINA, Alfredo
- Ministry of Public Works (Eng. GRECO, Luigi
- Industrial Section (Lt. Col. SACCHETTI, Cesare.
Committee

The President of the Interministerial Committee will notify the Members in regard to the date and place of the first Meeting.

(Sgd) THE MINISTER

3067

FILE
 11 DEC 1944

ARGOMENTO: Comitato Interministeriale per il ricupero e la ripresa in efficienza del naviglio italiano non operativo.

Riferimento precedenti commissioni in base agli accordi intercorsi, il Comitato Interministeriale per il ricupero e la ripresa in efficienza del naviglio italiano non operativo, è stato così composto:

- S.E. l'ammiraglio di squadra Ercole Briatore - Presidente

per:

La Marina Militare { Contramm. Viscontini Federico
Col. S.N. Paparella Leonardo

La Marina Mercantile { Col. S.P.M. Fortini Giuseppe - 1° DIV. NAV.
Col. S.N.M. Mordoli Carlo - UFF. TAC. D.O. M. MARCA

Il Cons. Armatori { Col. S.N. Mordoli Gioacchino - per la nave di linea
Avvocato Ombrelli Giuseppe - per la nave da guerra
" per i motovelieri

La Soc. di Assicur. S.R. S.R. Romano Emilio - V. Dirett. S.N. TAC. NAV.

I Centieri Navali - Ing. S.N. Mordoli Umberto

Le ditte recuperi - Avvocato S.N. Mordoli Giorgio

Il Min. Ind. Commercio { Ing. Colaninno Francesco

Il Min. del Tesoro { Dottor Di Prisco Mario - della S.N. TAC. NAV.
Dottor Cristiani Alfredo - della S.N. TAC. NAV.

Il Min. del LL. PP. - Gr. Uff. Prof. Ing. Greco Luigi - Sup. Gen. Genio Civile

Il Comitato Super. { Gen. Col. S.N. Mordoli Uff. S.R. Accardioli Benigno
Al Industria

Il Presidente del Comitato Interministeriale sarà commissario

ai membri dello stesso oltre la data e il luogo della prima riunione.

La prima riunione è stata firmata

dal Ministro

per il commercio

IL CAPO C. CASINETTO

(C. di P. A. Basini)

1.4. S.N. TAC. NAV.

Ing. Colaninno

3066

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1193
20 November 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Non-operational Salvage in Italian Waters.

1. In reply to your letter 939/PO of 12 November 1944 to FOI, Rome, the matter of an appointment of a liaison officer with the Ministry of Marine for non-operational salvage cannot be considered until the President of the Council of Ministers indicates which Ministry is to have cognizance over this work.

2. If, however, the Ministry of Marine is designated to perform this function, in which case it is probable that the Navy Sub-Commission, A. C. would have cognizance over these matters, every effort will be made to delegate complete control and authority over non-operational salvage to the Italian Navy. It therefore appears at the present time that under such an arrangement actual participation by Allied representatives in meetings of the Interministerial Committee will not be necessary and that adequate liaison can be obtained through the normal liaison channels.

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

FILE

3064

From : MINISTRY OF MARINE (Cabinet)
To : F.O.L.I. -- Rome
Date : 12.11.44
Ref. : 939/FO

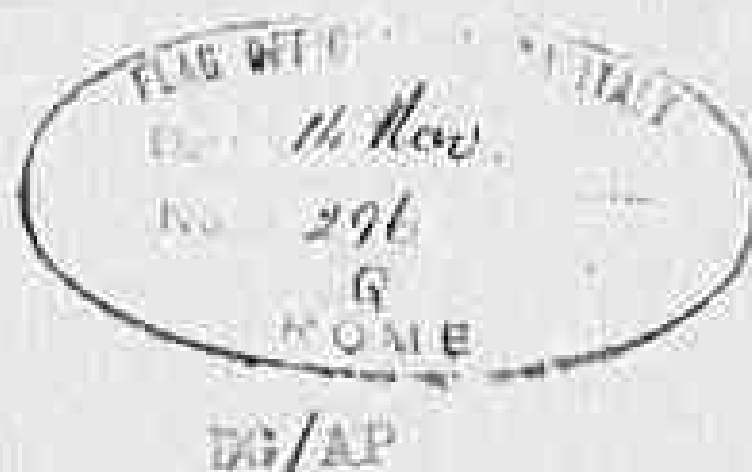
Subject : Ships Salvage.

As your Command is aware, under the aegis of I.R.N. an Interministerial Committee is being formed for the salvage and reconditioning of non-operational Italian shipping.

2. So that the above Committee may carry out its duties more rapidly and efficiently, this Ministry is of the opinion that it would be very useful if the A.C. Delegate could be present, so that all matters concerning the allocation of salvage areas, reconditioning and subsequent employment of the craft could be easily, promptly settled.

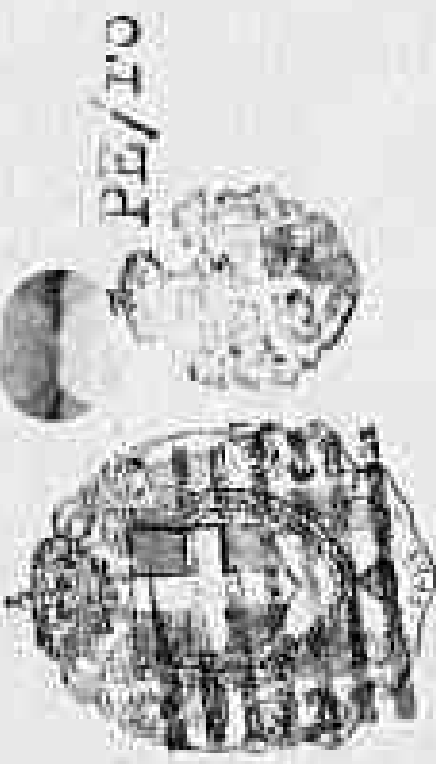
3. This Delegate's co-operation would be very greatly appreciated, and therefore your Command is requested to give an opinion under this heading; should you concur, please let us know the name of the A.C. Delegate.

CHIEF OF CABINET.



3085

000039



PE/10

Roma 12 Novembre 1944

Ministero della Marina

GABINETTO

Al R. U. D. I.

= R U M A =

INIZIO TELEGRAMMA MARINA - ROMA

Post. N. 939/fo Allegati

ARGOMENTO: RILUPERI NAVALL.

Come è noto a codesto R. U. D. I. e in corso, sotto l'egida della R. Marina, la costituzione di un Comitato Interministeriale per il ricupero e la rimessa in efficienza del naviglio italiano non operativo.

2°) - Per concedere al predetto Comitato di assolvere nel modo migliore e più sollecito le proprie attribuzioni, e opinione di questo Ministero che sarebbe di somma utilità la contemporanea presenza di Delegato della Commissione Alleata, con il che sarebbero facilmente risolte tutte le questioni inerenti la distribuzione delle zone di lavoro, di riparazione del natanti e della loro successiva utilizzazione.

3°) - L'opera di tale delegato sarebbe altamente apprezzata, e pertanto si prega codesto R. U. D. I. esprimere parere in merito e nel caso di concordanza di vedute, comunicare il nome del rappresentante della Commissione Alleata.

IL CAPO DI GABINETTO
C. DI V. T. PASQUALE

3083

GABINETTO

INGRIZIO TELEGRAFICO MARINA - ROMA

Ord. N° 939/70 Allegati

ARGOMENTO: Ricupero Navali.-

Come è noto a codesto R.O.U.I. e in corso, sotto l'egida della R. Marina, la costituzione di un Comitato Interministeriale per il ricupero e la rimessa in efficienza del naviglio italiano non operativo.

2°) - Per concedere al predetto Comitato di assolvere nel modo migliore e più sollecito le proprie attribuzioni, e opinione di questo Ministero che sarebbe di somma utilità la contemporanea presenza di Delegato della Commissione Alleata, con il che sarebbero facilmente risolte tutte le questioni inerenti la distribuzione delle zone di lavoro, la riparazione dei natanti e della loro successiva utilizzazione.

3°) - L'opera di tale delegato sarebbe altamente apprezzata, e pertanto si prega codesto R.O.U.I. esprimere parere in merito e nel caso di concordanza di vedute, comunicare il nome del rappresentante della Commissione Alleata.

IL CAPO DI GABINETTO
C. DI V. PASQUINI

3063

M. R. O. U. I.

= R. O. U. I. =

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

file

NSC/11668
16 November 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Non-operational Salvage.

1. In reply to your letter No. 889/FO of 4 November 1944 to FOTALI, Rome, as stated in Navy Sub-Commission letter NSC/958H, of 6 October 1944, the President of the Council of Ministers has not yet designated an agency of the Italian Government to co-ordinate non-operational salvage. The President was requested on 4 November 1944 to furnish this information as soon as practicable.

2. Paragraphs 2 and 3 of your letter of 4 November 1944, requests that Allied authorities be informed as to the areas in which the Italian Government is authorized to conduct non-operational salvage. This action was taken in Navy Sub-Commission letter No. NSC/1100B of 2 November 1944, a copy which was sent to the interested Allied authorities, informing them that the ports named therein had been returned to Italian control. Copies of Flag Officer Western Italy letters, enclosed, authorized the Italian Navy to conduct non-operational salvage in these ports. Further areas will be defined from time to time when designated.

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

*Copies forwarded
on 20-11-44*

*(Trans 698-19-10-44
" 698-24-9-44
sent with 1100B*



3062

[illegible]

Carl

HEAD QUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

file Copy

C-O-N-F-I-D-E-N-T-I-A-L

NSC/11398

8 November 1944.

CONFIDENTIAL

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Salvage Policy in the Mediterranean - Italian Waters.

1. The Deputy Principal Salvage Officer, Mediterranean letter No. 3448 of 27 October 1944, forwarded a copy of Mediterranean Temporary Confidential Memoranda No. 214 of 22 September 1944, in connection with the subject policy and requested that if approved, it be forwarded to Lieutenant Colonel SPINELLI, I.R.V. The formation of this policy has been under consideration for the past two months. It is regretted that while assurances have been received from the Italian Ministry of Marine that that Ministry will be designated as the agency to co-ordinate non-operational salvage in Italy, no reply has been received to Acting Chief Commissioner, A.C. letter of 16 September 1944 to the President of the Italian Council of Ministers, requesting that an agency of the Italian Government be designated as responsible for this function. A letter was forwarded to the President on 4 November 1944, requesting that the decision be expedited. This delay was anticipated in paragraph 9 of FOTALLI, Rome letter No. L. 295/1 of 2 September 1944 to the Commander-in-Chief, Mediterranean, prepared in conjunction with the Navy Sub-Commission, A.C., which recommended that an interim policy be promulgated without further discussions.

2. At the present time, however, there are certain practical considerations which make it undesirable for the Navy Sub-Commission, A.C. to approve Mediterranean Temporary Confidential Memoranda No. 214. In the first place, there is no record of the Commander-in-Chief, Mediterranean having delegated non-operational salvage in Italy to the Allied Commission. The Commander-in-Chief, Mediterranean in letter Med. 219/3/8 of 10 July 1944, proposed that the Allied Commission accept responsibility for commercial salvage of Italian vessels in the ports of Eastern Sicily and Reggio (Calabria). As far as can be determined this responsibility has not yet been accepted, nor has responsibility for non-operational salvage in the subject waters been delegated to the Allied Commission. For example, Flag Officer Western Italy Confidential Memoranda No. 698 of 24 September 1944 of 19 October 1944, in connection with the turn-over of the ports of FIGUINO and SAN STEFANO, respectively, issued instructions to Italian Naval authorities for salvage operations. No mention of the Allied Commission was made in the directive nor was this office furnished with a copy of instructions, directly. This question therefore remains to the

269

CONFIDENTIAL

NAVY SUB-COMMISSION

REV 274

REV 11, 27
8 November 1944.

Subject: Salvage Policy in the Mediterranean - Italian Waters.

be settled before the Italian Ministry of Marine can be advised that such a decision has been reached.

3. A further practical difficulty has arisen from the fact that it now appears that the Italian Ministry of Marine will be designated to co-ordinate non-operational salvage instead of the Italian Ministry of Public Works and Utilities, in which case the Navy Sub-Commission, A.C. would be the Allied agency to handle these matters. The Navy Sub-Commission, however, is not totally a separate entity. Not only are all of the policies of the Sub-Commission formulated by POTALLI, Taranto, but in fact the Staff of POTALLI, Rome and the Navy Sub-Commission, A.C. are amalgamated in one office. The Navy Sub-Commission is in the anomalous position of having authority to address correspondence to the Ministry of Marine emanating from or relating to the Allied Commission, whereas the Ministry has been given direct orders that all correspondence relating to the Italian Navy must be addressed to POTALLI, Rome. If the Navy Sub-Commission of the Allied Commission is to assume responsibility for non-operational salvage, it will be necessary to have this order rescinded for such matters as relate to non-operational salvage, otherwise no actual transfer of responsibility will be accomplished. Furthermore, no technical officers are assigned to the staff of POTALLI, Rome - Navy Sub-Commission, A.C. at the present time.

4. A further defect in Mediterranean Temporary Confidential Memoranda No. 214 is that it provides for the issuance of orders to the Italian Ministry of Marine by three separate offices as follows:

- (a) By CinC.MED. for operational salvage.
- (b) By POTALLI, Rome, for salvage in non-operational areas for ships and crafts required for use by the Allied Forces.
- (c) By Allied Commission for non-operational salvage.

It is obvious that the issuance of directives by all three of the above offices to the Italian Ministry of Marine in connection with salvage can only lead to utter chaos and confusion.

5. With reference to paragraph 10 (b) of Mediterranean Temporary Confidential Memoranda No. 214, which states that ex-German vessels and ex-Italian vessels in North African waters are the property of the Prize Court in London, it is submitted that cases may arise where such vessels are the property of other Allied Nations.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APC 394

10/11391
8 November 1944.

CONFIDENTIAL

Subject: Salvage Policy in the Mediterranean - Italian Waters.

6. In view of the above, it is recommended that Cinc. M.E. retain control over all salvage operations in the subject waters at least until such time as the organization of the Italian Government for this work is established and has commenced actual operation. This is particularly desirable inasmuch as Cinc. M.E. already has available a highly efficient staff of technical experts to supervise salvage operations.

7. If the above recommendation is not concurred in, it is suggested that the following action be taken to clarify the situation.

- (a) Cinc. M.E. issue a directive for operational salvage excluding all provisions for non-operational salvage by the Italian Government.
- (b) Cinc. M.E. delegate the responsibility for non-operational salvage in the subject waters to the Allied Commission defining from time to time the areas in which non-operational salvage may be conducted.
- (c) The Allied Commission issue a directive covering non-operational salvage.

H. N. HUGHES,
Commander, U.S. Navy,
for Chief, Navy Sub-Commission, A.C.

Copy to:
CINCPAC, Taranto.
Dep. Dir. Salvage Officer, M.E.
Public Works & Utilities SC. AC.

(STA. 12138)

ISSN/015/2-44/20,000-20,000

NAVAL MESSAGE

S. 1320d.

(Established—May, 1939)
(Revised—January, 1939)

To: C. IN C. MED (R) TOTALI TOTALI ROME ROMAN
COM 8th FLEET SMOEST.

FROM: VAM.

SECRET;

REF 15/219/3/6 OF 11th DECEMBER 1944. AND MY 251051 DECEMBER.
CONFIRM THAT ALL EAST SICILIAN PORTS CAN BE CONSIDERED NON-
OPERATIONAL FOR THE PURPOSES MENTIONED IN PARA 11 OF M.T.M. 214.

-200927.

REF. NOT HELD.

DIST. 3,9,19,12.

T.P.

P.L.

T.O.R. A.M.

24/1/45.

3058

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters,
Ranch Darnest, 1944.

Med 45/219/3/6.
THE VICE ADMIRAL, NAVAL AND CENTRAL WIDE AREA.
THE FLAG OFFICER, TARENTO AND ADVISOR.
THE FLAG OFFICER, MEDITERRANEAN AREA. MEDITERRANEAN.
THE COMMANDER, UNITED STATES EIGHTH FLEET.
(Copy to each).

(Copy to: The Flag Officer, Tarento, Adriatic and
Liaison Italy, Rome.)

SALVAGE IN ITALIAN WATERS.

It is proposed to inform the Allied Commission that all ports in Italy and Italian islands including Gerdania and Sidi are "non-operational" for the purpose of Mediterranean Temporary Memorandum 214 paragraph 11 with the following exceptions:

Leghorn and all to the North.
Naples.

Ancona and all to the North.

Manfredonia.

Bari.

Bari.

Brianza.

Taranto.

Maddalena.

Palermo.

2. Flag officers addressed are requested to confirm or amend as requisite.

FOR ADMIRAL 3057

(Copy to each)
 (Copy to: The Flag Officer, Teramo, Adriatic and
 Liaison Italy, Rome.)

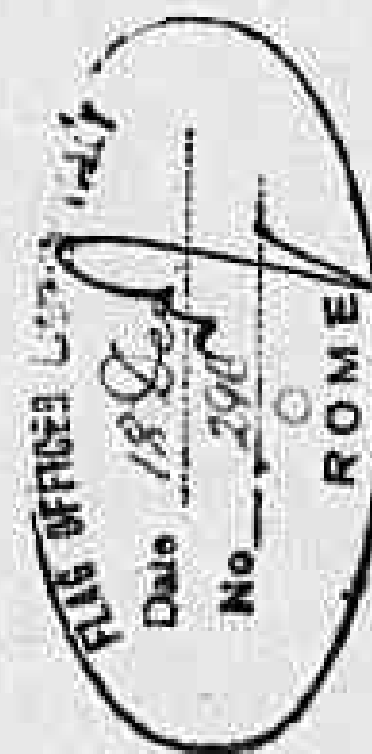
SALVAGE IN ITALIAN WATERS

It is proposed to inform the Allied Commission that all ports in Italy and Italian islands including Sardinia and Sicily are "non-operational" for the purpose of Mediterranean Temporary Memorandum 214 paragraph 11 with the following exceptions:-

Leghorn and all to the North.
 Naples.
 Ancona and all to the North.
 Manfredonia.
 Bari.
 Brindisi.
 Taranto.
 Maddalena.
 Palermo.

2. Flag Officers addressed are requested to confirm or amend as requisite.

FOR ADMIRAL 3057



FILE

12419

BEST COPY POSSIBLE

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
11th December, 1944.

No. 7405/Med. 45/219/3/2.

THE SECRETARY OF THE ADMIRALTY.

(Copies to:- The Flag Officer, Taranto and Adriatic.
The Flag Officer, Taranto, Adriatic and
Liaison Italy, Rome.

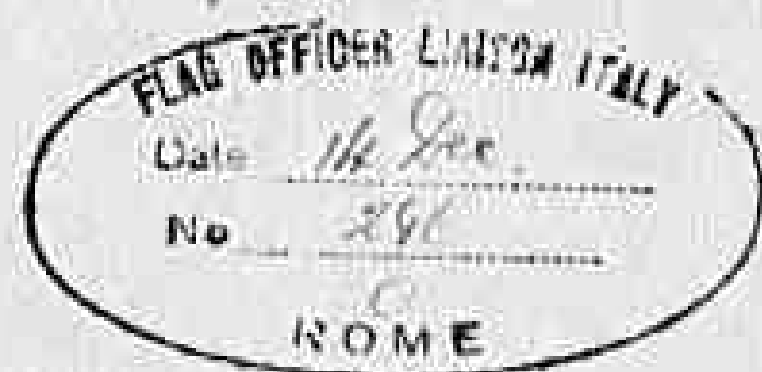
(Ref. The Flag Officer, Taranto, Adriatic
and Liaison Italy, Rome's signal timed
021123 December, 1944).)

SALVAGE OF ITALIAN VESSELS.

With reference to paragraph 2 of Admiralty
Message timed 240627 February, 1944, information is
requested whether Their Lordships' decision on the
procedure for fixing claims against the Italian
Government for repairs and salvage may now be communicated.

(Sgd.) J. R. S. HAINES

For ADMIRAL



P
PA. 1/13056

SALVAGE IN ITALIAN WATERS.
(Commander-in-Chief, Mediterranean's No. Mod. 45/219/3/6,
dated 11th December, 1944.)

II.

No. T.A. 976.

COMMANDER-IN-CHIEF,
MEDITERRANEAN STATION.

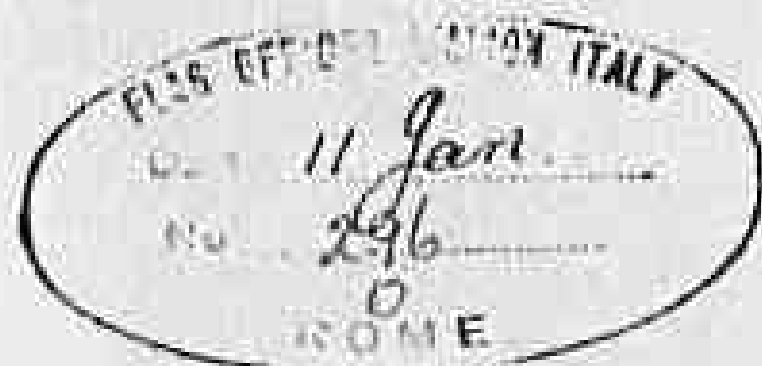
(Copy to: P.O.T.A.L.I., Rome.)

The list of ports in my area, given in
paragraph 1 of minute I, is confirmed.

(Signed C E. MORGAN

TARANTO.
2nd January, 1945.

REAR-ADMIRAL.



9
3055

From: DIRECTOR OF MARITIME (201/1001)

To: 201/1001 - Rome

Date: 23.11.42

Ref: 201/1001 - 2001.



Subject: Ship Salvage.

It is requested to be sent to the Ministry of Maritime Affairs, in the name of the Ministry of Maritime Affairs, the following information:

"There are indicated in the following list the names of persons who have been arrested in the last few days in the port of Genoa, in the name of the Ministry of Maritime Affairs, the following information:

The information in this case is the operational, in the name of the Ministry of Maritime Affairs, the following information:

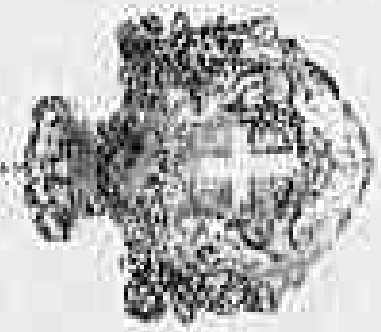
To do this, from the date of the receipt of the Ministry of Maritime Affairs, the following information:

From 9th Sept. to date, with this organization I.R.N. has salvaged 270 in No Ships and minor vessels, mainly in the name of the Ministry of Maritime Affairs, the following information:

3054

It is requested to be sent to the Ministry of Maritime Affairs, in the name of the Ministry of Maritime Affairs, the following information:

John



23 OTT. 1944

Roma

Ministero della Marina

M. F. O. L. I. - ROMA

GABINETTO

INDIRIZZO TELEGRAFICO MARINA - ROMA

Reg. N. 816 / Fo. Allegato 2

ARGOMENTO. Ricupero naviglio.

1. Prosecuzione nostro foglio No. SM/19294 in data 11 Ottobre 44, si porta a conoscenza di codesto M. F. O. L. I. quanto da noi comunicato alla Presidenza del Consiglio dei Ministri :

"Si fa presente che tutte le operazioni di ricupero di navi e di natanti nei porti e lungo le spiagge italiane, sono state fino ad ora compiute sotto la direzione della R. Marina Italiana valendosi dei mezzi e del personale proprio e dell'ausilio di ditte private.

Tanno eccezione le zone di carattere operativo in cui le operazioni predette sono dirette dalle Autorità Navali Britanniche ed eseguite da personale alleato col concorso di mezzi militari e civili nazionali.

All'uopo, fin dalla ricostituzione del Ministero della Marina a Taranto, dopo l'armistizio, è stata creata una Organizzazione centrale e periferica per lo svolgimento coordinato dei lavori di ricupero. Nelle località principali di lavoro sono stati istituiti degli Uffici Ricupero, facenti capo ad una apposita Divisione presso la Direzione Generale delle Costruzioni Navali e Meccaniche : imol-tre, per l'alto controllo e il coordinamento di tutte le suddette attività, nonché per dare le direttive generali in materia di ricupero, è stato istituito presso il Ministero della Marina un Comitato Ricupero, organo che, come è noto a codesta Presidenza, è in via di ampliamento con l'intervento dei delegati degli altri Ministeri e di tutti gli Enti interessati alla ripresa dell'attività marittima.

Del 9 Settembre a tutt'oggi, valendosi della suddetta organizzazione, la R. Marina ha provveduto al ricupero di No. 270 navi e natanti, e lungo le coste della Sardegna.

3453

Pr. 1. 816/fo. Allegato 2

ARGOMENTO: Ricupero naviglio.

1. Prosecuzione nostro foglio No. SM/19294 in data 11 Ottobre 44, si porta a conoscenza di codesto R.O.L.I. quanto da noi comunicato alla Presidenza del Consiglio dei Ministri:

"Si fa presente che tutte le operazioni di ricupero di navi e di natanti nei porti e lungo le spiagge italiane, sono state fino ad ora compiute sotto la direzione della R. Marina Italiana valendosi dei mezzi e del personale proprio e dell'ausilio di ditte private.

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Dal 9 Settembre a tutt'oggi, valendosi della suddetta organizzazione, la R. Marina ha provveduto al ricupero di No. 270 navi e natanti minori, principalmente nei porti e lungo le coste della Sardegna, della Sicilia e dell'Italia Meridionale, ed ha in corso attualmente gli studi e le pratiche relative ai ricupero nelle zone dell'Italia Centrale recentemente liberate.

Si ritiene pertanto conveniente ed utile ai fini di un organico sviluppo dell'attività dei ricupero navali, avvalersi dell'attuale organizzazione sopra illustrata, lasciando alla R. Marina la direzione.

..

zione dei suddetti lavori, in base alle direttive generali che, in conformità degli interessi nazionali e degli Alleati, verranno espresse dal costituendo Comitato Interministeriale, in seno al quale i delegati degli altri Ministeri, e particolarmente quelli del Ministero del D.P.P., potranno far presente tutte le necessità relative al ripristino dell'efficienza dei porti, prendendo le conseguenti deliberazioni esecutive in accordo con la R. Marina.

2. Si allega inoltre, per maggiore chiarimento, un progetto con relativo schema grafico, della organizzazione del Comitato Interministeriale per i Ricupero Marittimi di cui si fa menzione nella lettera sopra riportata.

IL MINISTRO



FROM. Deputy Principal Salvage Officer, Med.,
Offices of the Commander-in-Chief, Med., A.F.H.Q.

DATE. 27th October, 1944. Ref. 3448

TO. Allied Control Commission, Navy Sub Commission, Rome.

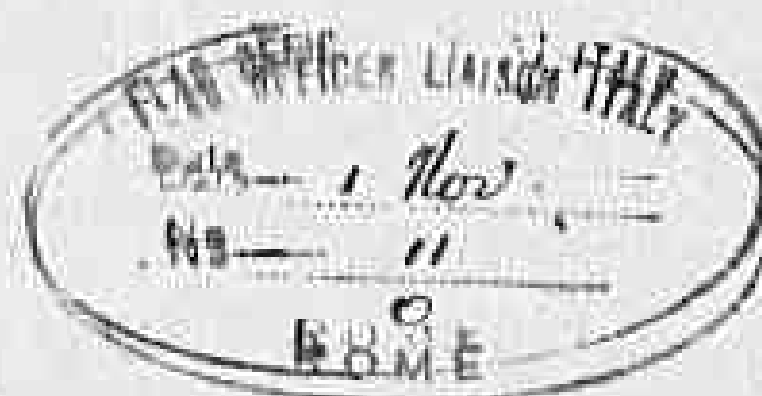
Colonel Spinelli, at present acting as Liaison Officer representing Italian Ministry of Marine for Salvage matters, has requested that he may be given an authorization showing that this appointment has been approved.

The attached Mediterranean Temporary Memorandum is therefore forwarded. Should you concur in such action it is requested that it may be passed on to Colonel Spinelli.

Th. J. J. J.

Lieutenant Commander R.N.V.R.

for Captain R.N.V.R.



3052

MEMORANDUM FOR THE RECORD

14. MAR. 24. Salvage Policy in the Mediterranean - Italian Sector.

The Commander-in-Chief, Mediterranean, through the Fleet Officers concerned, controls all operational salvage in the Mediterranean, in which either Allied or Italian salvage resources are employed. This includes:-

(a) the port clearance necessary in all harbours required for the use of the Allied forces.

(b) the salvage in non-operational areas of anchorage and outfit which may be required for the use of the Allied forces.

2. The requirements of the Commander-in-Chief for Italian salvage operations under 1(a) will be placed with the Italian Minister of Marine, through the Italian Naval Liaison Officer (Salvage) (see paragraph 4). The Italian Minister of Marine is also responsible to the Commander-in-Chief through the Fleet Officer, Taranto, Adriatic and Liaison (Reno) for Italian salvage operations under 1(b).

3. The Royal Navy and United States Navy authorities concerned will be informed by the Commander-in-Chief of all such salvage operations undertaken. These authorities should, in turn, inform the Commander-in-Chief, through the normal service channels, of any salvage operations they consider necessary.

4. The representative of the Italian Minister of Marine in these matters will be known as the Italian Naval Liaison Officer (Salvage) short title I.N.L.O.(SV). This duty is at present carried out by Lieutenant Colonel Spinelli, Viale Lazio 28, Rome (Telephone No. 863595).

5. Normally, Italian Salvage carried out under paragraph 1 above, will utilise Royal Italian Navy and/or commercial equipment. The Italian Naval Liaison Officer (Salvage) is to request the Commander-in-Chief, Mediterranean for the loan of Royal Navy equipment if this is necessary. Such equipment will be issued by the Royal Navy Salvage Authority detailed, to the Italian Naval Officer or firm in charge of the particular salvage undertaking, against a receipt in triplicate. The Royal Navy Salvage Authority is to despatch the original copy of the receipt to the Fleet Salvage Officer, the duplicate to the Italian Naval Liaison Officer (Salvage) and will retain the triplicate. When the equipment is returned, the Royal Navy Salvage Authority receiving it will inform both the Fleet Salvage Officer and the Italian Naval Liaison Officer (Salvage), giving sufficient detail to enable the receipt concerned to be identified.

3051

3051

(a) The port operations necessary in connection with the use of the Allied Forces.

(b) The salvage in non-operational areas of sea and the port of call may be required for the use of the Allied Forces.

2. The requirements of the Commander-in-Chief for Italian salvage operations under 1(a) will be placed with the Italian Minister of Marine, through the Italian Naval Liaison Officer (Salvage) (see paragraph 4). The Italian Minister of Marine is also responsible to the Commander-in-Chief through the Navy Officer, Taranto, Maritime and Liaison (Rome) for Italian salvage operations under 1(b).

3. The Royal Navy and United States Navy authorities concerned will be informed by the Commander-in-Chief of all such salvage operations undertaken. These authorities should, in turn, inform the Commander-in-Chief, through the normal service channels, of any salvage operations they consider necessary.

4. The representative of the Italian Minister of Marine in these matters will be known as the Italian Naval Liaison Officer (Salvage) short title I.N.L.O. (Sv). This duty is at present carried out by Lieutenant Colonel Spinelli, Viale Marconi 28, Rome (Telephone No. 863595).

5. Normally, Italian Salvage carried out under paragraph 1 above, will utilize Royal Italian Navy and/or commercial equipment. The Italian Naval Liaison Officer (Salvage) is to request the Commander-in-Chief, Mediterranean for the loan of Royal Navy equipment if this is necessary. Such equipment will be issued by the Royal Navy Salvage Authority detailed, to the Italian Naval Officer or firm in charge of the particular salvage undertaking, against a receipt in triplicate. The Royal Navy Salvage Authority is to despatch the original copy of the receipt to the Fleet Salvage Officer, the duplicate to the Italian Naval Liaison Officer (Salvage) and will retain the triplicate. When the equipment is returned, the Royal Navy Salvage Authority receiving it will inform both the Fleet Salvage Officer and the Italian Naval Liaison Officer (Salvage), giving sufficient detail to enable the receipt concerned to be identified.

6. The provision of consumable stores required for Italian salvage operations carried out under paragraph 1 above will be the responsibility of the Minister of Marine. In case of real necessity, the Italian Naval Liaison Officer (Salvage) may apply direct to the Fleet Salvage Officer for the release of materials and stores in small quantities from Royal Navy sources. Any releases approved, will be subject

to the

Confidential.

22.2.44.

MEDITERRANEAN SALVAGE POLICY

8. (a) (Confidential). Salvage Policy on the Mediterranean Italian Waters.

to the procedure laid down in Mediterranean Salvage Memorandum 43, paragraph c(11).

7. Italian Naval or commercial salvage personnel employed in operational areas (10) will be entitled to British Naval rations as an off-shore party. Those employed in non-operational areas (10) will be entitled to Royal Italian Navy rations or civilian personnel rations respectively.

8. The Commander-in-Chief, Mediterranean, has delegated the responsibility of port clearance in all non-operational Italian harbours to the Allied Control Commission.

9. The Royal Navy and United States Navy shore authorities concerned will be kept informed by the Allied Control Commission of all such salvage operations undertaken. These authorities should, in turn, inform the Allied Control Commission of any salvage or port clearance operations they consider necessary in non-operational areas.

10. (a) All Italian vessels and equipment salvaged (except those included in 10(b) below) are to be handed over to the Italian Government. Those required for the use of the Allied Forces should be requisitioned in the normal way. Where British resources have been employed, an account of the cost of salvage and/or repair is to be forwarded to the Flag Officer, Taranto, Adriatic and Liaison (Rome).

(b) All Allied vessels and equipment are the property of the Governments, private owners, or underwriters concerned.

Ex-German vessels are the property of the Prize Court in London.

Ex-Italian vessels in North African waters are the property of the Prize Court in London.

No salvage of vessels included in sub-paragraph (b) should be undertaken without the approval of the Commander-in-Chief, Mediterranean, or Allied Control Commission, who will take the necessary action with the owners.

11. The Commander-in-Chief, Mediterranean will inform the

7. Italian naval or commercial salvage personnel employed in operational areas (12) will be entitled to British Naval retentions as an off-shore party. Those employed in non-operational areas (16) will be entitled to Royal Italian Navy retentions or civilian personnel retentions respectively.

8. The Commander-in-Chief, Mediterranean, has delegated the responsibility of port clearance in all non-operational Italian harbours to the Allied Control Commission.

9. The Royal Navy and United States Navy shore authorities concerned will be kept informed by the Allied Control Commission of all such salvage operations undertaken. These authorities should, in turn, inform the Allied Control Commission of any salvage or port clearance operations they consider necessary in non-operational areas.

10. (a) All Italian vessels and equipment salvaged (except those included in 10(b) below) are to be handed over to the Italian Government. Those required for the use of the Allied Forces should be requisitioned in the normal way. Where British resources have been employed, an account of the cost of salvage and/or repair is to be forwarded to the Flag Officer, Taranto, Adriatic and Liaison (Rome).

(b) All Allied vessels and equipment are the property of the Governments, private owners, or underwriters concerned.

All German vessels are the property of the Prize Court in London.

Ex-Italian vessels in North African waters are the property of the Prize Court in London.

No salvage of vessels included in sub-paragraph (b) should be undertaken without the approval of the Commander-in-Chief, Mediterranean, or Allied Control Commission, who will take the necessary action with the owners.

11. The Commander-in-Chief, Mediterranean will inform the Allied Control Commission when any port can be considered to be non-operational, in order that the Allied Control Commission may assume the responsibility of any non-operational port clearance or salvage necessary.

Med. 217/4/17.

Amendments ...

1022

NSC/1283
8 December 1944.

The President of the Council
of Ministers, Italian Government,
Rome.

S i r:

An early reply to Navy Sub-Commission letter
NSC/1128 of 4 November 1944, in connection with the
designation of an agency of the Italian Government to
supervise non-operational salvage and harbor clearance
would be appreciated.

For the Chief Commissioner:

E. W. ZIROLI,
Commodore, U. S. Navy,
Deputy Chief, Navy Sub-Commission, AG.



3050

DEC 1944

From: MINISTER OF DEFENSE (Cabinet)

To: F.O.I.I. - Rome

Date: 4.11.44

Ref.: 399/PO.

Subject: Ship Salvage.

Further to letter No 310/PO of 23rd ulto. ✓

As your Command has pointed out in letter No 320/360 of 13th July last, the salvage of ships and craft in areas which are not of operational interest to the Allies is organized and carried out under the direction of this Ministry, after arrangements have been made with the local Allied authorities. F.O.I.I. has also expressed himself in like manner (letter No 100 of 10th Sept. addressed to NAVIER 30 - Rome), as also A.O. Office of the Chief Commissioner (letter No 101 - 711 - 2 of 15th Sept. to H.M. the President of the Council of Ministers).

So as to avoid interferences harmful to the organization of the salvage work which - in the interests of the common war effort it is essential that they be speedily undertaken - it would be advisable if Allied authorities clearly defined the harbours and areas of the Italian coastline in which they wish to exercise the control of ship salvage, with the understanding that in the remainder the organization and direction of salvage operations is entirely entrusted to this Ministry, which, through the Interministerial Salvage Committee in formation, could progress the general directives best adapted to the work, and making use of the collaboration of delegates from the other Ministries and of civilian organizations who are interested parties, in accord, naturally, with the Allied authorities.

It is to be borne in mind that the notification of the above should be brought by F.O.I.I. to the notice of Allied Naval outposts so much so as to avoid any eventual interference (or interruptions) in the salvage operations which are to be undertaken for account of the Italian Navy.

4) I shall be glad if your Command will let me know the decisions on this matter.

3049

As your Command has pointed out in letter No. NSC/360 of 15th July 1943, the salvage of ships and craft in areas which are not of operational interest to the Allies is organized and carried out under the direction of this Ministry, after arrangements have been made with the local Allied authorities. P.O. 1.1.1. has also expressed himself in like manner (letter No. 223 of 10th Sept. addressed to P.O. 1.1.1. - Rome), as has the C. Office of the Chief Commissioner (letter No. 221 of 11th Sept. to H.). The President of the Council of Ministers).

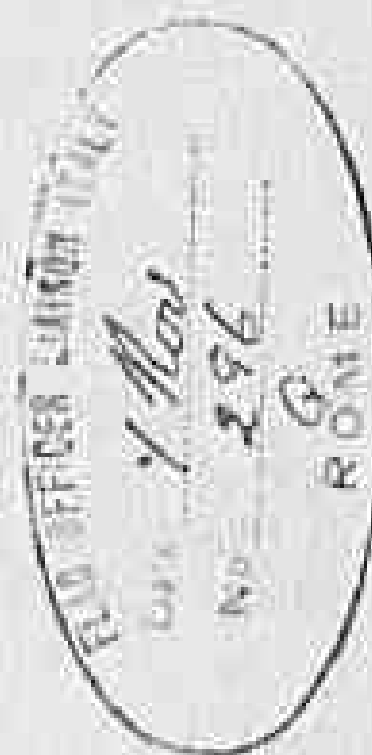
2) To avoid interference harmful to the organization of the salvage work which - in the interests of the common war effort it is essential that they be specially undertaken - it would be advisable if Allied authorities clearly defined the methods and areas of the Italian operations in which they wish to exercise the control of ship salvage, with the understanding that in the remainder the organization and direction of salvage operations is entirely entrusted to this Ministry, which, through the Interministerial Salvage Committee in formation, could prepare the general directives best adapted to the work, and making use of the collaboration of delegates from the other Ministries and of civilian organizations who are interested parties, in accord, naturally, with the Allied authorities.

3) It is of course that the collaboration of the Allies should be brought by P.O. 1.1.1. to the notice of Allied Naval authorities so as to avoid any eventual interference (or interruption) in the salvage operations which are to be undertaken in support of the Italian Navy.

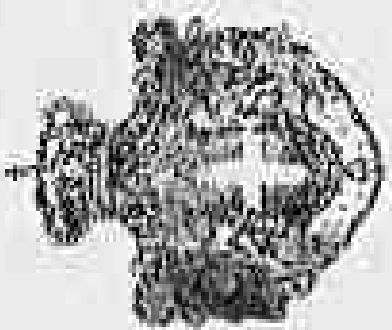
4) I shall be glad if your Command will let me know the decisions on this matter.

(S) THE CHIEF

DS/2



3049



Roma - 4 NOV 1944
Ot 1881e 1944

Ministero della Marina

GABINETTO

M. F.O.L.I. - ROMA

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 899/50 Allegati

ARGOMENTO: Ricupero navali.

Prosecuzione al foglio n. 816/FO del 23 ottobre.

Giusta quanto comunicato da cotesto F.O.L.I. con lettera MSC/560 del 18 luglio, i ricupero di navi e natanti nelle zone non di interesse operativo per gli Alleati, sono organizzati e diretti da questo Ministero, previ accordi con le locali Autorità Alleate. In tal senso si sono recentemente espressi anche il F.O.W.I.T. (lettera n. 223 del 30 settembre diretta alla ditta NAVIER di Roma) e l'A.C. Office of the Chief Commissioner (lettera n. 091-11-2 del 10 settembre diretta a S.E. il Presidente del Consiglio dei Ministri).

2°) - Allo scopo di evitare interferenze a tutto danno dell'organizzazione dei lavori di ricupero - che, nell'interesse del comune sforzo bellico, e necessario vengano rapidamente condotti - e opportuno che da parte delle Autorità Alleate vengano chiaramente definiti i porti e le zone del litorale italiano nelle quali gli Alleati si riservano la diretta organizzazione dei ricupero navali, nella intesa che nei rimanenti porti e litorale, l'organizzazione e la direzione dei lavori stessi e interamente devoluta a questo Ministero, il quale - tramite il costituito comitato interministeriale per i ricupero - potrà elaborare le direttive generali più convenienti per detti lavori, giovandosi della collaborazione dei delegati degli altri Ministeri e di quelli delle varie attività civili interessate in accordo, ovviamente, con le Autorità Alleate.

3°) - E' opportuno che la delimitazione delle zone succette venga portata, a cura di cotesto F.O.L.I., a conoscenza dei Comandi periferici delle Marine Alleate, al fine di evitare eventuali intralci alle operazioni di ricupero che verranno intraprese per conto della Marina Italiana.

4°) - Sarà gradito se cotesto F.O.L.I. vorrà farmi conoscere le

Doc. N. 899/15

Allegato

ARGOMENTO: Ricupero navali.

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3°) - E' opportuno che la delimitazione delle zone suddette venga portata, a cura di cotesto F.O.L.I., a conoscenza dei Comandi periferici delle Marine Alleate, al fine di evitare eventuali intralci alle operazioni di ricupero che verranno intraprese per conto della Marina Italiana.

4°) - Sarà gradito se cotesto F.O.L.I. vorrà farmi conoscere le determinazioni prese al riguardo.

IL MINISTRO

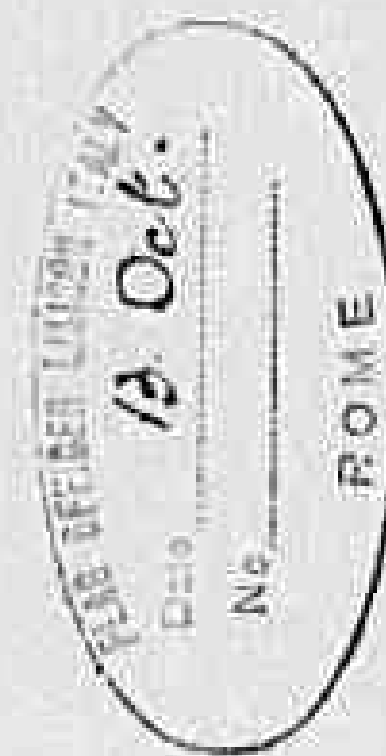


DUPLICATE

From: I.R.N. Staff Office
To : F.O.L.I. - Rome
Date: 11.10.44
Ref.: SM/19294

Subject: Ship Salvage.

Following verbal communications, it is confirmed that a letter is being forwarded to the Presidency of the Council by the Minister of Marine in which it is established that the Ministry of Marine will take over the control and co-ordination of salvaging ships sunk or damaged in harbours and along the Italian coasts, with the exception of those jobs which for operational reasons remain under the direct control of the Allied Forces.



for CHIEF OF STAFF

DG/P

2047

1028

Date: 11.10.44
Ref.: SM/19294

Subject: Ship Salvage.

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FILE OFFICE LONDON 17/11/44
13 Oct.
No. _____
ROME

for CHIEF OF STAFF

DG/P

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PR

1198

1029

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

PROGETTO DI COSTITUZIONE DI UN ENTE INTERMINISTERIALE PER
I RICUPERI E LA RIATTIVAZIONE DEL NAVIGLIO ITALIANO

Il ricupero di natanti affondati, sia liberi che requisiti, costi-
tuisce soltanto una fase - la prima - del complesso di operazioni che
in definitiva debbono portare alla rimessa in efficienza del naviglio
italiano ed alla riattivazione dei traffici.

Le fasi successive si possono, in linea di massima così indicare:
- riparazione - manutenzione - ricostituzione delle varie organiz-
zazioni per l'esercizio della navigazione.

Per la coordinazione di tutte queste attività, che involgono una
parte notevolissima delle energie e del lavoro italiano, si ritiene ne-
cessaria la creazione di un Ente Interministeriale nel quale siano rap-
presentate tutte le parti interessate, Ente che avrebbe il preciso
scopo, previ accordi con le Autorità Alleate, di dare le direttive ge-
nerali di carattere nazionale circa i recuperi, la rimessa in efficien-
za e la utilizzazione dei natanti recuperati, prendendo in esame, d'ac-
cordo con le parti interessate, i problemi di carattere giuridico, quel-
li riguardanti il personale nonché tutti gli altri problemi che sorge-
ranno nello sviluppo futuro di dette attività.

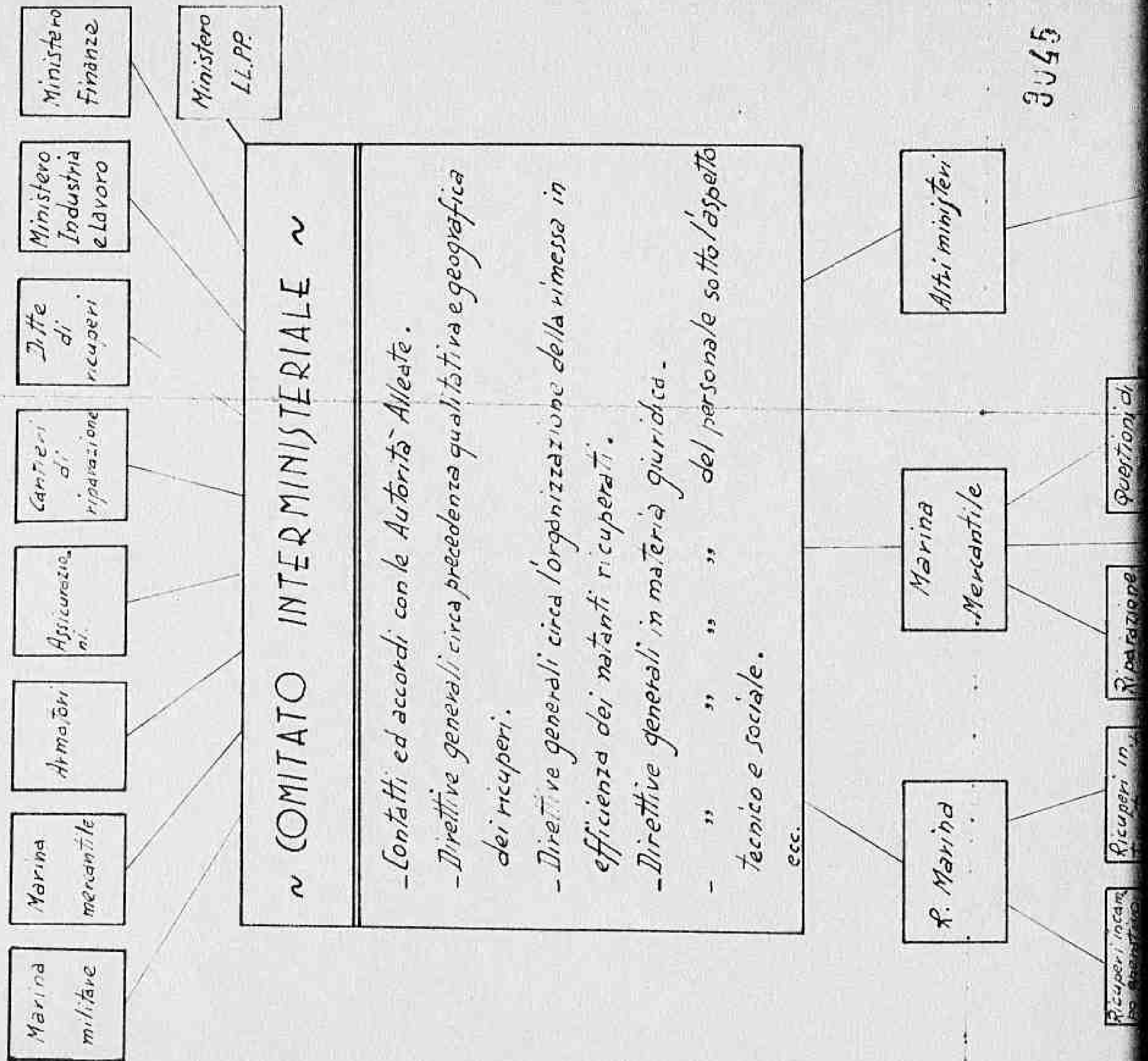
Le direttive generali, espresse dal suddetto Ente interministeria-
le, vorrebbero poi elaborate da:

- la R. Marina, per quanto riguarda tutti i recuperi, sia in campo ope-
rativo (secondo le direttive dei Comandi Militari Alleati) che nel
territorio sotto la giurisdizione del Governo Italiano, nonché la ri-
parazione dei natanti della R. Marina e le questioni concernenti le
navi requisite;
 - la Marina Mercantile, per quanto riguarda la riparazione e la rimes-
sa in efficienza del naviglio mercantile, l'organizzazione dei ser-
vizi delle comunicazioni marittime, nonché per quanto riguarda le
questioni concernenti le navi libere e noleggiate;
 - gli altri Ministeri competenti, per quanto riguarda l'organizzazione
del lavoro dei Cantieri, le questioni relative all'assegnazione di
materiali, quelle tecnico-sociali-economiche concernenti il persona-
le, etc.
- E' allegato uno schema grafico esplicativo del progetto di costi-
tuzione dell'Ente.

Roma, li 2 Settembre 1944.

3048

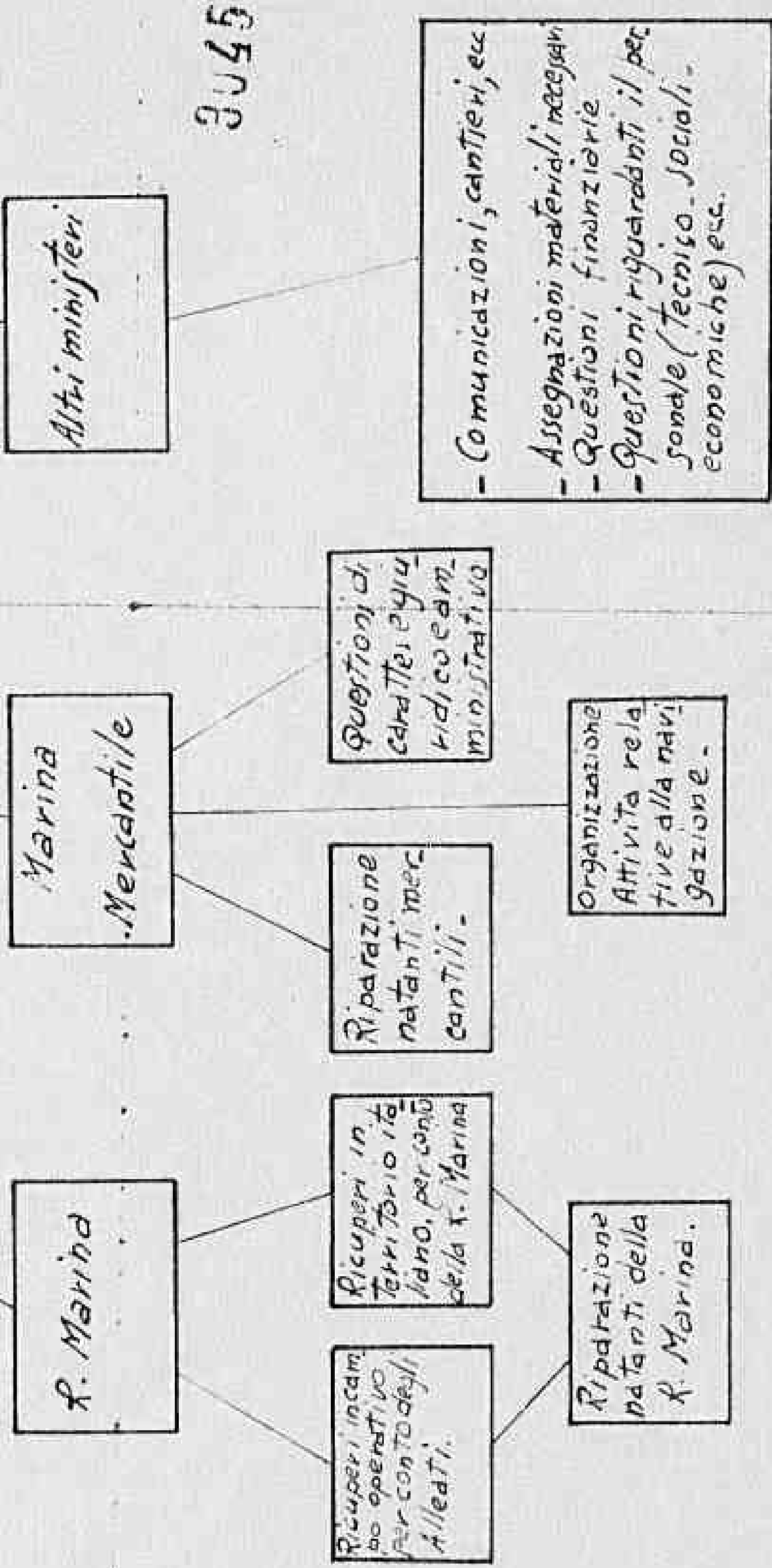
Schema di organizzazione per la rimessa in efficienza delle attività marittime



Ministero
LL.PP.

~ COMITATO INTERMINISTERIALE ~

- Contatti ed accordi con le Autorità Alleate.
- Direttive generali circa precedenza qualitativa e geografica dei recuperi.
- Direttive generali circa l'organizzazione della rimessa in efficienza dei natanti recuperati.
- Direttive generali in materia giuridica.
- " " " " del personale sotto l'aspetto tecnico e sociale.
- ecc.



3045



FLAG OFFICER LIAISON ITALY,
ALLIED CONTROL COMMISSION
HEADQUARTERS, ROME.

2 September 1944.

10 Sept 1944

No. L. 296/1

COMMANDER-IN-CHIEF, MEDITERRANEAN.

(Copy to: Flag Officer Taranto, Adriatic Liaison Italy.
Flag Officer Western Italy.
Economic Section, HQ, ACC.
Public Works & Utilities Subcomm, HQ, ACC.
Agriculture Sub-Commission, HQ, ACC.)

NON OPERATIONAL SALVAGE IN ITALIAN WATERS

1. Commander-in-Chief, Mediterranean, letter Med. 217/4/17 of 23 August 1944, submitted a draft proposal for non-operational salvage in Italian waters. The draft has been discussed with the Public Works & Utilities Sub-Commission, ACC, the Agriculture Sub-Commission, ACC, and the Navy Sub-Commission, ACC. In view of your letter Med. 219/3/8 of 10 July 1944, relative to salvage in Eastern Sicily and Reggio (Calabria), Navy Sub-Commission letter SAC/725 of 11 August 1944 previously requested a clarification of the salvage policy in the Mediterranean Theater of Operations.

2. The draft indicates that a decision has already been made to delegate the responsibility for non-operational salvage in Italian waters, including Sicily and Sardinia to the Italian Ministry of Marine. It is assumed that this decision has been communicated to the Minister. It is not known whether the Minister has accepted this responsibility or whether the Italian Naval authorities are competent to undertake a comprehensive salvage program. The Public Works & Utilities Sub-Commission, ACC, advises that under Italian procedure, the Minister of Public Works is responsible for clearing obstructions in ports and that the Minister is willing to undertake this task provided assistance is rendered by Allied and Italian Naval authorities in raising sunken vessels. The question arises as to whether the Ministry of Marine is the best Italian Governmental agency to carry out salvage work or whether this authority should be delegated to the Ministry of Public Works. It would therefore appear that the decision to delegate salvage work to the Minister of Marine should be carefully reviewed and that positive assurances are obtained from the Minister that the work will be carried out energetically and efficiently, before the final decision is made to allocate this task to the Italian Navy.

No. L. 296/1

2/9/44

Subject: Non Operational Salvage in Italian Waters.

3. The next matter discussed at the conference pertained to the functions and responsibilities of the Allied Control Commission in non-operational Italian salvage work. All parties to the conference agree that the Allied Commander-in-Chief, Mediterranean, is primarily responsible for all operational salvage. It would appear, however, that the time is rapidly approaching when non-operational salvage will be the primary consideration. Under this condition, it is submitted that the Allied Control Commission has a direct responsibility and interest in salvage work. If this work were undertaken by the Allied Control Commission, the Public Works and Utilities Sub-Commission would have primary responsibility and would carry out the salvage through the Italian Ministry of Public Works.

4. Paragraph 2 of the draft provides that the Ministry of Marine will submit particulars of all salvage operations to the Commander-in-Chief, Mediterranean, via the Flag Officer, Taranto, Adriatic and Lione, Italy (Rome) for approval. It is not clear whether it is intended that the office of Flag Officer Taranto, Adriatic and Lione (Rome) should actively supervise and coordinate the non-operational work undertaken by the Italian Navy or merely act as the channel through which the reports of salvage operations are submitted to the Commander-in-Chief, Mediterranean. The consensus of the conference however, was that unless a definite agency is designated to perform this function, no considerable results in salvage operations will be achieved. Whether this duty should be undertaken by FOTALI, Rome or a Sub-Commission of the ACC, depends upon the roll the Allied Control Commission is to take in future salvage operations and whether the work is delegated to the Italian Ministry of Marine or the Italian Ministry of Public Works.

5. Paragraph 5 of the draft places the Allied Control Commission on a level with Italian agencies in demands for non-operational salvage. It is considered that the Allied Control Commission should be placed in a position to direct the Italian Minister of Marine or Italian agency delegated to carry out salvage work to undertake any non-operational salvage required, provided the project is approved by the Allied Commander-in-Chief, Mediterranean.

6. It is noted that the draft makes no reference to the policy for the disposition of salvaged vessels or equipment. It is considered that the policy in this connection should either be incorporated in the directive or referred to. 3043

7. In connection with paragraph 9(a), the designation of rations as, "non-combatant ration scale" has been abolished. All Italian Naval personnel are issued a standard ration, irrespective of their employment.

No. L. 296/1

2/9/44

Subject: Non Operational Salvage in Italian Waters.

8. In review, the following recommendations are made:

- (a) That the decision to delegate non-operational salvage to the Italian Ministry of Marine be carefully reviewed.
- (b) That provision be made for the utilization of the facilities of the Italian Ministry of Public Works.
- (c) That the function and responsibility of the Allied Control Commission in non-operational salvage be definitely stated.
- (d) That an Allied agency either under the Allied Control Commission or the Allied Commander-in-Chief, Mediterranean, be designated to co-ordinate and supervise the operations of the Italian agency responsible for conducting non-operational salvage.

9. Subject to the above remarks, the promulgation of a directive relating to non-operational salvage is considered highly desirable. To avoid delays and expedite the initiation of a policy, it is recommended after taking into consideration the points raised by this correspondence, that a directive be issued without further consultation to serve as an interim policy. Amendments may then be made depending upon difficulties which are experienced.



for REAR ADMIRAL.

3042

COPY

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

29th August 1944.

Med. 219/3/8.

THE FLAG OFFICER, TARANTO AND ADRIATIC
(ROME)

SALVAGE OPERATIONS

It is requested that you will refer
to the Naval Sub-Commission, Allied Control
Commission's letter No. NSC/725 dated 11th
August, 1944. No further action intended
on this correspondence in view of Med. 217/4/17
dated 23rd August, 1944.

Sgd. L.H. Phillips
for A D M I R A L .

COPY

837
10 SEP 1944 P P 3041

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

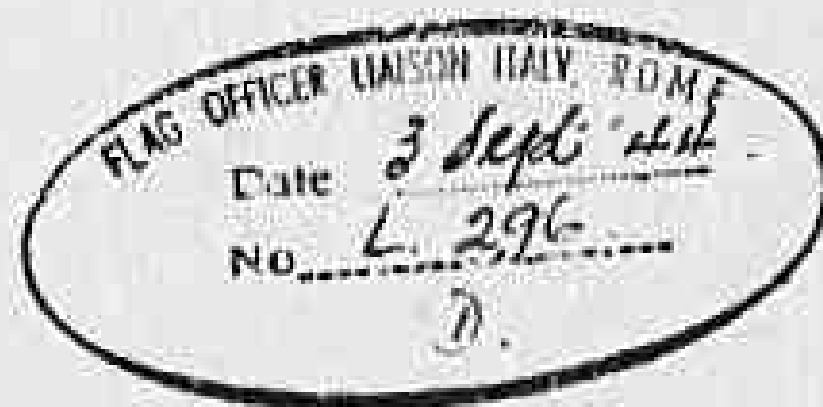
29th August, 1944.

Med.219/3/8.

THE FLAG OFFICER, TARANTO AND ADRIATIC
(ROME).

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dated 23rd August, 1944.



L. H. Phillips
for ADMIRAL.

296/3

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

23rd August, 1944.

Med. 217/4/17.

THE FLAG OFFICER, TARANTO AND ADRIATIC (ROME).

NON OPERATIONAL SALVAGE IN ITALIAN WATERS.

The attached draft directive for the carrying out of non-operational salvage in Italian waters (including the Islands) is forwarded for your remarks. When concurrence has been obtained on the final form of this draft, the Flag Officer, Taranto and Adriatic will be requested to bring it to the notice of the Allied Control Commission and the Italian Ministry of Marine, for their information and remarks.

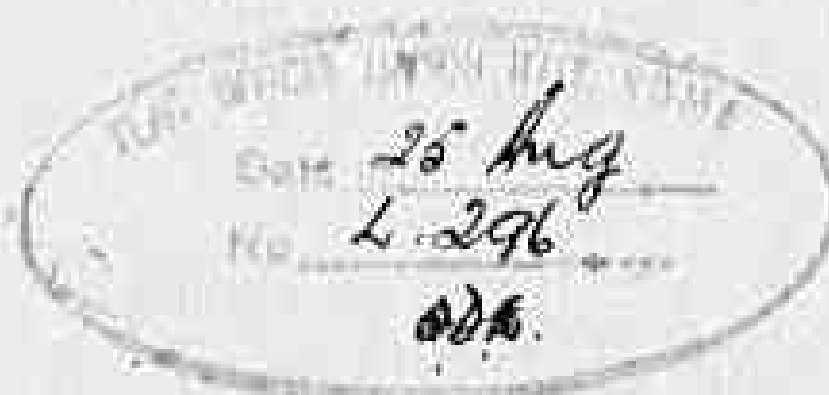
2. It is desired that this directive, amended as may be necessary, shall be issued at an early date as, at the present moment, non operational salvage is not coordinated to the best advantage.

L. H. Phillips

for ADMIRAL.

Enclosure:-

Draft directive.



3040

1038

ENCLOSURE 1 to C.A. 1001's LETTER NO. Med. 217/471.
DATED 23rd August, 1947.

ITALIAN SALVAGE RESOURCES.

DRAFT M.T.M.

The Commander-in-Chief, Mediterranean has delegated the responsibility for all non operational salvage in Italian waters (including the Islands) to the Italian Minister of Marine, who will have at his disposal for this purpose the salvage resources of the Royal Italian Navy and of commercial firms.

2. The Minister of Marine will submit to the Commander-in-Chief Mediterranean, for approval, through the Flag Officer, Taranto and Adriatic (Rome), particulars of all salvage operations it is proposed to undertake under paragraph 1.

3. The Royal Navy and U.S. Navy Shore Authorities concerned will be informed by the Commander-in-Chief, Mediterranean, of all undertakings so approved.

4. The representative of the Minister of Marine in these matters will be known as the Italian Naval Liaison Officer (Salvage) - short title I.N.L.O. (Sv). This duty is at present carried out by Lieutenant Colonel Spinelli, Telephone Rome 863595 (Viale Liegi, 28, Rome).

5. The Allied Control Commission, Italian Public Authorities, Italian Shipowners and other interested parties desiring non-operational salvage to be undertaken will first get in touch with the Italian Naval Liaison Officer (Salvage).

6. (i) In the case of Allied Control Commission enquiries, these will invariably be forwarded through the channels shown in paragraph 2 above, together with the Italian Naval Liaison Officer (Salvage)'s recommendations as to the method of carrying out the work.

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5. The Allied Control Commission, Italian Public Authorities, Italian Shipowners and other interested parties desiring non-operational salvage to be undertaken will first get in touch with the Italian Naval Liaison Officer (Salvage).

6. (i) In the case of Allied Control Commission enquiries, these will invariably be forwarded through the channels shown in paragraph 2 above, together with the Italian Naval Liaison Officer (Salvage)'s recommendations as to the method of carrying out the work.

(ii) In the case of enquiries from Italian Public or Private bodies the Italian Naval Liaison Officer (Salvage) will forward proposals as shown in paragraph 2 above if he recommends that the salvage should

Be undertaken.

Equipment.

7. Normally salvage carried out under this order will utilise Royal Italian Navy and/or commercial equipment. The Italian Naval Liaison Officer (Salvage) is however authorised to approach direct the

Fleet.....

Fleet Salvage Officer on the staff of the Commander-in-Chief, Mediterranean for the loan of Royal Naval equipment if this is necessary and if it can be spared. Such equipment will be issued by the Royal Naval Salvage authority detailed by the Fleet Salvage Officer, to the Italian Naval Officer or firm in the charge of the particular salvage undertaking, against a receipt in triplicate. The Royal Naval Salvage Authority will despatch the original copy of the receipt to the Fleet Salvage Officer, the duplicate to the Italian Naval Liaison Officer (Salvage) and will retain the triplicate. When the equipment is returned, the Royal Naval Salvage Authority receiving it will inform both the Fleet Salvage Officer and the Italian Naval Liaison Officer (Salvage), giving sufficient detail to enable the receipt concerned to be identified.

Materials and Consumable Stores.

8. The provision of materials and consumable stores required for salvage operations undertaken under this order will be the responsibility of the Minister of Marine. In cases of real necessity the Italian Naval Liaison Officer (Salvage) may apply direct to the Fleet Salvage Officer for the release of materials and stores in small quantities from Royal Naval sources. On the Fleet Salvage Officer's recommendations the Commander-in-Chief, Mediterranean will arrange for the release of the items required, if they are available. The procedure in Mediterranean Temporary Memorandum 43 paragraph C (ii) will be followed.

Rations.

9. (a) Royal Italian Naval Salvage personnel employed on salvage under this order will be victualled on the non combat ration scale for Italian armed forces.

(b) Commercial firms employed on salvage under this order will make their own arrangements for the feeding of their employees.

1041

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(b) Commercial firms employed on salvage under this order will make their own arrangements for the feeding of their employees.

NOTE.

Attention is drawn to the fact that this order applies only to non operational salvage. Operational salvage, whether carried out by the Royal Italian Navy or commercial firms remains under the direct control of the Commander-in-Chief, Mediterranean.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/958B

6 October 1944.

From: Navy Sub-Commission, Hq, ACC.
To : Ministry of Marine, Rome.
Subject: Non-Operational Salvage.

1. In reply to your letter 694/FO of 2 October 1944, a copy of the Acting Chief Commissioner, ACC letter of 16 September 1944 to the President of the Council of Ministers requesting that an agency of the Italian Government be designated to coordinate non-operational salvage is forwarded herewith for information. As indicated in my letter NSC/889 of 24 September 1944, no reply has yet been received.

2. It is suggested that the Ministry of Marine endeavor to expedite the designation of an agency to coordinate non-operational salvage in order that appropriate instructions may be issued notifying Allied Authorities.

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

9 OCT 1944



3037

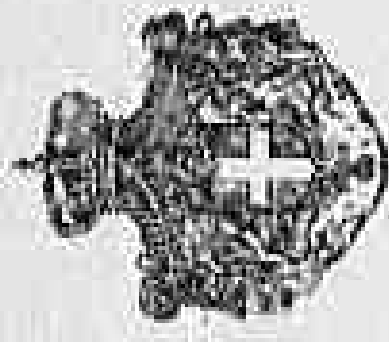
MINISTRY of MARINE (Cabinet)
 To : F.O.L.I. - Rome
 Date: 2.10.44
 Ref.: 694/FO

Subject: Ships Salvaging.

- 1) In accordance with a communication from Naval Sub-Commission, A.C.C. dated 13.7.44 as per attached copy, it was agreed that ship salvage operations of a non-operational nature, should be carried out under the direction of the Italian Government, or in other words of the Ministry of Marine.
- 2) However, in some localities the local Commands of the Allied Navies have authorized Italian firms, by whom they were approached direct, to effect ship salvaging in areas where there would not appear to be any urgent need of an operational nature.

This reflects unfavourably on the organization set up by this Ministry with the intention of equitably distributing the work amongst the Italian Companies which are suitably equipped and known to be capable, both in regard reliability and financial soundness, of executing the operations with a guarantee of good results.

- 3) Moreover, in some instances local Allied Naval Authorities have proceeded to sell the ships (mainly ex-German L/C) or parts of them to Italian private individuals who approach said Commands direct, whereas it would be far more suitable that these craft should be entrusted to I.R.N., either to be used to strengthen our own services within the framework of the common war effort, or eventually used for civil purposes of a more urgent National nature, so keeping them away from private speculation.
- 4) To obviate interferences harmful to the speed and organizing of salvage operations in the various Italian harbours the suitability is pointed out of notifying all outlying Commands of the Allied Navies in regard to the general outline of the agreements between the Allies and this Ministry for uniformity in collaboration.



1.

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 694/50 Allegati

ARGOMENTO: Ricupero navali.

- 2 OTT 1944

Thomas

M. P.O.I.I.

ROMA

1°.- In conformità di quanto a suo tempo comunicato dal Comando della Commissione Alleate di Controllo (Sottocommissione Navale) con foglio del 18 luglio c.a. che si allega in copia, e convenuto che le operazioni di ricupero di navi, che non rivestono carattere operativo, vengano compiute sotto la direzione del Governo italiano, e per esso dal Ministero della Marina.

2°.- Risulta invece che in qualche località, i Comandi locali delle Marine Alleate hanno dato autorizzazioni a ditte italiane che si presentano direttamente ad essi, per operazioni di ricupero di navi, in zone per le quali non sembra sussistere alcuna impellente necessità di carattere militare operativo.

Ciò viene a ripercuotersi sfavorevolmente sull'organizzazione del lavoro di ricupero intrapreso da questo Ministero con l'intendimento di distribuire equamente il lavoro tra le ditte italiane opportunamente attrezzate e riconosciute preventivamente idonee, sia per serietà che per consistenza finanziaria, ad eseguire le suddette operazioni con garanzia di buon successo.

3°.- Risulta inoltre che in qualche caso le locali Autorità delle Marine Alleate avrebbero proceduto alla vendita ai natanti (in genere motorizzate ex tedesche) o di parti di esse, a privati italiani, rivoltisi direttamente ai predetti comandi, mentre sarebbe molto più conveniente che detti natanti venissero affidati alla Marina italiana, sia per utilizzarli per il potenziamento dei propri servizi nel quadro del comune sforzo bellico, sia per adibirli, almeno a scopi civili, per le più impellenti necessità nazionali, sottraendoli ai tentativi speculativi da parte di singoli privati.

4°.- Allo scopo di evitare interferenze e tutto danno della vendita

35

Prot. N. 694/50 Allegato

1046

ARGOMENTO: Ricupero navali.

1°.-

In conformità di quanto a suo tempo comunicato dal Comando della Commissione Alleata di Controllo (Sottocommissione Navale) con foglio del 18 luglio c.a. che si allega in copia, è convenuto che le operazioni di ricupero di navi, che non rivestono carattere operativo, vengano compiute sotto la direzione del governo italiano, e per esso dal Ministero della Marina.

2°.-

Risulta invece che in qualche località, i Comandi locali delle Marine Alleate hanno dato autorizzazioni a ditte italiane che si presentano direttamente ad essi, per operazioni di ricupero di navi, in zone per le quali non sembra sussistere alcuna impellente necessità di carattere militare operativo.

Udò viene e ripercuotersi sfavorevolmente sull'organizzazione del lavoro di ricupero intrapreso da questo Ministero con l'intendimento di distribuire egualmente il lavoro fra le ditte italiane opportunamente attrezzate e riconosciute preventivamente idonee, sia per serietà che per consistenza finanziaria, ad eseguire le sud dette operazioni con garanzia di buon successo.

3°.-

Risulta inoltre che in qualche caso le locali Autorità delle Marine Alleate avrebbero proceduto alla vendita di natanti (in genere motorizzati ex tedeschi) o di parti di esse, a privati italiani, rivoltisi direttamente ai predetti comandi, mentre sarebbe molto più conveniente che detti natanti venissero affidati alla R.M.A. italiana, sia per utilizzarli per il potenziamento dei propri servizi nel quadro del comune sforzo bellico, sia per adibirli esclusivamente a scopi civili per le più impellenti necessità nazionali, sottraendoli ai tentativi speculativi da parte di singoli privati.

4°.-

Allo scopo di evitare interferenze a tutto danno della rapidità ed organicità delle operazioni di ricupero nei vari porti italiani, si fa presente la opportunità di portare a conoscenza di tutti i Comandi periferici delle Marine Alleate, gli accordi di massima intercorsi fra gli Alleati e questo Ministero, per uniformarvi nello svolgimento della loro opera di collaborazione.

IL MINISTRO



O O P I A

COMANDO DELLA COMMISSIONE DI CONTROLLO ALLEATA

Sottocommissione Navale

APO 394

MSC / 360

13 luglio 1944

Al Commissario per la Marina

R O M A

ARGOMENTO: Dittie italiane di salvataggio.

- 1°.- Si rimettono allegate 4 proposte pervenute da Dittie Italiane di salvataggio.
- 2°.- Mentre il Comando in Capo del Mediterraneo esercita controllo sopra tutte le operazioni in Mediterraneo, esso è principalmente interessato con i salvataggi operativi. Le operazioni di salvataggio di carattere commerciale sono normalmente compiute sotto la direzione del Governo Italiano.
- 3°.- Qualsiasi Ditta civile che è opportunamente equipaggiata per queste operazioni può rivolgersi al Ministero della Marina Italiana che ha facoltà di stabilire se la Ditta è competente al riguardo e può essere utilizzata.

A. TO PALMER
Comandante
S.B.N.O., ROMA

3034

10 luglio 1944

Al Commissario per la Marina

R O M A

ARGUMENTO: Ditta italiana di salvataggio.

1°.- Si rimettono allegate 4 proposte pervenute da Ditta Italiana di salvataggio.

2°.- Mentre il Comando in Capo del Mediterraneo esercita controllo sopra tutte le operazioni in Mediterraneo, esso è principalmente interessato con i salvataggi operativi. Le operazioni di salvataggio di carattere commerciale sono normalmente compiute sotto la direzione del Governo Italiano.

3°.- Qualsiasi Ditta civile che è opportunamente equipaggiata per queste operazioni può rivolgersi al Ministero della Marina Italiana che ha facoltà di stabilire se la Ditta è competente al riguardo e può essere utilizzata.

Lt. COL. PALMER
Commodore
S.B.N.O., ROMA

3034

1048

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

PROPOSAL TO FORM AN INTERMINISTERIAL ORGANIZATION
FOR THE RECOVERY AND RECONDITIONING OF ITALIAN VESSELS

The salvaging of sunken craft, whether free or requisitioned, constitutes only a phase - the first - in the complex of operations which has to be undertaken to recondition Italian vessels for further service.

The phases which follow can be stated broadly as being:
Repairing - Maintenance - Fitting out for sea.

To co-ordinate all these activities, which involve an important part of Italian labour and energy, it is considered advisable to constitute an Inter-ministerial organization, in which all interested parties may be represented, with the object, after reaching agreements with the Allied Authorities, of giving the general directives of a National character in regard to the salvaging, reconditioning and employment of recovered vessels and, together with the interested parties, to examine the legal aspects, those in connection with personnel, plus all matters which may arise from these activities.

The general directives emanating from the above Inter-ministerial Organization would then be handled in detail by: -

I.N.M. In connection with all matters concerning salvages, whether in operational areas (in accord with Allied Naval Commands) or in waters under the Italian Government's jurisdiction, plus the repairs to Naval ships and questions concerning requisitioned vessels.

MERCHANT MARINE: In connection with all matters concerning the reconditioning of merchant vessels, organization of maritime traffic services, also on matters relating to free and chartered ships.

OTHER MINISTRIES CONCERNED:

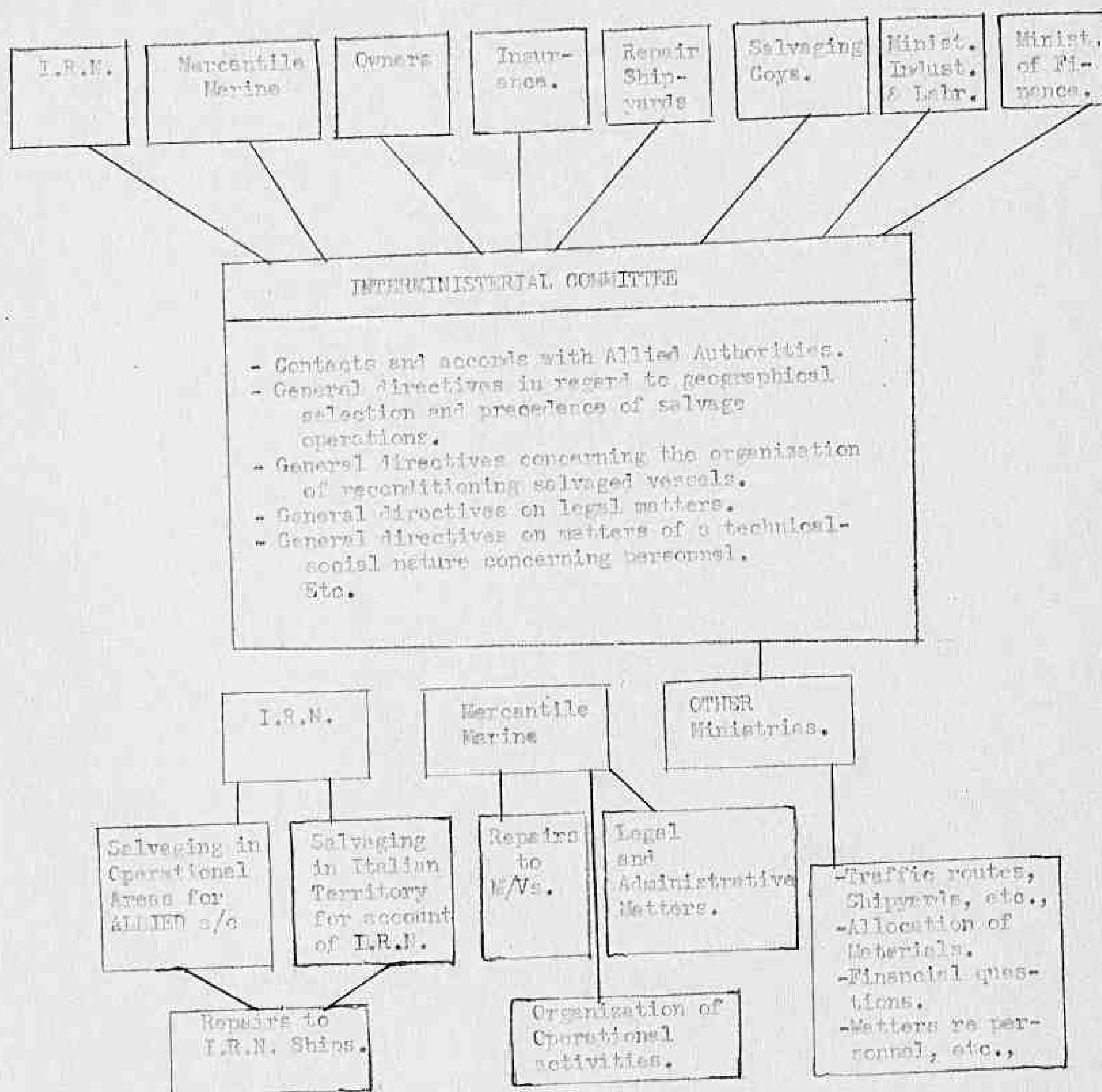
In connection with all matters concerning Shipyard organization, questions re. allocation of materials, and those of a technical-social-economic nature relative to personnel, etc.

Attached is a "trace" which explains the formation of the proposed organization.

ROME, 15th September '44.



ORGANIZATION FOR SALVAGING AND RECONDITIONING
NAVAL SHIPS AND W/Vs.



PROGETTO DI COSTITUZIONE DI UNA ENTITA' INTERMINI-
STRIALE PER I RICUPERI E LA PRIVAZIONE DEL
NAVIGLIO ITALIANO

Il ricupero di irrimediabilmente, sia liberi
 che requisiti, costituisce soltanto una fase - la pri-
 ma - del complesso di operazioni che in definitiva deb-
 bano portare alla ripresa in efficienza del naviglio
 italiano ed alla riduzione dei traffici.

Le fasi successive si possono, in linea di mag-
 giora così indicare: riparazione - manutenzione - rico-
 stituzione delle varie organizzazioni per l'esercizio
 della navigazione.

Per la coordinazione di tutte queste attività,
 che coinvolgono una parte notevolissima delle energie e
 del lavoro italiano, si ritiene necessario la crea-
 zione di un ente interministeriale nel quale siano rappre-
 sentate tutte le parti interessate, ente che avrebbe il
 preciso scopo,previ accordi con la autorità competente,
 di dare le direttive generali di carattere nazionale
 circa i recuperi, l'impiego in efficienza e l'utiliz-
 zazione dei natanti recuperati, prendendo in esame, d'ac-
 cordo con le parti interessate, i problemi di carattere
 giuridico, quelli riguardanti il personale nonché tutti
 gli altri problemi che sorgono nello sviluppo futuro
 di dette attività.

Il ricupero di attività effondate, sia libori
che requisiti, costituisce soltanto un fase - la pri-
ma - del complesso di operazioni che in definitiva deb-
bono portare alla ripresa in efficienza del naviglio
italiano ed alla riattivazione del traffico.

Le fasi successive al processo, in linea di me-
sura così indicate: ripartizione - manutenzione - rigo-
stituzione delle varie organizzazioni per l'esercizio
della navigazione.

Per la coordinazione di tutte queste attività,
che coinvolgono una parte notevole delle energie e
del lavoro italiano, si ritiene necessario la crea-
zione di un Centro Interministeriale nel quale siano rappre-
sentate tutte le parti interessate, dato che avrebbe il
preciso scopo, previ accordi con la autorità allente,
di dare le direttive generali di carattere nazionale
circa i recuperi, la ripresa in efficienza e l'utili-
zazione dei mezzi recuperati, prendendo in esame, d'ac-
cordo con le parti interessate, i problemi di carattere
giuridico, quelli riguardanti il personale nonché tutti
gli altri problemi che sorgono nello sviluppo futuro
di dette attività.

...///...

3031

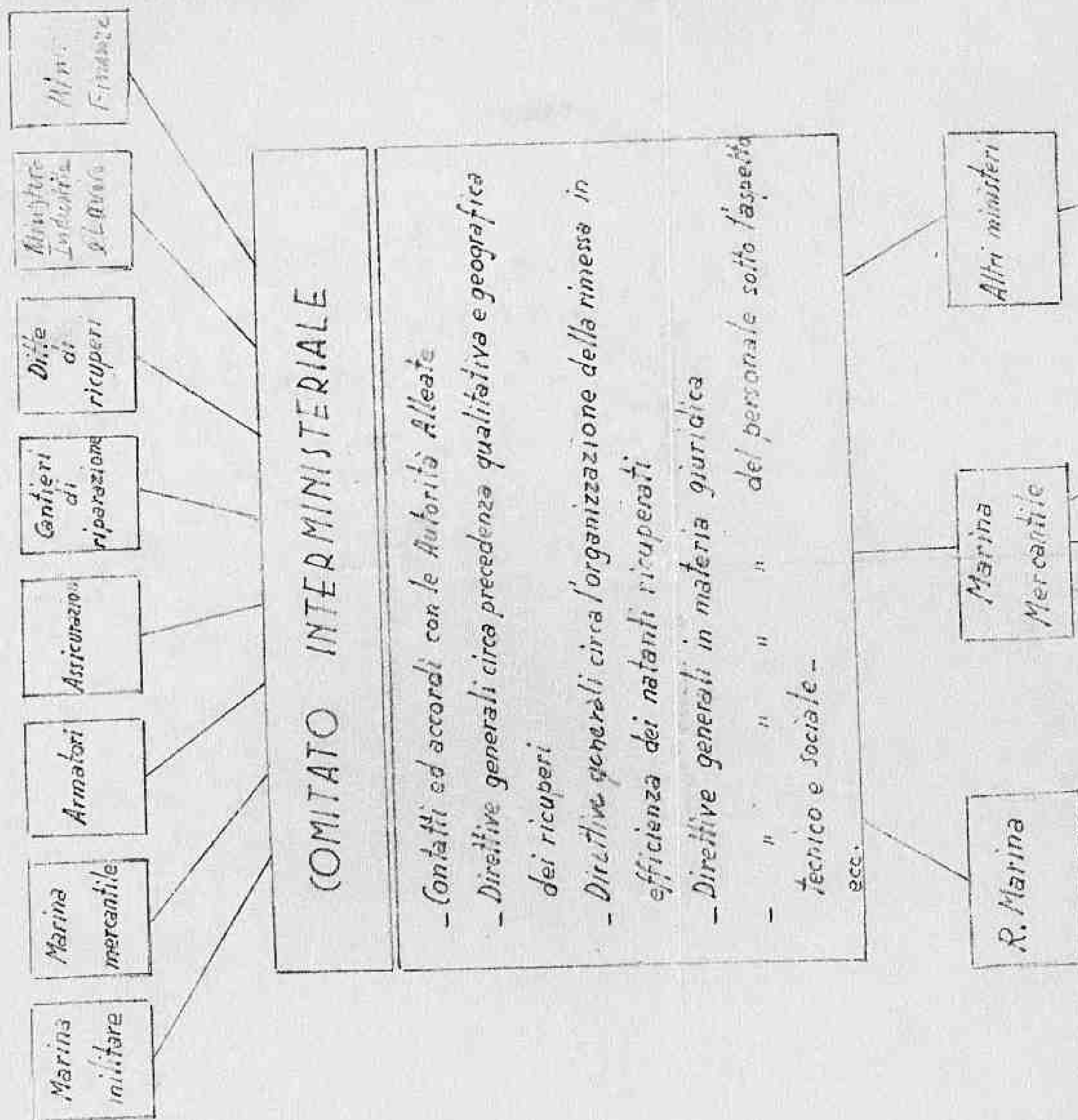
Le direttive generali, emesse dal suddetto Ente interministeriale, verrebbero poi elaborate da :

- Lo Stato, per quanto riguarda tutti i rapporti, sia a carattere operativo (secondo le direttive del Comandante in Capo) che nel territorio sotto la giurisdizione del Governo italiano, nonché la ripartizione dei compiti della Marina e le questioni concorrenti le navi regolate;
 - la Marina Mercantile, per quanto riguarda la ripartizione e la prima in efficienza del naviglio mercantile, l'organizzazione dei servizi delle comunicazioni marittime, nonché per quanto riguarda le questioni concernenti le navi libere e noleggiate;
 - gli altri Ministeri competenti, per quanto riguarda l'organizzazione del lavoro nei Cantieri, le questioni relative all'esecuzione di materiali, quelle tecnico-economiche concernenti il personale, etc.
- È allegato uno schema grafico esplicativo del progetto di costituzione dell'Ente.

Roma, 11 15 settembre 1944

6009

Schema di organizzazione per la rimessa in
efficienza delle attività marittime



COMITATO INTERMINISTRIALE

- Contatti ed accordi con le Autorità Alleate
- Direttive generali circa precedenza qualitativa e geografica dei ricuperi
- Direttive generali circa l'organizzazione della rimessa in efficienza dei natanti recuperati
- Direttive generali in materia giuridica
- " " " del personale sotto l'aspetto tecnico e sociale - ecc.

R. Marina

Ricuperi in conto
per conto degli
Alleati

Ricuperi in conto
per conto degli
Alleati

Riparazione
natanti della
R.

Marina
Mercantile

Riparazione
natanti mer-
cantili.

Questioni di
carattere giu-
ridico e am-
ministrativo

Organizzazione
Attività rela-
tive alla man-
gione.

Altri ministeri

- Comunicazioni, cantieri, ecc.
- Assegnazioni materiali
- Questioni finanziarie
- Questioni riguardanti il per-
sonale (tecnico - sociali -
economiche) ecc.

SALVAGE POLICY FOR THE MEDITERRANEAN.

1. Commander-in-Chief Mediterranean controls all operational salvage in the Mediterranean on which either Allied or Italian salvage resources are employed. This includes:-

- (a) The port clearance necessary in all harbours required for the use of the Allied Forces.
- (b) The salvage of such ships and craft in non-operational areas that may be required for the use of the Allied Forces.

2. The Italian Minister of Marine is directly responsible to Commander-in-Chief through the Fleet Salvage Officer, Mediterranean, for all Italian salvage operations under 1(a). The Italian Minister of Marine is also responsible to Commander-in-Chief through F.O.T.A.L.I.(Rome) for Italian salvage operations under 1(b).

3. The Royal Navy and U.S. Navy shore authorities concerned will be informed by Commander-in-Chief of all such salvage operations undertaken. These authorities should in turn inform Commander-in-Chief of any salvage operations they consider necessary.

4. The representative of the Italian Minister of Marine in these matters will be known as the Italian Naval Liaison Officer (Salvage) short title I.N.L.O.(Sv). This duty is at present carried out by Lieutenant Colonel Spinelli, Viale Liegi 28, Rome (telephone no. 863595).

5. Normally Italian Salvage carried out under paragraph 1 above will utilise Royal Italian Navy and/or commercial equipment. I.N.L.O.(Sv) is however authorised to approach direct the Fleet Salvage Officer on the staff of the Commander-in-Chief, Mediterranean, for the loan of Royal Navy equipment if this is necessary and if it can be spared. Such equipment will be issued by the Royal Navy Salvage authority detailed by the Fleet Salvage Officer, to the Italian Naval Officer or firm in the charge of the particular salvage undertaking, against a receipt in triplicate. The Royal Naval Salvage Authority will despatch the original copy of the receipt to the Fleet Salvage Officer, the duplicate to the I.N.L.O.(Sv) and will retain the triplicate. When the equipment is returned the Royal Naval Salvage Authority receiving it will inform both the Fleet Salvage Officer and I.N.L.O.(Sv), giving sufficient detail to enable the receipt concerned to be identified.

6. The provision of materials and consumable stores required for Italian salvage operations carried out under paragraph 1 above will be the responsibility of the Minister of Marine. In cases of real necessity I.N.L.O.(Sv) may apply direct to the Fleet Salvage Officer for the release of materials and stores in small quantities from Royal Naval sources. On the Fleet Salvage Officer's recommendations the Commander-in-Chief, Mediterranean, will arrange for the release of the items required, if they are available. The procedure in M.T.M.43 paragraph C(ii) will be followed.

Italian Naval or Commercial Salvage personnel employed in operations

9428

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7. Italian Naval or Commercial Salvage personnel employed in operational areas (1a) will be entitled to British Naval rations, as an off-shore party. Those employed in non-operational areas (1b) will be entitled to Royal Italian Naval rations or civilian personnel rations respectively.

8. Commander-in-Chief, Mediterranean, has delegated the responsibility of port clearance in all non-operational Italian harbours to the Allied Control Commission. The Italian Ministry of Public Works is directly responsible to the Allied Control Commission for carrying out this work.

*Programme of plan to be carried out by Min. of P.W. Works (?). For the original
also the programme necessary to be made by the Ministry of P.W. Works.
It. Min. of Marine must hold all salvage resources not required by
C.C. as done at the disposal of the A.C.C.*

3428

- 2. -

9. The Royal Navy and U.S. Navy shore authorities concerned will be kept informed by the Allied Control Commission of all such salvage operations undertaken. These authorities should in turn inform the Allied Control Commission of any salvage or port clearance operations they consider necessary.

10. (a) All Italian vessels and equipment salvaged (except those included in 10.(b) below) should be handed over to the Italian Government. Those required for the use of the Allied Forces will be requisitioned in the normal way. Where British resources have been employed an account of the cost of salvage and/or repair is to be forwarded to F.O.T.A.L.I. (Rome).

(b) All Allied vessels and equipment are the property of the Governments, private owners or underwriters concerned.

Ex-German vessels are the property of the Prize Court in London.

Ex-Italian vessels in North African waters are the property of the Prize Court in London.

No salvage of vessels included in this paragraph should be undertaken without the approval of Commander-in-Chief Mediterranean, or Allied Control Commission who will take the necessary action with the owners.

11. *Notification of non-specified losses turned over to A.C.C.*

3027

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

file

NSC/727

11 August 1944.

FIRST ENDORSEMENT on
Economic Section, ACC
ltr ES/15 of 31 July
1944.

From: Navy Sub-Commission, Hq. ACC.
To : Economic Section, Hq. ACC.

Subject: Salvage Operation.

1. Returned.

2. A copy of NSC letter NSC/725 of 11 August 1944 to Allied Naval Commander-in-Chief, Mediterranean, requesting a clarification of the salvage policy in the Mediterranean theatre of operations is attached hereto.

3. If the Italian Minister of Public Works is authorized to undertake salvage work under ACC control, it is considered that the Public Works and Utilities Sub-Commission, ACC, has primary responsibility. The Navy Sub-Commission, ACC, will act as a liaison channel with Allied Naval authorities and render all possible assistance when required.

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

P.P.
3026

Office of Flag Officer,
Western Italy
Naples

3rd May, 1944

No. FORM 223.
CHIEF COMMISSIONER.

ALLIED CONTROL COMMISSION

(Copies to: Flag Officer Taranto, Adriatic & Liaison
Commodore I. M. Palmer, Head of Naval Sub-Commission,
Allied Control Commission,
Deputy Principal Salvage Officer, Mediterranean
Commander-in-Chief, Mediterranean)

ITALIAN SALVAGE ORGANISATION

My attention has been drawn in a recent issue of the "Union Jack" to a cutting which reads as follows:

"Sunken vessels in Italian harbours are to be raised by the Allied Control Commission. An initial appropriation of 5,000,000 lire has been made by the Italian Government."

2. In this connection it is pointed out that the whole of the salvage organisation in the Mediterranean is under the control of the Naval Commander-in-Chief, Mediterranean. This organisation embraces both the operational and commercial salvage interests. At the present moment, by an Allied agreement issued by the British Ministry of War Transport, all salvage in Italian waters (i.e. both marine and war salvage) is regarded as an operational commitment and dealt with by the Allied Governments.

3. I have been in close touch with the Italian Navy in recent months, with the approval of the Admiralty, and the Italian Navy have now set up a salvage department which is fully engaged with the Allied salvage organisation in dealing with operational commitments in Italian waters. This Italian salvage organisation has been provided to a certain extent with Allied material and every endeavour is being made to enable them to carry on where the Allied organisation leaves off.

4. As far as is known there is no other material salvage resources in captured Italy which could be applied to this work and although there may be some perhaps well intentioned speculators posing as potential salvagers they have no apparatus with which to carry out their work, as it is all destroyed.

5. If it is intended that this fund is to be employed for the salvage of vessels in Sicilian waters, it is pointed out that at the present moment, the sunken ships are prizes of war, having been taken in captured ports

7625

(Copies to: Flag Officer, Malta, Head of Naval Sub-Commission,
Commodore I. M. Palmer, Head of Naval Sub-Commission,
Allied Control Commission,
Deputy Principal Salvage Officer, Mediterranean
Commander-in-Chief, Mediterranean)

ITAL-NAV SALVAGE ORGANISATION

My attention has been drawn in a recent issue of the "Union Jack" to a cutting which reads as follows:

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4. As far as is known there is no other material salvage resources in captured Italy which could be applied to this work and although there may be some perhaps well intentioned speculators posing as potential salvagers they have no apparatus with which to carry out their work, as it is all destroyed.

5. If it is intended that this fund is to be employed for the salvage of vessels in Sicilian waters, it is pointed out that at the present moment, the sunken ships are prizes of war, having been taken in captured ports before the surrender of Italy.

6. It is requested therefore that full details of the proposed salvage fund and organisation now contemplated may be forwarded and that the British Naval authorities may be consulted before any further steps are taken in this matter. In this connection, it is pointed out that the Italian Naval authorities at Naples have no information regarding the scheme now proposed.

(Sgd) D. H. EVERETT

for REAR ADMIRAL.
(on duty).

UNITED STATES GOVERNMENT
SICILY REGIONAL HEADQUARTERS
NO. 394

21/12/43

RECEIVED MEMPHIS:
54:

INSTRUCTIONS TO CAPTAINER OF PORTS
REG. NO. 3.11.V.GE

With reference to Memoranda No. 47 per. 28:

1. The Capitanerie are hereby empowered (as an emergency measure) to supervise, co-ordinate and authorize the initiation of salvage operations on wrecks and floating stranded vessels in Sicilian waters, and will maintain all necessary records for settlement and adjustment of claims.
2. All details of salvaged goods must be reported to the local M.C. officer for instructions as to disposal.
3. The necessary clearances from military and naval authorities will be secured through the M.C. officer having jurisdiction in each instance.

Charles Potter

CHARLES POTTER
Lt. Colonel
Regional Civil Affairs Officer

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" " " Porto Empedocle	-1
" " " Siracusa	-1
" " " Catania	-1
" " " Messina	-1

With reference to Memoranda No. 47 Mar. 29:

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Charles Colletti

CHARLES COLLETTI
Lt. Colonel
Regional Civil Affairs Officer

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PP

GOVERNO MILITARE ADELFIO
QUARTIERE GENERALE REGIONALE
DELLA SICILIA

21/12/43.

MEMORANDUM:

No. 54:

ISTRUZIONI ALLA CAPITANERIA DEI PORTI
CIRCA IL MATERIALE DI RICUPERO

Riferendo al memorandum No. 47 par. 2.(a)

1. Le Capitanerie con la presente sono autorizzate (quale misura di emergenza) di sorvegliare, coordinare e autorizzare l'inizio delle operazioni di ricupero dei relitti e dei piroscafi galleggianti sperduti nelle acque della Sicilia, e terranno tutti i registri necessari in ordine per tutte le definizioni e le regolarizzazioni dei reclami.
2. Tutte le informazioni in merito al materiale recuperato dovranno essere inviate al locale Ufficiale del C.I.A., per le istruzioni e la disposizione di detto materiale.
3. Gli opportuni chiarimenti da parte delle autorità militari e navali saranno assicurati per tramite dell'Ufficiale del Governo Militare Alleato che abbia giurisdizione a seconda di ciascuna istanza.

Charles P. Betti

CHARLES IOLETTI
Tenente Colonnello
Ufficiale Capo degli Affari Civili
della Sicilia.

3024

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ISTRUZIONI ALLA CAPITANERIA DEI PORTI
CIRCA IL MATERIALE DI RICUPERO

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Charles Politti

CHARLES IOLETTI

Tenente Colonnello

Ufficiale Capo degli Affari Civili
della Sicilia.

3024

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Capitaneria di Porto di Palermo. 1
" " Trapani. 1
" " Porto Empedocle. 1
" " Siracusa. 1
" " Catania. 1
" " Messina. 1
Spares 35.

1066