

ACC

10000/124/71 FAC
MAN

10000/124/71 FACTORIES & DOCKYARDS IRN-6
MAY 45 - AUG. 46

<u>SUBJECT</u>	<u>NUMBER</u>
<u>Cdaro-Terri-Orlando - Drydock, Lehorn.</u>	<u>1</u>
<u>Italian Shipyards - Use of.</u>	<u>2</u>
<u>Orlando - Castellano Shipyard - Gaeta.</u>	<u>3</u>
<u>Cantieri Navali Riuniti - Cantiere di Ancona-Request work material and means.</u>	<u>4</u>
<u>STABEST Ship Building Yard</u>	<u>5</u>
<u>Floating Sheers - Trieste</u>	<u>6</u>
<u>Architect Egidio Giovannola Firm</u>	<u>7</u>
<u>L. CERIANI S.A.- Application for derequisition</u>	<u>8</u>
<u>Do not Requisition, Notices (Industrial Manufacturing Facilities-Requisitioning of)</u>	<u>9</u>
<u>Derequisitioning of the Plant of Societa Metallurgica Italiana Leghorn</u>	<u>10</u>
<u>Ansaldo Works - Pozzuoli</u>	<u>11</u>
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<u>Dry Dock at S. Vincenzo Mole, Naples.</u>	<u>13</u>
<u>Italian Torpedo Works at Naples</u>	<u>14</u>
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<u>Report on Industrial situation at Porto Marghera Venezia.</u>	<u>17</u>

WET/sc

10 May 1945

REPORT ON INDUSTRIAL SITUATION AT PORTO MARGHERAVENEZIA

1 - Contact was made with Dott. Busetto, Ufficio Porto Marghera (Tel. 50-801) who represented Dott. Ing. Rinaldo Colombo who was unable to attend. Ing. Bisacco of the Vetrocoke coke and glass works and Dott. Ratti of Vetrocoke, Azotati gave much valuable information concerning the industries of Porto Marghera.

2 - Porto Marghera is heavily industrialized with about 100 industrial units in the area of which about ten are very large. The area was subjected to intensive aerial bombing on several occasions, and the industries proximate to the oil refinery and storage facilities suffered the greatest destructions. Elsewhere in the area, destruction is spotty and given time and some materials, chiefly cement, much is repairable.

The ships channel, said to be 10 meters in depth, is not cleared of mines and shipping operations involving coal and these essentials must await such clearing. Recently a vessel blew up with the loss of 47 lives. At present no mine clearance operations are in progress. Further, the coal handling equipment at Vetrocoke-cokerie appears to be largely intact, but the area and machinery must also be cleared of mines.

3 - The chief industries in the area with pertinent remarks are:

A.- VETROCOKE-COKERIE. Considerable bomb damage, but could start coking operations on a minimum level of 250 tons of coal per day as soon as coal becomes available. Normally the undamaged plant coked 2000 tons of coal per day. There are no stocks of coal, but about 2000 tons of coke are present. There are four batteries of coke ovens, only one of which is free from damage. To commence operations about two months will be required to beat up the coking ovens.

Urgently needed for reconstruction of gasometers and damaged plant are 350 tons of cement. Coke dust can be furnished for the production of the cement and transportation of the coke dust to the cement plants at Padova or Chioggia and the cement to Porto Marghera can be effected entirely by canal barges. Delivery of the 350 tons of cement can be phased over 6 months.

1001

250 tons of coal coked per day would yield:

170 tons of coke

75000 mc of gas which 37000 mc would be available for sale or use in production of ammonia fertilizers.

5 tons of coal tar.

The glass works suffered very extensive damage and about 5 months of intensive reconstruction are required to make operable one glass furnace (Capacity 1300 tons per day) to feed to flat glass machines and yield about 10,000 sq. meters per day.

Vetrocoke is a unit of Fiat (Torino) interests.

N.B. - Much coal and coke will be required for processing sugar for the coming campaign.

- B. - VETROCOKE - AZOTATE : This plant normally produced synthetic ammonia, ammonium nitrate, ammonium sulfate, nitric acid, sulfuric acid, synthetic methane, ethylene glycol (anti-freeze), synthetic phenol, plexiglas resin, etc. The plant received numerous bombs but the damage is not very great. Normal production was about 100 tons of ammonia per day by the Casale process. After brief repairs, given coal and coal gas from the cokeries up to 50 tons of ammonia per day could be produced.
- C. - SOC.S.MARCO CARBURO DI CALCE. Plant is in good condition and can produce some 200-300 tons of carbide per day given:
- a) - ca 100 tons coke per day.
 - b) - Electric power from Soc. Adriatica Elettrica during months when water is abundant.
 - c) - Transportation for the necessary limestone.
- D. - ILVA STEEL. Most of the plant is in good or operable condition and important for its steel and iron foundries and its steel and bridge fabrication units. Its coal requirements are small, but demands for electric power are very great. Ilva Cantieri Navali has several ships for small and moderate sized vessels.
- E. - CANTIERI BREDA : Very little damage. Build motor ships up to 1000 tons.
- F. - SOC. ADRIATICA ELETTRICA : Condition good.

2. - INDUSTRIES

- 1) - Alumina works IRA - all good and operable, but no urgent war need for alumina.
- 2) - Sulfuric acid and Superphosphate plant: Lead chamber acid plant reported destroyed; condition of superphosphate plant unknown.
- 3) - Montevocchio Electrolytic zinc works (½ owned by Montecini; ½ by Montepeni) said to be in good and operable condition.
Stocks of ore unknown, but normally processed ore from Treviso.
- 4) - I.L.I. (Lavorazione Leghe Leggere) for production of aluminum sheet, wire and tubing. Reported all in good condition.

H. - SAVA - Plant for production of Alumin-a and Aluminum metal. A very large plant and in fairly good condition. Part of the capital of this plant is Swiss, part Italian.

I. - OIL REFINING AND STORAGE - Plants were all heavily bombed and are largely destroyed.

A.G.I.P.

STANDARD

DUTCH SHELL

S.A. Liquigas which compressed; stored and sold propane derived as a by product from oil cracking of AGIP and others.

J. - TOBACCO MANUFACTURE - All in good condition.

SUMMARY: (1) Obviously not all the industries in the Porto Marghera area are of equal importance, but a large industrial population are dependent upon these industries for a livelihood and where demands for imported materials are not great; encouragement should be extended to companies showing initiative for plant repairs and operations.

(2) - Production of Alusina which requires both much coal, caustic soda and transportation of raw and finished materials should, at present, be deferred.

(3) Urgently needed in the area to permit rebuilding are coal and cement and mine clearance of the essential canalways.

- | | |
|--------------------------------------|-----------------------------|
| 1) - Copy to : P.C. Venezia Province | 4) - Copy to: Commerce Div. |
| 2) - " " : Industry S/C HQ/AC | V.BQ |
| 3) - " " : Commerce S/C HQ/AC | 5) - " " : Navy S/C HQ/AC. |
| attention Coal Division | 6) - FILE. |

W.E. Mydans, Major
Industry Div. HQ/VR.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4238.
14 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Allied Commission.
Subject: Repairs - Navy Yard Palermo.

Reference: (a) Transportation Sub-Commission, A.C., ltr.
AC/16/14/Tn4 of 13 November 1945.

1. Reference (a) requests that the Transportation Sub-Commission be notified several days in advance of the date the U.S. Navy expects to derequisition the private shops of Societa Cantieri Navali at Palermo, Sicily.

2. Information has been received that the Navy will derequisition these shops on 15 December 1945.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

998

16
14 DEC 1945

IRN-64

S. 1320d.
(Established—May, 1970)
(Revised—June, 1964)

NAVY SUB
COMMISSION
110901A DEC.

A REPLY TO NAVY SUB COMMISSION LETTER NSC/4032 OF 16 NOV.
1945 SUBJECT REPAIRS FOR ITALIAN STATE RAILWAYS WOULD BE
APPRECIATED.

30110901A DEC 6

T/P	P/L
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TOD 0925/11

11/12

997

UNITED STATES NAVAL FORCES
NORTHWEST AFRICAN WATERS

File No.
LLO

-1 DEC 1945

Serial: 0038

SECRET

From: Commander U. S. Naval Forces, Northwest African Waters.
To : Navy Sub-Commission, Headquarters Allied Commission.
Subject: Societa Cantieri Naval, Derequisitioning of.
Reference: (a) ComNavNAW Secret despatch 211716 November 1945.
(b) Hq Allied Commission ltr AC/16/14/Tn4 of 13 November 1945.

1. In accordance with directives received from the Chief of Naval Operations it is intended to release the ship yard at Palermo on 15 December 1945.

2. Your attention is invited to reference (a) a copy of which is held by Allied Commission.

F. A. Green

F. A. GREEN
By direction.

Transmission by Registered Guard Mail as
U. S. Registered Mail is authorized in ac-
cordance with Article 16(1)(c) and (d).
U. S. Navy Regulations.

TO: C IN C MED, SACMED, CHIEF COMMISSIONER A.C. ROME FROM: COMNAVNAV
 (R) C.G. MTOUSA, COMNAVNAV, CNO COMNAV PALERMO, (ADM).
 COMNAVNAV.

211716.

SECRET.

I HAVE BEEN DIRECTED BY CNO TO TRANSFER SHIP REPAIR FACILITIES
 PALERMO TO ITALIANS 15 DEC. 1945. BOTH ALCOM AND C IN C MED HAVE
 CONCURRED. AFTER 15 DECEMBER NOB PALERMO WILL CONTINUE IN A REDUCED
 STATUS SERVING AS A BASE FOR SUPPLIES AND SERVICES FOR ALL U.S. NAVY
 ACTIVITIES IN THE MEDITERRANEAN. MY ADMINISTRATIVE H.Q. WILL CONTINUE
 AT PALERMO. COMMUNICATION FACILITIES REMAIN AS AT PRESENT.
 UNDERSTOOD SHIP YARD WILL BE OPERATED BY FORMER OWNERS AND AVAILABLE
 FOR REPAIRS ALLIED AND OTHER VESSELS AND ITALIAN LOCOMOTIVES.

T.O.O. 211716A NOV.

P/L H/M. TOR-1730/23.

DIST: G-5 13-45,25 NSC 4)

AG 1280:
 ACTION: T.O.O. 211716 (2)
 INFO: Chief of Staff
 Navy S. 3
 Economic Sec (3)
 File (2)
 Photo

995

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

FIRST ENDORSEMENT ON:
Transportation S/C, AC
ltr AC/16/14/Tnl of 13
November 1945.

NFC/4032
16 November 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander United States Naval Forces, Northwest
African Waters.

Subject: Repairs for Italian State Railways.

1. Forwarded.

2. Comments and recommendations would be appreciated on the
basic correspondence with respect to repairs for the Italian State Railways
by the United States Naval Operating Base, Palermo, in order that an appropriate
reply may be made to the Transportation Sub-Commission, AC.

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

Copy to:
Transportation S/C, AC.

20 NOV 1945

10013

765020

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

Tel. 843209
Ref. AC/16/14/Tn4

13 November 1945

SUBJECT: Repairs - Navy Yard Palermo.

TO : Navy Sub-Commission.

1. At Palermo in Sicily, the private shops of Societa Cantieri Navali are under requisition by the U. S. Navy. Repairs to locomotives of the Italian State Railways are carried out in this shop under the supervision of U. S. Naval personnel.

2. It is requested that this Sub-Commission be notified several days in advance of the date the U. S. Navy expects to derequisition this private shop in order that a contract may be made between the Italian State Railways and the owners of the shop, for the continued working of the shop in carrying out repairs to locomotives. Also the matter of holding and payment of personnel employed would need to be studied by the owners and the Italian State Railways.

P. D. G. BUCHANAN, Col.
Director

C
O
P
Y

993

NSC/4939
24 April 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Cantieri Navali Riuniti, Rome.
Subject: Inventory of Palermo Dockyard.

1. Further to your letter of 25 February 1946 information was requested pertaining to the acceptance of the inventory made 30 June 1943 which you offered for information.
2. Due to the lag in time between the date of the inventory and the starting of the operations by the U.S. Navy it has been found inadvisable to use subject inventory.
3. Accordingly, the matter is one to be settled between the Italian Government and your firm.

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

IRN-6

(15)

PLS - NSC/4414
992
IRN-18
27 APR 1946

File No.
L11

Serial: ~~747~~

070

APR 1946

CONFIDENTIAL

From: Commander U. S. Naval Forces, Mediterranean.
To : Senior U. S. Naval Liaison Officer, Italy.

Subject: Inventories of Palermo Shipyard 30 June 1943 and 15 December 1945 - Indices of Material used by U. S. Navy.

1. Dr. GUANI, Managing Director of the Civilian Shipyard at Palermo formerly run by the U. S. Navy, on 25 February 1946 conferred with Captain G. F. MENTZ U. S. Navy of the Navy Sub-Commission at Rome proposing consideration of an alleged inventory made 30 June 1943 (when the dockyard was alleged to have been closed) which Dr. GUANI said was found in the dockyard storehouse. Dr. GUANI states that a comparison of this inventory, with the one affected 15 December 1945 when the yard was returned will show what material was used during the requisition period.

2. The U. S. Army took possession of the city of Palermo on 22 July 1943. The U. S. Navy started operating the shipyard about a month later. The contraband material in question was shipbuilding material, mostly steel, that was being used by our then enemies, the Italians and Germans, to support their African Campaign. Much of this material had been blown about the yard like jack-straws by bomb-hits. The Sicilians, notorious thieves, could have stolen much material between 30 June and 22 July and between that date and the time the Navy started operating the shipyard.

3. In October 1945, Vice Admiral GLASSFORD held a conference attended by Commodore McCARDLISH, Captain KOONCE, and Lt. LINDSEY SC, Comdr JANNY of ComNavNav Staff and Comdr WOTHERSPOON of the Navy Sub-Commission Rome. The decision of this meeting was that neither ComNavNav nor COMNAV Palermo would attempt to report the value of originally Italian or German owned material from the shipyard that had been used by U. S. Forces. In the early days bombing by axis forces interfered with work and accounting procedures. It was stated that several trainloads of shipyard material was moved from Palermo shortly before the Axis forces evacuated the city. The conferees considered that the matter was one to be settled between the Cantieri Navali Riuniti and the Italian Government and that the United States Government should not furnish any estimates of former Italian owned material used by the U. S. Navy.

WILLIAM JAMES

File No.
L11 - 2

Serial; 265

8 March 1946.

From: Senior U. S. Naval Liaison Officer, ITALY.
TO : Commander U. S. Naval Forces Mediterranean.
Subject: Inventory of Palermo Dockyard prior to
de-requisitioning December 15, 1945.
Enclosure: (A) Cantieri Navali Riuniti ltr. addressed
to the Allied Commission, Navy Sub-
Commission, of February 25, 1946.

1. Enclosure (A) is forwarded herewith for
your information.

G. F. MENTZ,
Acting.

H. M. G.

CANTIERI NAVALI RIUNITI

GENOVA

Rome, February 25th, 1946

Via G.B. Vico, 1

Tel. 32981

Capt. G.F. MENTZ
c/o Allied Commission - Naval Subcommittee
R O M E

I am very grateful to you for the conversation we held today and, as concerns what was asked of me, I here give the following details:

-The Palermo Dock-yard has been derequisitioned by the American Navy on December 15th 1945.

On this date, the Command of the N.O.B. has handed over the dock-yard to the Requisition Bureau of the Italian Army, which has drawn up an inventory of all the materials existing in the dock-yard.

While this operation was effected, the inventory of all materials up to June 30th 1943 (when the dock-yard was closed) has been found in the dock-yard storehouse.

Comparing this inventory with the one effected on the December 15th 1945 is possible to ascertain what material was used during the requisition period.

As concerns the value of the above-mentioned materials, the Firm is creditor with the Italian Government, but this sum cannot be acknowledged unless the American Navy does not officially recognize the inventory of June 30th, 1943.

The Italian Army's Requisition Bureau is quite ready to forward to the American Navy the inventory found in the dock-yard storehouse, in order to obtain a visa or to effect all those necessary formalities which may give weight to a document.

The possibility of reorganizing the Palermo dock-yard through the purchase of war surpluses that the American Navy has sold to the Italian Government, is closely connected with the liquidation of economical relations between the "Cantieri Navali Riuniti" and the Italian Government, as regards the materials requisitioned in this dock-yard by the American Navy.

Believe me, Sir, sincerely yours

E. Guani
(Dr. E. Guani)

989

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4347
3 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Industry Department.
Subject: Derequisition of Palermo Dockyard
Sec. Cantieri Navali Riuniti.
Reference: (a) Industry Department ltr AC/5615/156/IND of 29 Dec. 1945.

1. In reply to reference (a), the subject property was returned to its original owners as of 15 December 1945.

H. W. ZORRILL,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

4 JAN 1946

988

Tel. 237

TMR/mla

Ref. AC/5615/156/IND

29 December 1945

SUBJECT : Derequisition of Palermo Dockyard
Soc. Cantieri Navali Riuniti.

TO : Navy Sub-Commission. ✓

FROM : Industry Department.

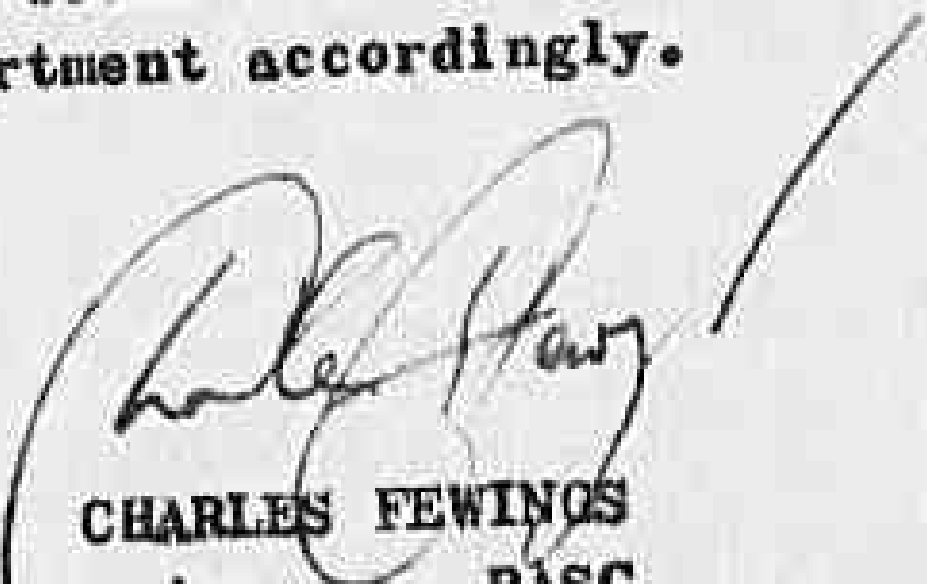
1. With further reference to your NSC/2570 dated 5 June 1945 and our AC/5615/156/IND dated 13 June 1945 addressed to the Ministry of Industry and Commerce. An urgent request by the Chief of Supply Group Economic Section A.C. to release the property of the above mentioned firm has been received by this Department.

2. In view of the C in C Med. proposed policy for future naval activity which has been brought to the notice of this Department (Med. 45/829/4/18 dated 14 November '45 refers), it is thought that the derequisition, or part derequisition of the subject firm's property may be reconsidered.

3. The derequisition as requested would facilitate repair and construction work of railway locomotives, coaches and waggons which are urgently needed by the Italian State Railways.

4. It would be appreciated if you would take such action as you deem necessary and inform this Department accordingly.

Copy to :
Economic Section
(Your ES/15.60 dtd. 12
December refers.)


CHARLES FEWINGS
Major RASC
Chief,
Industry Department.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3882
29 October 1945.

MEMORANDUM FOR CHIEF COMMISSIONER:

From: Navy Sub-Commission, Hq. Allied Commission.
Subject: Cantieri Navali Riuniti, Palermo.
Enclosure: (A) Memorandum Subject Company.

1. It is considered that many of the issues raised in enclosure (A) will be adjusted by U. S. Naval Authorities in the near future. The Navy Sub-Commission, AC, is not taking any action on the specific problem raised except to advise the Commander U. S. Naval Forces, Northwest African Waters as to existing directives.

H. ST. J. BUTLER,
Captain, U. S. Navy.

1.1.1-6

30 OCT 1945.

986

U. S. NAVAL OPERATING BASE
PALERMO, SICILY

FILE NO: NE/L24
SERIAL: 1120

6 OCT 1945

Centieri Navali Riuniti,
Roma (10),
Via G.B. Vico, 1

Gentlemen:

By your letter No. 1316-13 of 13 September 1945 you requested that there be delivered to you a list of the materials (steel, cast-iron, wood, etc.), which have been used from the stocks of the Palermo Shipyard since its occupation by the U.S. Navy. Reference was also made to certain informal commitments previously made in this connection.

In view of the fact that there is not available to the Commandant an accurate inventory of the material in the shipyard at the time of the Allied invasion, and further that any claims which you may make for reimbursement after the evacuation of the shipyard by the U.S. Navy must be submitted to the Italian Government, it is not considered proper or desirable to grant your request. When the Palermo Shipyard is returned to your custody it will be necessary for you to inventory the material and equipment remaining and submit any claim for reimbursement for material used to the Italian Government in accordance with such instructions as it may issue.

Under the circumstances, the Commandant considers that the U.S. Navy has no further interest in the matter.

Yours truly,

B. V. McCANDLISH,
Commodore, U. S. Navy,
Commandant.

cc:
ComNavRaw(Adm)
" " " (Ops)
Allied Com.,
Sub-Com., Rome

12N-6

985

From: CANTIERI NAVALI RIUNITI
Date: 13th September 1945
To : ✓ Naval Operating Base - Palermo
(and for Info. Allied Commission - N.S.C. - Rome)
Ref.: 1316

For more than a year our Company has been seeking payment from the Italian Government for the materials at the Palermo Shipyard which have been requisitioned by you for wartime requirements.

It has been impossible to delay exercising this right owing to the precarious financial state of the Company, which has had to face the reconstruction of its own Naval Shipyard at Ancona, seriously damaged by bombardments and by the German forces.

Payment of these materials could not take place without an inventory of them compiled by the Authority which had used them. This inventory was requested from you and from the Naval Sub Comm. of the A.C. in Rome.

Captain NICHOLS, formerly Commanding Officer of the Naval Base addressed, informed one of our Directors that while war operations continued it was difficult to compile the required list and in consequence our letter No.251 of 3rd April last - copy attached - was written restricting our request to one for a provisional note of the more important materials (steel, cast-iron, fine metals, boarding, etc.) so that we might be in a position to ask for an advance upon the amount definitely due to this Company from the Italian Government when the Palermo shipyard is derequisitioned.

Early in July this year, Captain Nichols informed one of our Directors that the requested list of materials removed from the Base had been sent to the N.S.C. at Rome. However, this list does not appear to have ever reached the offices of the Sub-Commission.

Recently upon the request of the above-mentioned Director that he might be provided with a copy of the list, the Command of the Naval Base replied that it was not considered "opportune to reply to that request".

Having recounted the history of this affair we must call upon your sense of proportion to lead you to receive our request kindly, not only because it is the manifestation of a right which our Company intends to exercise in its dealings with the Italian Government but also because our Company has reached a state of financial embarrassment while holding huge credits against the Departments of the State.

The Allied 984

-2-

The Allied Commission is well aware of the enormous reconstruction programme which our Company has undertaken to place the Shipyard at Ancona in a position to satisfy the needs of the Allied Navies during the last year of the war; the execution of this programme has brought the Company the most serious financial burdens and we are unable to explain how it is that it should be from the U.S. Navy that the realisation of our credits against the Italian Government should have been further impeded.

We beg to express our certainty that, as we have clarified thus any misunderstanding, you will be so kind as to receive our request, and thanking you in anticipation we beg to remain

Your respectful servants,

CANTIERI NAVALI RIUNITI
Rome Office.

GGE/P.

983

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INDIRTELEGR "CANTIERI, ROMA

TELEFONO 32-981

CANTIERI NAVALI RIUNITI

CAPITALE VERSATO L. 30.000.000

ROMA (10)
VIA SEVICO, 1

Gu/aa

13 Sett. 1945

Spett. NAVAL OPERATING BASE

P A L E R M OCITARE NELLA RISPOSTA
IL NUMERO E L'OGGETTO DELLA PRESENTEN^o 1316e per conoscenza: ALLIED COMMISSION
Naval SubcommissionR O M A

Da oltre un anno la ns. Società cerca di ottenere il pagamento da parte del Governo italiano dei materiali già esistenti nel Cantiere di Palermo e requisiti da codesto On. Comando per esigenze di guerra.

L'esercizio di questo diritto non ha potuto essere prorogato a causa delle precarie condizioni finanziarie della ns. Società la quale ha dovuto affrontare la ricostruzione del proprio Cantiere navale di Ancona gravemente danneggiato dai bombardamenti e dalle truppe tedesche.

Il pagamento di detti materiali non poteva aver luogo senza una distinta dei materiali stessi compilata dall'Autorità che li aveva utilizzati. Tale distinta fu perciò richiesta a codesta Base ed alla Sottocommissione navale dell'A.C. in Roma.

Il sig. Capt. Nichols, già comandante di codesta Base Navale dichiarò ad un ns. Dirigente che, perdurando le operazioni di guerra, riusciva difficile elaborare la richiesta distinta ed è perciò che con ns. n° 251 del 3 Aprile u.s. della quale rimettiamo copia allegata, noi abbiamo limitato la ns. richiesta ad un notamento provvisorio dei materiali più importanti (acciai, ghisa, metalli fini, legname, ecc.) in modo da consentirci di richiedere un anticipo su quanto in definitiva la ns. Società avrà diritto di ricevere dal Governo italiano quando il Cantiere di Palermo sarà derequisito.

CCS

Nei primi giorni di luglio s.a. il sig. Capt. Nichols comunicava ad un ns. Dirigente che il richiesto elenco dei materiali prelevati dalla Base era stato inviato alla Sottocommissione navale in Roma ma tale elenco non risulta mai pervenuto negli uffici di detta Sottocommissione.

Alla recente richiesta di detto ns. Dirigente poichè venisse cortesemente comunicata una copia dell'elenco stesso il Comandi di codesta Base avrebbe risposto di non ritenere "opportuno rispondere alla richiesta stessa".

Richiamati così i precedenti di questa pratica noi dobbiamo fare appello al senso di equità di codesto Comando affinchè voglia benevolmente accogliere la ns. richiesta e ciò non solo perchè essa è la manifestazione di un diritto che la ns. Società intende esercitare nei confronti del Governo italiano ma anche perchè la ns. Società è venuta a trovarsi in una situazione di quasi dissesto finanziario mentre essa vanta crediti ingentissimi verso le Amministrazioni dello Stato.

La Commissione Alleata conosce perfettamente quale enorme programma di ricostruzione abbia affrontato la ns. Società per mettere in grado il Cantiere di Ancona di soddisfare le esigenze della Marina Alleata durante l'ultimo anno di guerra; la esecuzione di questo programma ha importato alla ns. Società impegni finanziari gravissimi e non sapremmo come spiegare che proprio da parte della Marina degli Stati Uniti venisse ulteriormente ostacolata la realizzazione dei ns. crediti verso il Governo italiano.

Desideriamo esprimere la certezza che chiarito così ogni eventuale malinteso codesto Comando voglia dare cortese accoglienza alla ns. richiesta e, mentre ne porgiamo anticipati ringraziamenti, ci rassegniamo con osservanza

CANTIERI NAVALI ANCONA
Ufficio di Roma

E. Guani
(E. Guani) *U. Ercole*
(U. Ercole)

1-8
File No.
~~117-2/EP36~~
Serial: 601

7 September 1946.

From: Senior U. S. Naval Liaison Officer, ITALY.
To : Ministry of Marine, Rome.
Subject: Cantieri Navali Riuniti, PALERMO.

1. In reply to Ministry of Marine letter No. 16/CO of 26 April 1946, the Senior U. S. Naval Liaison Officer, ITALY now has been informed by the Commandant U. S. Naval Operating Base, Palermo that no action can be taken on the request of the Cantieri Navali Riuniti, PALERMO.

H. W. ZIERGLY.



117-6(1)

FILE NO: NB/L24
SERIAL: 1002

U. S. NAVAL OPERATING BASE
PALERMO, SICILY

BVM:pab

25 August 1945.

From: Commandant.
To: Hq. Allied Commission, Navy Sub-Commission.
Subject: Cantieri Navali Riuniti, Palermo.
Reference: (a) Yr ltr. NSC/3287, dated 18 August 1945.

1. In reply to reference (a), this command is taking no action towards complying with the request made by Cantieri Navali Riuniti. It is not clear whether or not the property in question was Nazi or Fascist owned before it was taken by U. S. Forces.

2. It is recommended that you address future communications on this subject to Commander U. S. Naval Forces, Northwest African Waters.

B. V. McCandlish
B. V. McCANDLISH

cc: COMNAVNAW



IRN-60
979

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3287 /
13 August 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commandant U. S. Naval Operating Base, Palermo.
Subject: Cantieri Navali Riuniti, Palermo.
Reference: (a) Navy Sub-Commission ltr. NSC/2130 of
14 April 1945 - COMNAVNAV first end. L24,
Serial 2655 of 26 April 1945.
(b) Navy Sub-Commission ltr. NSC/2992 of
19 July 1945.

1. It would be appreciated if an answer could
now be given to reference (a).

2. Reference (b) also requested that the Navy
Sub-Commission be informed of the action taken with respect
to reference (a).

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
COMNAVNAV.



978

18 AUG 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 384

MSC/5123
2 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Cantieri Navali Riuniti Shipyard, Palermo.
Enclosure: (A) Ministero del Lavoro e della Previdenza
Sociale Direzione Gen. del Lavoro Div. VI
ltr. 694/A-G-6 of 27 July 1945.

FILE

1. Enclosure (A), which is forwarded herewith, is addressed to the Allied Commission by the Italian Ministry of Labor on the subject of the possible de-requisition of the premises belonging to the Firm of Cantieri Navali Riuniti at Palermo. It is presumed that the premises in question are those now being occupied by the United States Navy.

2. In a letter dated 13 June 1945, the Industry Sub-Commission, AC, with the approval of the Navy Sub-Commission, notified the Italian Ministry of Industry, Commerce and Labor that due to the importance of the Cantieri Navali Riuniti Shipyards at Palermo to the United States Naval establishment, it is quite impossible for the Allied Commission to support any action to secure the release of the shipyards to the control of the owners and that no useful purpose could be served at present by additional correspondence on this subject. As of the present date, this position is unchanged.

3. It is requested that the Ministry of Marine inform the Italian Ministry of Labor in the sense of paragraph two concerning the request contained in enclosure (A).

B

H. W. ZIROLLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

WWW



NOB PALERMO
WITH ENCL A

1 R N-6

977

4 AUG 1945

From: MINISTRY OF LABOUR
To : Allied Commission - Rome
Date: 27th July '45
Ref.: 694/A.G.6.

Subject: Palermo - "Cantieri Navali Riuniti" of Genoa.

At Palermo the "Cantieri Navali Riuniti" of Genoa has a Shipyard which at present appears to be occupied, but not used, by the Allied Forces.

Should the fact that the Shipyard is not used be true, it is requested that the Allied Commission will kindly examine the possibility of restoring the Shipyard to the abovementioned Company, so that a large number (3000) of unemployed persons may be re-employed, after necessary repairs have been executed. Instructions have been given for these.

We would be grateful for the decisions of the Commission in this matter.

(Sgd) THE MINISTER

GGE/P.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

HSC/2992
19 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commandant Naval Operating Base, Palermo.
Subject: CANTIERI NAVALE RIUNITI, Palermo.
Reference: (a) Navy Sub-Commission ltr. HSC/2130 of
14 April 1945 and COMNAVNAV first end.
124, Serial 2655 of 26 April 1945.

FILE

1. It is requested that the Navy Sub-Commission be informed of the action taken with respect to Cantieri Navale Riuniti letter No. 251 of 3 April, a copy of which was forwarded by reference (a), in order that appropriate reply may be given to an inquiry recently received from the Italian Ministry of Marine.

R. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
COMNAVNAV.

B
WWW



BO 178
PC-1

975
19 JUL 1945

HEADQUARTERS ALLIED COMMISSION
APC 394
INDUSTRY SUB-COMMISSION

WALM/eg

Tel. 489081 - Ext. 237

13 June 1945

Ref. AG/5615/156/15B. (

SUBJECT : Dockyards of Soc. Cantieri Navali
Riuniti, Palermo.

TO : Ministry of Industry, Commerce
and Labour.

1. Inquiries carried out by this Headquarters have shown that as the dockyards are being utilized by the United States Navy as a major part of the U. S. naval establishment in the Mediterranean it is quite impossible for this Headquarters to support any action to secure the release of the dockyards to the owners control until the current United States naval program in this theater is completed.

2. It is requested that your Ministry inform the management of these works that no useful purpose can at present be served by additional correspondence on this subject.

Copy to:

UNION
COMMISSION
COMMISSION
COMMISSION
Economic Section, A.C.
Navy Sub-Commission A.C.

A. A. G. L. J. J. J.
W. J. HASKINS
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

IRN-6

974

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APC 394

NSC/2570 V
3 June 1945.

FROM: Navy Sub-Commission, Hq. Allied Commission.
TO : Industry Sub-Commission, Allied Commission.
Subject: De-requisitioning of Palermo Dockyard of
the Soc. Cantieri Navali Riuniti.

1. In answer to Industry Sub-Commission letter AC/5614/156/Ind of 31 May 1945, it is desired to state that the Navy Sub-Commission does not support in any degree the request for the de-requisition of the Palermo Dockyards. As the dockyards are being utilized by the U. S. Navy as a major part of the U. S. Naval establishment in the Mediterranean, it is not considered that any useful purpose can be served by additional correspondence concerning the desires of Cantieri Navali Riuniti that their Palermo Dockyards be de-requisitioned.

2. It is requested that the Industry Sub-Commission inform the Management of Cantieri Navali Riuniti in the sense of paragraph one above.

(Sgd) C. E. ...

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINCPAC
COMNAVSTA
COMNAV Palermo
Economic Section, A/C.

100-11-6



973

WWW
3

Tel. 257

1344/etl

Ref. AC/5615/156/IND

31 May 1945

SUBJECT : De-requisitioning of Palermo Dock-yards of the Soc. Cantieri
Navali Riuniti.

TO : Navy Sub-Commission. ✓

FROM : Industry Sub-Commission.

The attached correspondence is passed to you for recommendation and remarks, in view of the application for de-requisitioning which has been submitted by the Ministry of Industry, Commerce and Labour. As you will see from the previous correspondence, the operation of these dock-yards has been under direct control of the U. S. Navy. Any action for de-requisitioning must therefore be fully supported by your Sub-Commission, particularly with regard to the claims made by the applicants, if any action is to be taken by the Industry Sub-Commission to secure de-requisitioning.

W. J. Mashkov

Copy:-

Economic Section

W. J. MASHKOV,
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

Incls.:-

(As per para. 1 above)

For examination & return

File AC/5615/156/IND.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2130
14 April 1945.

From: Navy Sub-Commission, Hq., Allied Commission.
To: The Commandant, Naval Operating Base, Palermo.
Via: Commander U. S. EIGHTH Fleet.
Subject: Cantieri Navali Riuniti - Palermo.
Reference: (a) Navy Sub-Commission, AC, first endorsement
NSC/1573 of 29 January 1945 on Industry Sub-
Commission ltr. AC/5615/LND of 25 January
1945.
Enclosure: (A) Copy Cantieri Navali Riuniti ltr. No. 251,
of 3 April 1945.

1. Enclosure (A) is forwarded herewith for con-
sideration in connection with reference (a).

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

Copy to:
Industry S/C, AC.



14 APR 1945

971

CANTIERI NAVALI RIUNITI

April 3, 1945.

N, 251

NAVAL OPERATING BASE

P A L E R M O

ALLIED COMMISSION - Navy Sub-Commission

ROMA

MINISTERO INDUSTRIA COMMERCIO E LAVORO

ROMA

This Command is surely aware of the contacts our Firm has begun with the purpose of obtaining from the American Navy or from the Italian Government the payment of the indemnity for the materials of our property requisitioned for needs of war in this yard of ours, and which have been taken away.

According to what has been communicated to us the question should be settled by the Italian Administration that, however, is not able to take any disposition in our favor, as it is not in possession of any list of materials and so it is in the absolute impossibility of effecting any valuation. We realize that on account of the intense activity of the Naval Base the preparation of exact and detailed lists of the materials taken away from our yard, would take rather a long time. It is for that reason we have thought of suggesting you to be so kind as to specify, as an anticipation of the definitive list which shall be collected when the shipyard will be delivered back to the Italian authorities, a list limited to the most important materials (for instance steel plates, steel bars, noble metals, timber etc.) so as to allow us to request an advance on what shall be definitively paid back on this account by the

970

(continued)

N, 251

April 3, 1945.

Italian Administration.

Your agreement with our present request is essential for our Firm, as it must meet with its own engagements, and undertake with a greater efficacy to build again another important ship-yard of ours, that of Ancona, which for about ten months has been giving an efficacious contribution to the Allies Navies, in spite of the heavy devastations suffered through the Germans.

We trust the comprehension of this Command will not fail to gratify our present request.

With best regards

CANTIERI NAVALI RIUNITI

/s/ M. ERIOLE.

INDIRTELEGR. CANTIERI, ROMA

TELEFONO 521001

CANTIERI NAVALI RIUNITI

CAPITALE VERSATO L. 30.000.000

ROMA (10)
VIA G. B. VICO, 1

3 Aprile 1945

Gu/aa

NAVAL OPERATING BASE

P A L E R M OCITARE NELLA RISPOSTA
IL NUMERO E L'OGGETTO DELLA PRESENTE

N.° 251 (Copia)

per conoscenza:

ALLIED COMMISSION - Naval Subcommission

R O M A

MINISTERO INDUSTRIA COMMERCIO E LAVORO

R O M AOCCUPAZIONE DEL CANTIERE DI PALERMO
DA PARTE DELLE F.F.A.A. AMERICANE

Sono certamente note a codesto Comando le pratiche iniziate dalla scrivente Società allo scopo di ottenere dalla Marina americana e dal Governo italiano l'indennizzo dei materiali di ns. proprietà requisiti per esigenze di guerra presso codesto ns. Stabilimento e di fatto prelevati.

Stando a quanto ci è stato comunicato recentemente la pratica dovrebbe essere regolata dall'Amministrazione italiana la quale però non si trova in grado di prendere alcun provvedimento a ns. favore non essendo in possesso di alcun elenco di materiali ed essendo quindi nella materiale impossibilità di effettuare una qualsiasi valutazione.

Ci rendiamo conto come l'intensa attività di codesta Base Navale renda piuttosto lunga la preparazione di elenchi precisi e dettagliati dei materiali prelevati presso codesto stabilimento ed è per questo che abbiamo pensato di proporre a codesto Comando di voler specificare quale anticipazione degli elenchi definitivi che dovranno essere compilati all'atto della riconsegna di codesto impianto alle Autorità italiane, un notamento limitato ai materiali più importanti (ad esempio acciai in lamiere e profilati, ghisa, metalli fini, legno ecc.) in modo da consentirci di richiedere un anticipo su quanto in definitiva dovrà esserci corrisposto a questo titolo dall'amministrazione italiana.

L'accoglimento della presente ns. richiesta da parte di codesto Comando è essenziale e perchè la ns. Società deve provvedere ai propri impegni ed intraprendere con maggiore efficacia la ricostruzione di un altro importante Cantiere navale, quello di Ancona, che da circa 10 mesi presta una efficace collaborazione alle Marine

968

Form N° 2

Alleate malgrado le gravi devastazioni subite ad opera dei tedeschi.

Facciamo affidamento sulla provata comprensione di codesto Comando che non mancherà, speriamo, di accogliere favorevolmente la presente richiesta.

Con stima.

967

TELEFONO: 32-98

CAPITALE VERSATO L. 30.000.000

ROMA (10)
VIA GE VICO, 1 April 3, 1945

NAVAL OPERATING BASE

P A L E R M O

→ ALLIED COMMISSION = Naval Subcommission

ROMA

MINISTERO INDUSTRIA COMMERCIO E LAVORO

R O M A

According to what has been communicated to us the question should be settled by the Italian Administration that, however, is not able to take any disposition in our favour, as it is not in possession of any list of materials and so it is in the absolute impossibility of effecting any valuation. We realize that on account of the intense activity of the Naval Base the preparation of exact and detailed lists of the materials taken away from our yard, would take rather a long time. It is for that reason we have thought of suggesting you to be so kind as to specify, as an anticipation of the definitive list which shall be collected when the shipyard will be delivered back to the Italian authorities, a list limited to the most important materials (for instance steel plates, steel bars, noble metals, timber etc.) so as to allow us to request an advance on what shall be definitively paid back on this account by the Italian Administration.

Your agreement with our present request is essential for our Firm, as it must meet with its own engagements, and undertake with a greater efficacy to build again another important ship-yard of ours, that of Ancona, which for about ten months has been giving an efficacious contribution to the Allied Navies, in spite of the heavy devastations suffered through the Germans.

We trust the comprehension of this Command will not fail to gratify our present request.

With best regards

CANTIERI NAVALI RIUNITI

966

Translation

The President of the Council of Ministers

Rome, 17 January 1946

Dear Admiral,

the Paia, Nucaro and Scoglio di S. Martino plants belonging to the Italian Torpedo-works of Naples - today Industria Meccanica Napoletana - were formerly requisitioned by the Allied Army forces for war requirements.

A request was made to the military authorities that made the requisition that, when demobilization took place, all the property should be handed over to the company that owns it, and I was given the assurance that the industry sub-commission of the Allied Commission was favourable to such a request.

Now it appears that on leaving the plants, the units received the order to remove the equipment and raw materials. Among other things, the 693 B.M.W. HSE which is occupying the plant is already drawing an inventory so that we foresee that the removal of the machinery and materials is imminent.

If this action is taken, the problem of the re-employment of Italian manpower, which was already very grave because of the demobilization of the plants, will become hopeless and it will be impossible to carry out the plans drafted by the managers, with the sponsoring of the Italian Government, for a rapid transformation of works for peace requirements.

You are aware of the conditions of Italian industry and of the seriousness of the problems connected with unemployment. You can therefore realize how urgent is your intervention so that the authorities in charge leave the plants to the Neapolitan mechanic industry, to enable it to resume working at once.

For your information about the possibilities for a rapid transformation of the plants of this company, I bring to your attention the fact that in a small part of the Paia plant, left at the disposition of the Italians by the Allied Military Authorities, thanks to the great efforts of the managers and workers, it was possible long ago to transform the production and set the plants towards a normal development of work.

The other plants to be left free by the Allied Military units intend to do the same thing.

Trusting you will agree to my earnest request, I remain, 865

Yours very truly,

Admiral Ellery A. Stone
Chief Commissioner
Allied Commission

E.C. 0151
Action: Ec. Dec. (3)
Info: C.C.
E.C.
Army S/C

S. De Gasperi

e/c

UNCLASSIFIED

ROME NAPLES

NAVY SUB COM AG

Ministry Marine requests priority be given craft allocated
micsweeping in dry dock 3, VINCENZO BARRI, Naples.
...24 OCT 1944...

Dis 8.1-5...10...NPG(4)...log.

2/P

2/P

1015
1100

R.B.

2/P

IRN-6

964

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 28th April 1946
Ref.: 20566

Subject: Dry Dock at S. Vincenzo Mole, Naples

It is requested that you will instruct the proper authorities, that priority for admittance to the dock at the S. Vincenzo Mole, Naples, may be given to I.R.N. craft, allocated for minesweeping.

For CHIEF OF STAFF

AM/P.
16.

963

(13)



MogAO

Roma 9 Aprile 1946

Stato Maggiore della R. Marina

LA NAVY SUB COMMISS

SION

ROMA

Reg. M.D.S. 11/1 3^a Sez. BD

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Prot. N. 20366 Allegato

ARGOMENTO: Bacino di carenaggio Molo S. Vincenzo
Napoli.=

Si prega voler dare disposizioni alle autorità dipendenti affinché per le immissioni delle unità nel bacino del molo S. Vincenzo di Napoli venga data la precedenza alle unità della R. Marina destinate al dragaggio.=

IL CAPO DI STATO MAGGIORE

(E. ACCORNERO)

SECRET

CC 1020

28 March 1946.

SUBJECT: Torpedo Factory at Fiume.

TO : G-2, AFHQ.

There is forwarded herewith report of an American journalist together with enlargement of photograph taken recently by him in a torpedo factory on the outskirts of Fiume.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Incl. Copy of report.
Photo. (2)

Copy to: Navy S/C ✓
Ex Comar
CC Files

(12)

SECRET

961

SECRET

In mid-March, 1946, a group of Allied correspondents in Trieste was invited by the Yugoslav ministry of information to make a tour of Zone B. The first place we were taken in Fiume was a former Italian torpedo factory on the outskirts of the city. I believe it was a Whitehead factory, but of this I'm not certain.

As we were entering the plant our guide said it was being converted to the manufacture of farm implements. Inside I talked to the plant foreman, who said he was a Slav though he spoke fluent Italian. The foreman said the plant now was being used as a repair shop for railroad rolling stock. I saw one box car under repair. He said there were 28 German PWs working there in addition to a large number of German naval personnel who apparently were being used to clean up the place.

In the main room of the plant we saw several hundred torpedoes in various stages of manufacture, apparently as they had been left by the Fascists and/or Germans. A gang of German PWs was engaged in scraping rust from completed torpedoes and covering them with grease. About forty thus treated were stacked neatly on one side of the room. The foreman said this was being done to prevent further corrosion. As I was snapping the attached photograph, our Yugoslav conductor, Yovan Wuksan of the Belgrade MOI (reportedly an OZNA agent), shouted at me from across the room, asking what I was doing. I said I wanted a picture of the PWs at work. Nothing more was said or done about it, but thereafter I made a point of asking Wuksan for permission to take photographs of things that interested me. He appeared to be embarrassed about it and jokingly passed it off as unnecessary, but I felt that he was riding herd on what I saw and whom I spoke to much more closely than the other correspondents.

There was no indication that new torpedoes were being manufactured at the plant, but I noticed at least one that had been taken apart and was being reassembled by a German mechanic. The impression I received was that the Yugoslavs wanted to salvage all they could of the torpedoes left in the plant, which had been wrecked badly by Allied bombings and German demolitions. In this connection, somebody remarked that the Yugoslavs reportedly have at least one Italian torpedo boat captured during the war.

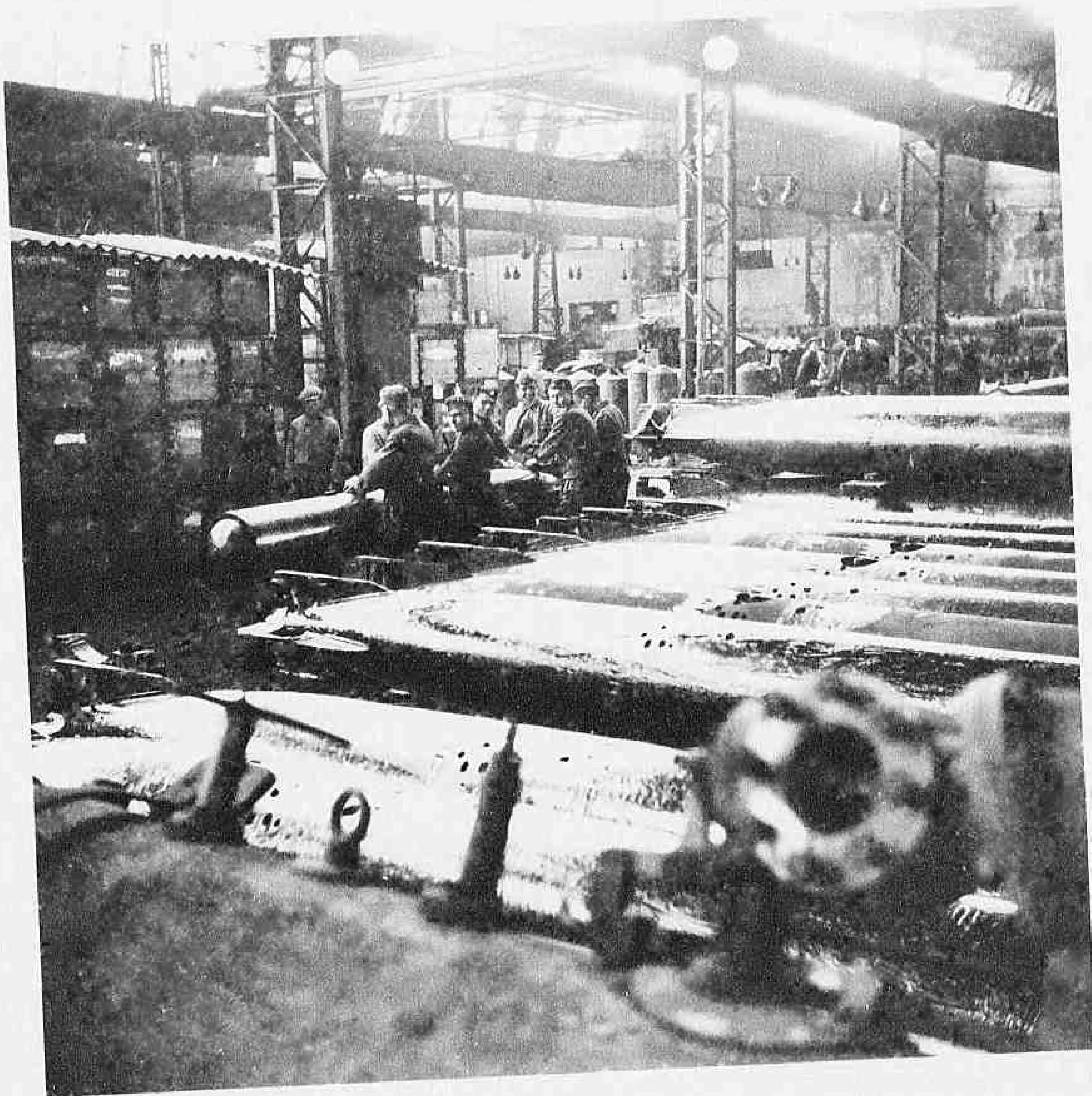
I asked the plant foreman how the plant was to be used. He said the Germans had taken away much of its machinery when they evacuated Fiume and that nothing could be done until it had been recovered (he hoped through the Anglo-Americans) or new machinery had been obtained. He said he had no idea what would be manufactured there and had not heard of any plans to convert the place to manufacture of farm implements. 960

I believe the purpose of the Yugoslavs in taking us to the plant was to impress us with the reconstruction work being carried on in Zone B.

SECRET

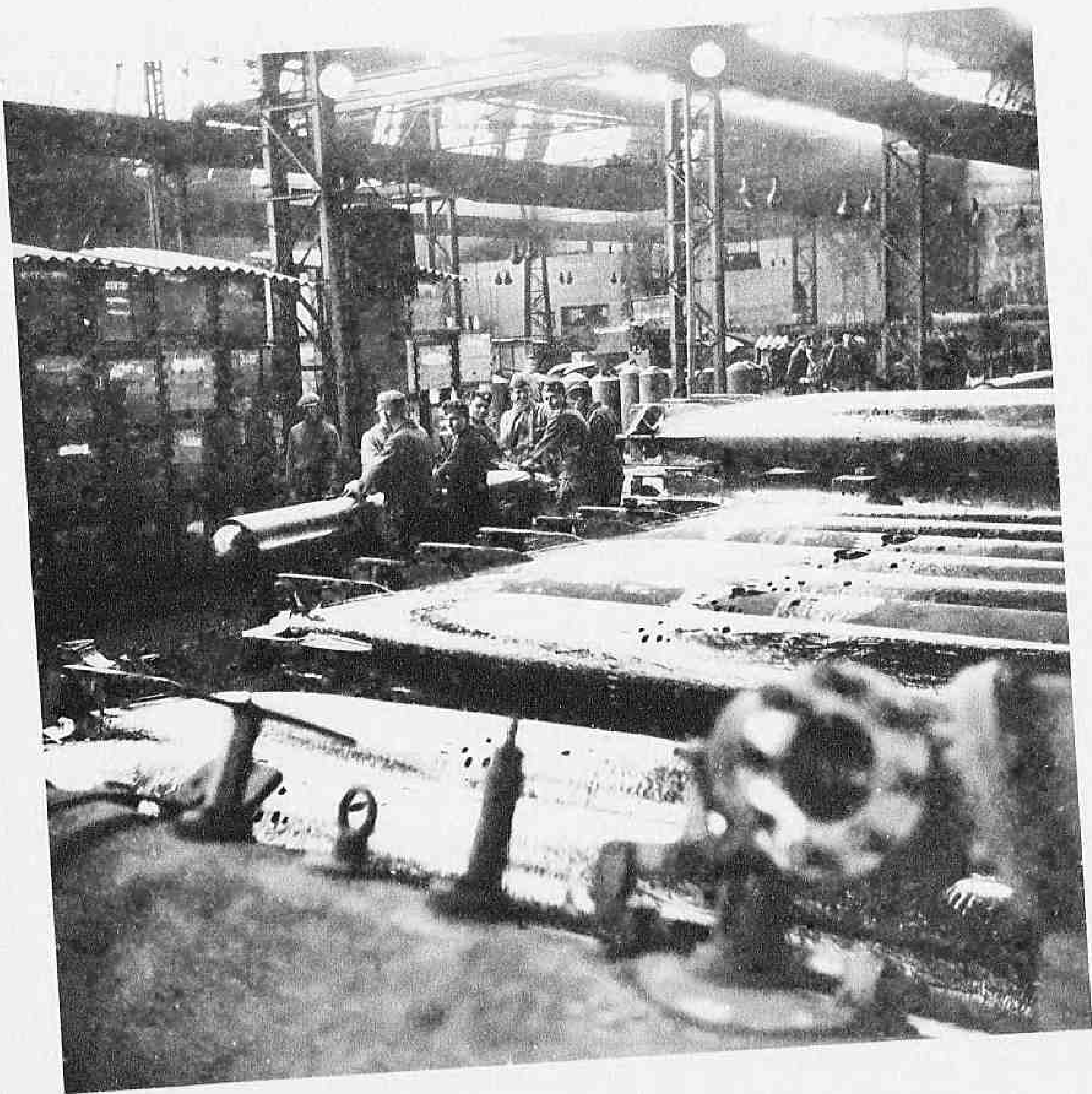
0047

RECEIVED 1945 JUL 11 11 26 AM 7-11-45



10048

OPERATING THE E.D. 10048 1-402/10048 100



NSC/5373
14 August 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Industry & Utilities Branch, Hq. Allied Commission.
Subject: Ansaldo Works - Pozzuoli.
Reference: (a) Hqtrs. A.C. Industry and Utilities Branch ltr.
AC/5615/50/TND of 1 July 1946.

1. The U.S. Navy will not require the use or requisitioning of the subject real estate as outlined in reference (a).

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR
REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION, A.C.

[Handwritten signature]

1/RN-6

(11)

959

**UNITED STATES NAVAL FORCES
MEDITERRANEAN**

File No.
L11-2

Serial: 1533

12 AUG 1946

From: Commander U.S. Naval Forces, Mediterranean, (Admin).
To : Headquarters Allied Commission, Navy Sub-Commission.

Subject: Ansaldo Works, Pozzuoli.

Reference: (a) Headquarters A.C. Industry and Utilities
Branch Ltr. AC/5615/50/IND of 1 July 1946.
(b) Headquarters Allied Commission, Navy Sub-Commission
Ltr. NSC/5241 dated 5 July 1946.

1. The U.S. Navy will not require the use or requisitioning
of the subject real estate as outlined in reference (a).


T.B. CLARK,
Assistant Chief of Staff.

NSC/5241
5 July 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander U.S. Naval Forces, Mediterranean.
Subject: Ansaldo Works - Pozzuoli.
Enclosure: (A) Hqtrs. A.C. Industry & Utilities Branch ltr.
AC/5615/50/DM of 1 July 1946.
1. Enclosure (A) is forwarded for information and
comments.
2. The Commander U.S. Naval Forces, Mediterranean's
wishes are respectfully requested.

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR
REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION, A.C.

Ref to NSC/5241

*May an answer to ~~NSC/5~~ ^{ref (A)} please
be forwarded at this time.*

1 RN-6

957

5 JUL 1946

HEADQUARTERS ALLIED COMMISSION
APO 794
INDUSTRY AND UTILITIES BRANCH

Tel. 489081 - Ext. 589

Ref. AC/5515/50/IND

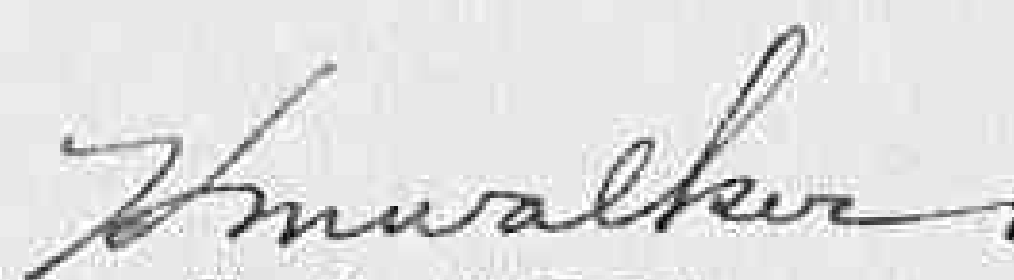
1 July 1946

SUBJECT : Ansaldo Works - Pozzuoli.

TO : Naval Sub - Commission
H.Q. A.C.

1. We are informed by G-5 Section A.F.H.Q. that when the a/m works are de-requisitioned by the British in approximately 3 months time they will be re-requisitioned and taken over by the U.S. Navy.

2. We should be glad to have confirmation of this statement especially in view of the extensive plans for rehabilitation that the Ansaldo firm have planned, on the assumption that the works would be handed back to their control when relinquished by the British.



H. W. WALKER
Colonel, C.E.
Director
Industry & Util. Branch

Navy Sub-Commission

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY DEPARTMENT

NIS/HA/F1

Tel. 489081-Ext. 237

Ref. AC/5615/34/IND

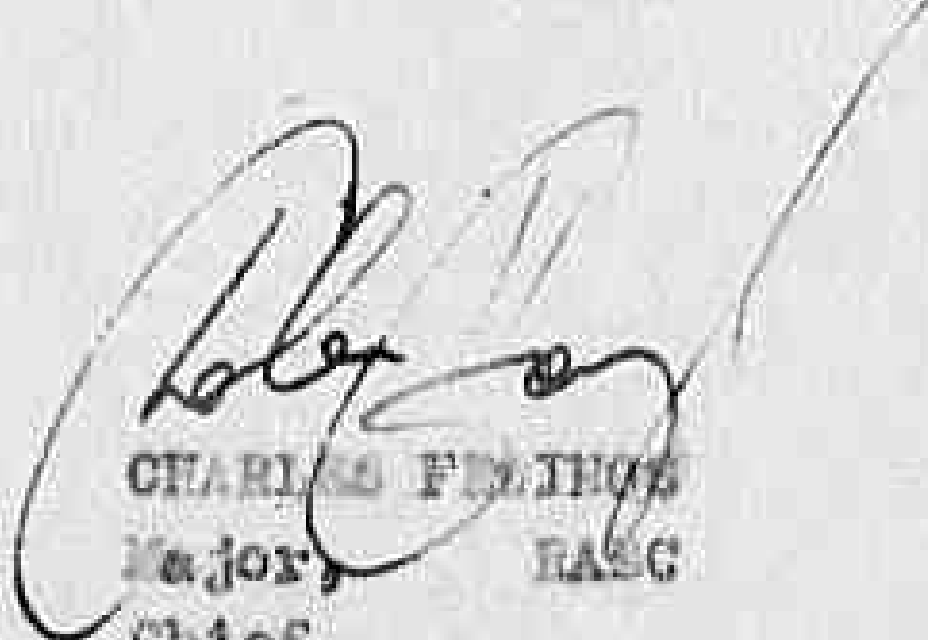
21 January 1946

SUBJECT : Derequisitioning of the plant of
Società Metallurgica Italiana
Leghorn.

TO : Ministry of Industry and Commerce.

1. Reference your letter No. 4019 of 6 November 1945.
2. It is regretted to inform you that subject property is urgently required for military operation, and the date of release cannot be predicted at this time.
3. However the importance of this plant is appreciated by this Headquarters and the matter will be constantly under review.

Copy to:
AFHQ, G-4 Section
Navy Sub-Commission
(your ltr. HSC/4434 dtd
15 Jan. 46 refers)
Soc. Metallurgica Italiana
(your ltr. 2174 dtd. 19
Dec. 45 refers)
File 5680


CHARLES FELTZ
Major, RASC
Chief,
Industry Department.

1RM-6
955

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4434
15 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Industry Sub-Commission, Hq. Allied Commission.
Subject: Societa Metallurgica Italiana, Leghorn.

1. An early reply to NSC/4136 of 30 November 1945 would be appreciated in order that an appropriate reply may be made to the Ministry of Marine.

W. E. BARNHANN
Lieut. Comdr., USNR
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

15 JAN 1946

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2715
21 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Soc. Metallurgica Italiana, Leghorn.

1. In answer to Ministry of Marine letter SM.1643 of 26 January 1945, the Navy Sub-Commission has been informed by the Industry Sub-Commission that the plant of Metallurgica Italiana at Leghorn has suffered extremely heavy damage as a result of military operations and that it is incapable of reactivation for a considerable period. Under these circumstances, the Industry Sub-Commission has not considered it desirable, as of the present date, to ask for the removal of the Allied occupying unit from the plant.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

IRN 6

AP

www

953

25 JUN 1945

RUM/etl

19 June 1945

Tel. 237

Ref. AG/5615/3/IND.

SUBJECT : Soc. Metallurgica Italiana, Leghorn.

TO : Navy Sub-Commission, H.Q. A.C. V

FROM : Industry Sub-Commission.

1. Your correspondence on the question of reactivating this plant refers.

2. The Industry Sub-Commission has been hesitant about making any decision as to the action to be taken towards the reactivation of this plant prior to the receipt of a report prepared by a technical expert. Owing to very limited personnel possessing the proper qualifications, it has been impossible to send any officer to report on the plant until very recently.

3. The actual situation of the plant is that it suffered very heavy damage as a result of Allied and enemy action and is incapable of reactivation for a period of several months at least.

4. A decision will shortly be taken as to whether, under these circumstances, it is desirable to ask for the removal of the occupying unit which is at present carrying out activities of value to the Armed Forces.

N. R. L. Macdonald Capt

N. R. L. Macdonald, Captain

For W. J. MURPHY,
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

HSC/2387
10 May 1945.

FILE

From: Navy Sub-Commission, Hq., Allied Commission.
To : Industry Sub-Commission, Allied Commission.
Subject: METALLURGICA ITALIANA Company, Leghorn.

1. Further to Navy Sub-Commission letter HSC/2107 of 11 April 1945, it would be appreciated if the Navy Sub-Commission could now be furnished the information regarding subject company, which your letter AC/5680/IND of 16 April 1945 indicated was being prepared by the Industry Sub-Commission.

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

Copy to:
Economic Section A.C.



10 MAY 1945

951

www
B

Tel. 237

NRIM/fl

Ref. AC/5680/IND v

16 April 1945

SUBJECT : Soc. Metallurgica Italiana,
Leghorn.

TO : Navy Sub-Commission ✓

FROM : Industry Sub-Commission

1. Your NSC/2107 of 11th April 1945 is subject.

2. The information required is being prepared and will be available within the next few days.

Copy to:-

Economic Section A.C.

W.S. VAUGHAN

Director,

Industry Sub-Commission

FILE

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2107
11 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Industry Sub-Commission, Hq. AC.
Subject: METALLURGICA ITALIANA Company, Leghorn.

1. It would be appreciated if an early reply could be given to Navy Sub-Commission letter NSC/1608 of 2 February 1945, which requested information concerning any known Allied interests in subject plant and any Allied plans for its future utilization.

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

Copy to:
Commerce SC.AC.
Labor SC.AC.
Land Forces SC.AC.



12 APR 1945

B
www
949

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

MSC/1608
2 February 1945

From: Navy Sub-Commission, Hq. Allied Commission
To : Industry Sub-Commission, Hq. A. C.
Subject: METALLURGICA ITALIANA Company, Leghorn.

1. In a letter dated 26 January, the Ministry of Marine informed the Navy Sub-Commission that Allied authorities are discussing the derequisition of subject company with the Italian Ministry of Commerce and Labor.

2. In the same communication the Ministry of Marine stated that the METALLURGICA ITALIANA Company is of great importance to the Italian Navy's Ship maintenance program.

3. Prior to investigating the need of the Italian Navy for the facilities of the company, it is requested that the Navy Sub-Commission be informed of any known Allied interests in the plant and any Allied plans for its utilization in the future.

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

Copy to:
Commerce SC.AC.
Labor SC.AC.
Land Forces SC.AC.



8 FEB 1945

948

From: MINISTRY OF MARINE (Maristat)
To : F.O.L.I. - Rome and for Info Ministry of
Date: 26/1/45 Commerce and Labour.
Ref.: SM.1643 ✓

Subject: "METALLURGICA ITALIANA" Co at Leghorn.

This Maristat is aware that the derequisitioning of the above Establishment is being discussed between Allied Authorities and the Ministry of Labour and Commerce.

Should F.O.L.I. consider it opportune to intervene in this matter, we should like to mention that the above Establishment is of great importance to I.R.N. for Ship maintenance. In particular it should fill an urgent order for "vapourizers" to increase the range of the bigger Ships including Cruisers, and therefore it would be well if the industrial Establishment in question could renew its activities at earliest possible moment.

6th April, 1945

CHIEF OF STAFF

DG/P.

UFFICIO DI STATO MAGGIORE DELLA R. MARINA Roma, 26 Gennaio 1945
Reparto M.D.S. uff. CRE

S.M.1643

F.O.L.I. - ROMA
e per conosc.: MINISTERO INDUSTRIA, COMM.E LAVORO

ARGOMENTO : Stabilimenti della Società Metallurgica Italiana di Livorno.

Risulta a questo Stato Maggiore che sono in corso pratiche tra le Sutorità Alleate e il Ministero Industria, Commercio e Lavoro per la derequisizione degli Stabilimenti in argomento.

Qualora codesto FOLL ritenga opportuno intervenire nella questione, si segnala che tali Stabilimenti rivestono la massima importanza per la R.Marina ai fini della conservazione in efficienza del naviglio. In modo particolare dovendosi provvedere con urgenza alla costruzione di un gruppo di evaporatori occorrenti per aumentare l'autonomia delle unità maggiori e degli incrociatori sarebbe necessario che gli Stabilimenti in questione potessero riprendere al più presto la loro attività.

p. IL CAPO DI STATO MAGGIORE
Fo) Accoretti

Per conoscenza:

MARINA SEDE
MARICOST SEDE

ARGOMENTO : Stabilimenti della Società Metallurgica Italiana di Livorno.

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P. IL CAPO DI STATO MAGGIORE
Po) Accoretti

Per conoscenza:

MARINA SEDE
MARICOST SEDE

946

HEADQUARTERS ALLIED COMMISSION

APO 394

INDUSTRY DEPARTMENT

NIS/RA/21

Tel. 489081, Ext. 237

10 December 1945

Ref. AC/5615/34/LND

SUBJECT : Derequisitioning of the plant of
Societa' Metallurgica Italiana, Leghorn.

TO : Commanding General F.B.S.

1. Strong applications have been made for the release of subject premises by the Ministry of Marine and by the Ministry of Industry and Commerce.
2. The above plant is stated to be the only one of its kind in Central-Southern Italy, and is ready, immediately upon its release, to commence production, supplying the State Railways, ship building yards and many other industries with copper plates and sheets, brass and copper pipes, bronze sheets etc. 800 workmen would be employed thus helping to alleviate the serious unemployment situation of that zone.
3. Therefore, this Headquarters would appreciate being informed of the possibilities of immediately releasing these premises or of the eventual date of their derequisition.

For the Chief Commissioner :

Copy to:-
A.F.H.Q. - G-4 Section
Navy Sub-Commission A.C.
File 5680.


CHARLES FENNINGS
Major RASC,
Chief,
Industry Department.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

MSC/4136.
30 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Industry Sub-Commission, Hq. Allied Commission.
Subject: Societa Metallurgica Italiana, Leghorn.
Reference: (a) Industry Sub-Commission ltr. AC/5615/34/IND,
ltr. dated 19 June 1945.

1. A request has been received from the Ministry of Marine that the subject "Societa Metallurgica Italiana, Leghorn" be turned back to the Italian authorities because of urgent need.

2. Paragraph 4 of reference (a) states a decision will shortly be taken in the above matter. Information as to this decision will be appreciated for transmittal to the Ministry of Marine.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, AC.

B

1 DEC 1945

944

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - Rome
Date: 23rd November 1945
Ref.: 23615/2

Subject: Italian Metallurgical Society - Leghorn.

Reference is made to your letter No. NSC/2715 dated 21st June 1945.

The necessity of using the products of the above Society for both National Industrial requirements and the needs of the I.R.N. has been increasingly felt of late.

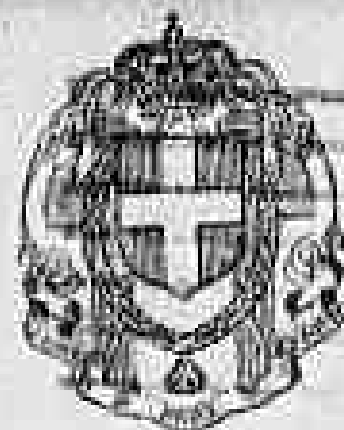
It is necessary, therefore, that the establishment in question should be able to resume its activities as soon as possible.

For this purpose it is requested that the Navy Sub Commission may request the appropriate Authorities to re-examine favourably the desirability of derequisitioning the above establishment so that the work of repairing the equipment may be commenced, and thus in a short while it can be placed in a condition to resume the production of materials which are necessary above all to the I.R.N. for the maintenance of its ships.

Sgd. THE MINISTER

GGE/P.

/gr

*Ministero della Marina*

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Roma

23 NOV. 1945

Off. 39

M NAVY SUB COMMISSION

R O M AProt. N° 23615/2 *Allegati*

ARGOMENTO: Società Metallurgica Italiana - Livorno.-

Riferimento foglio n. NSC/2715 in data 21 giugno 1945.-

Sia per le esigenze della Industria Nazionale, sia per le necessità della R.Marina, si è maggiormente risentita in questo ultimo periodo di tempo la necessità di avvalersi dei prodotti della Società in argomento.

Sarebbe pertanto necessario che lo stabilimento in questione potesse riprendere, al più presto, la propria attività.

All'uopo si prega codeta Navy Sub-Commission di interessare le Autorità competenti affinché riesaminino benevolmente l'opportunità di derequisire lo Stabilimento in argomento, affinché si possa dare corso ai lavori di rimessa in efficienza degli impianti, che in breve termine di tempo potranno essere in condizione di riprendere la produzione di materiali necessari soprattutto alla R.Marina ai fini della conservazione in efficienza del Naviglio.-

IL MINISTRO

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - Rome
Date: 9 May '45
Ref.: 143/CO

Subject: "Do not Requisition" Notices.

Your NSC/2302 of 1st inst. refers.

1. Later information has shewn that the premises of firms mentioned in list attached to our N°7713/2 of 19th ulto. had never been requisitioned by Allied Authorities, nor is there any reason to believe that this may happen in the future.

2. In view of what you state in para 2 of your above-cited and our present para 1, we ask you to cancel request put forward in our above-mentioned.

CHIEF OF CABINET

(9)
DG/P.

IRN 06(2)

942



Ministero della Marina

GABINETTO

UFFICIO COLLEGAMENTO
INDIRIZZO TELEGRAFICO: MARINA-ROMA

Roma, 9 MAGGIO 1945

Al NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

Prot. N° 143/00 All'egre

ARGOMENTO: CARTELLI DI NON PERMISSIONE.

Si fa riferimento al vostro foglio 480/2302 in data 1° MAGGIO 1945.

1. In seguito ad ulteriori accertamenti è risultato che gli impianti delle ditte elencate nell'elenco allegato al foglio del Ministero Marina no. 7713/2 in data 19 Aprile, non sono mai stati requisiti da Autorità Alleate, né vi è stata qualche indicazione che abbia lasciato supporre che ciò potesse accadere in avvenire.
2. In base a quanto da voi comunicato nel paragrafo 2 del foglio in riferimento ed alla notizia di cui al soprascritto paragrafo 1, ed in base non data ulteriore corso alla richiesta avanzata da questo Ministero nel foglio sopra citato.

IL CAPO DEL GABINETTO
C. DI P. MASLINI

Si fa riferimento al vostro foglio NSC/2302 in data 1° mag-
gio 1945.

1. In seguito ad ulteriori accertamenti è risultato che gli
impianti delle ditte elencate nell'elenco allegato al foglio del
Ministero Marina No. 7713/2 in data 19 Aprile, non sono mai stati
requiriti da Autorità Alleate, né vi è stata qualche indicazione
che abbia lasciato supporre che ciò potesse accadere in avvenire.

2. In base a quanto da voi comunicato nel paragrafo 2 del fo-
glia in riferimento ed alla notizia da cui al soprascritto para-
grafo 1, si prega non dare ulteriore corso alla richiesta avanza-
ta da questo Ministero nel foglio sopra citato.

IL CAPO D'AMMIRAGLIO
G. di V. MASLINI

941

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Declassified E.O. 12065 Section 3-402/5NHC NOU

25020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2302
1 May 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Industrial Manufacturing Facilities - Requisitioning of.
Reference: (a) Navy Sub-Com ltr NSC/1754 of 7 March 1945.
(b) Ministry of Marine ltr No. 7325/2 of 7 April 1945.
(c) Ministry of Marine ltr 7713/2 of 19 April 1945.

1. The Ministry of Marine was informed in reference (a) that the Navy Sub-Commission, Hq. AC, would consider the posting of an appropriate notice at private industrial plants engaged in the manufacture of equipment or materials for the Italian Navy essential to the war effort. The Ministry of Marine in reference (b) requested that 11 civilian firms be exempted from requisition and in reference (c) submitted data on these plants and two additional plants.

2. From an examination of the data submitted in reference (b), it appears that all of the plants are located in Rome and are engaged in automobile repair work for the Ministry of Marine. It is further noted that the number of employees of the plants range from 2 to 100 workmen. Under the proposals made in reference (a), it was contemplated that the Ministry of Marine would request that a small number of comparatively large industrial manufacturing plants engaged in essential manufacturing work for the Italian Navy be exempted from requisition. It was not intended to authorize the posting of notices at a large number of small plants engaged in overhaul work or general services. Furthermore, with respect to the plants listed, all of which are located in Rome, it is not believed that these facilities are presently liable to being requisitioned.

3. Prior to taking any action, it is requested that the Ministry of Marine examine the list of plants and state whether there has been any indication during the past several months, that the facilities might be requisitioned. It is again emphasized that the intentment of reference (a) was to safe-guard comparatively large industrial manufacturing plants from requisition rather than to protect a comparatively large number of small plants engaged in general services. For this reason it is requested that application for exemption from requisitioning be made only in a limited number of exceptional cases.

940 *y*

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

IRN 6 (2)

2 MAY 1945

RO/sc



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Let. N° 7713/2 *Allegato* 1

ARGOMENTO: Cartelli di non requisizione.--

19 APR 1948

Roma

1948

NAVY SUB COMMISSION
= R O M A =

e, per conoscenza:

MARISTAT = SEDE

MARISREGGE = SEDE

A prosecuzione del dispaccio n.7325/2
in data 7 c.m. di questo U.G. e con riferi-
mento al foglio n.NSC/2074 in data 10 c.m.
si trasmette l'allegato elenco delle Ditte
che lavorano per l'Autoreparto della Regia
Marina in Roma e le richieste informazioni.

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

939

OFFICINE PRIVATE CHE LAVORANO PER CONTO DELLA R. MARINA

NAME OF FIRM	TYPE OF MATERIAL NORMALLY MANUFACTURED	TYPE OF MATERIAL PRESENTLY MANUFACTURED
Officina MOTOR	Engine spares (Gear, conic gears Half-shafts, gear- box, transmission- Shaft, clutch).	Engine and coach work repairs.
Officina PERAZZOLO	Coach work spares (Pulley and tackle, doors, mudguards, padding, covering material).	Coach work repairs.
Officina CASULARO	Engine spares (Buckles, Springs, various lathe work).	Engine repairs car and motor-car.
Officina Sirtex MARCATELLI	Engine spares (Buckles, springs, doors, covering material).	Engine and coach work repairs.
Officina SEVERINI	Engine spares (Buckles, Brake (repairs) or (check), springs doors, covering material, covering insulation).	Engine and coach work repairs.
Officina CAMPANELLA	Engine and Coach work spares (Buckles, springs, Lathe correction work, doors, covering material).	Engine and coach work repairs, motor car and rest of the car.
Officina PELLEGRINI		Engine and truck repairs
Officina ESPOSITI		Electrical repairs for motor-car. 938

doors, mudguards,
padding, covering
material).

Officina CASULARO

Engine spares
(Buckles, Springs,
various lathe work).

Engine repairs car
and motor-car.

Officina Sirtex
MARCATELLI

Engine spares
(Buckles, springs,
doors, covering
material).

Engine and coach work
repairs.

Officina SEVERINI

Engine spares
(Buckles, Brake
(repairs) or
(check), springs
doors, covering
material, covering
insulation).

Engine and coach work
repairs.

Officina CAMPANELLA

Engine and Coach
work spares (Buckles,
springs, Lathe
correction work, doors,
covering material).

Engine and coach work
repairs, motor car
and rest of the car.

Officina PELLEGRINI

Engine and truck
repairs

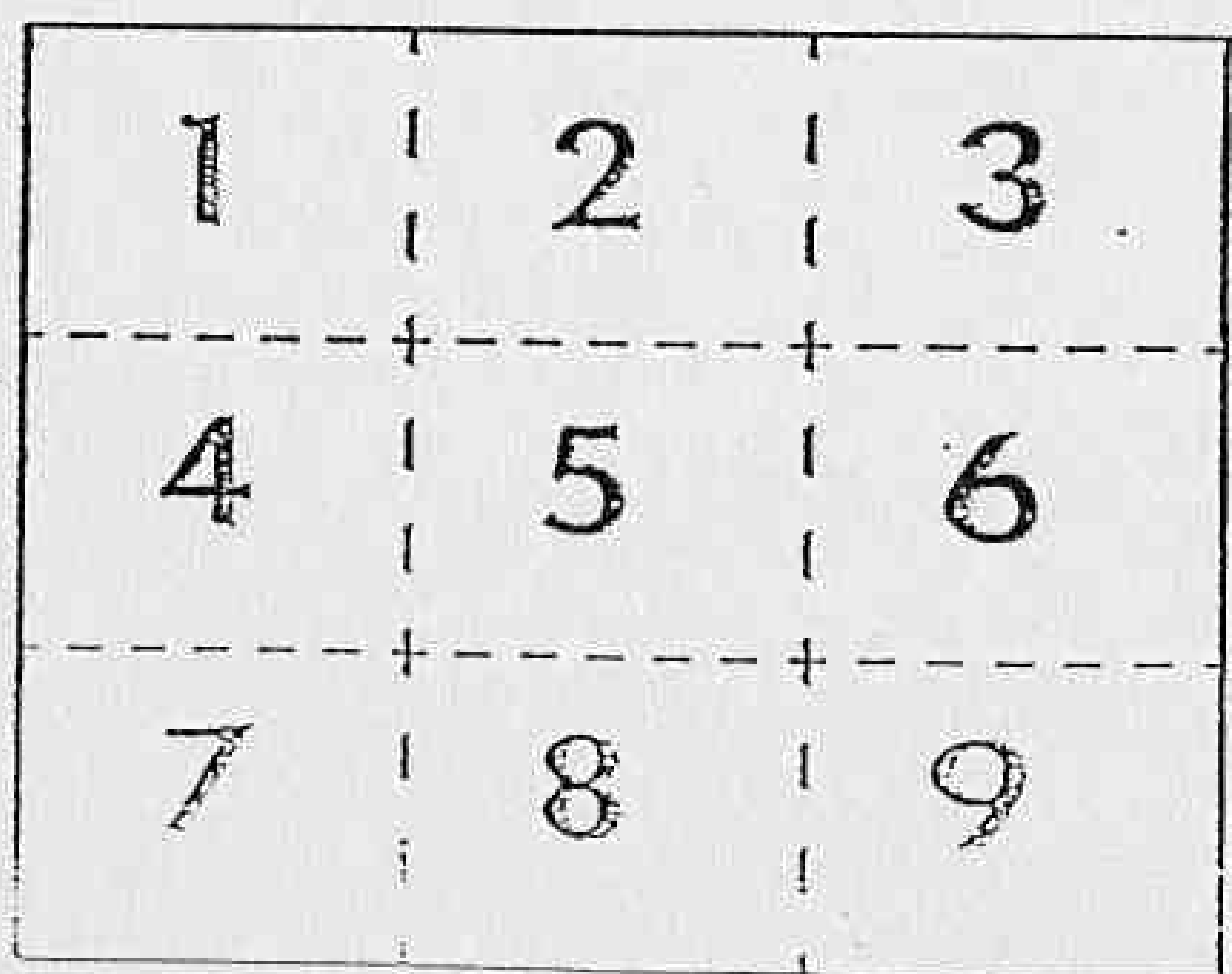
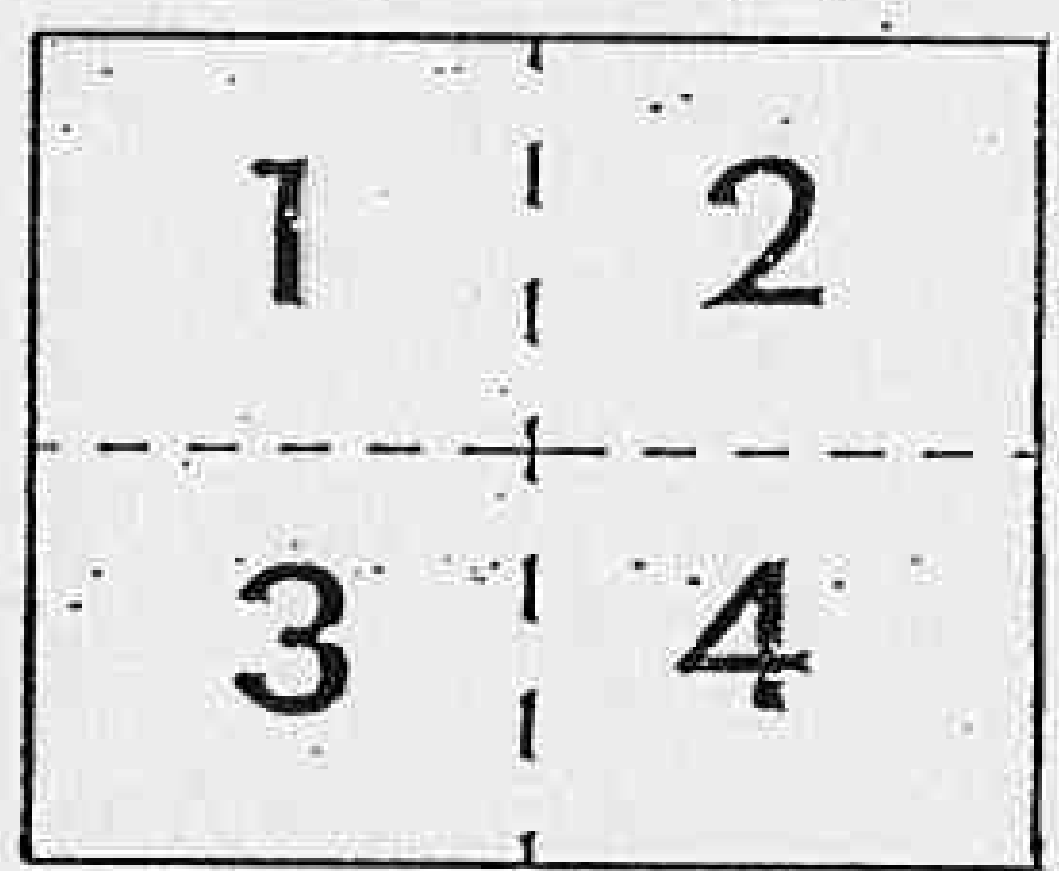
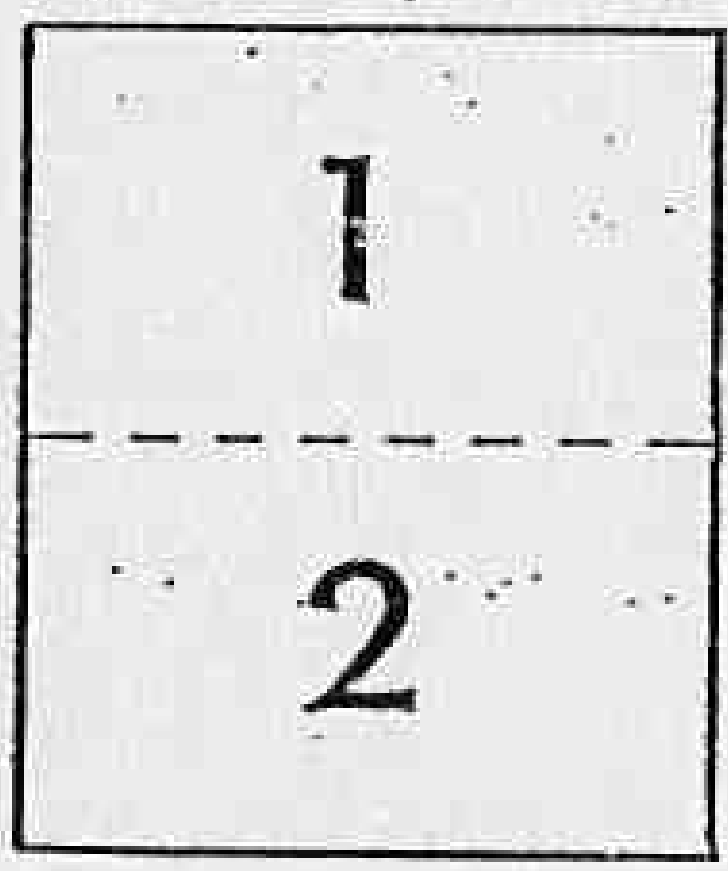
Officina ESPOSITI

Electrical repairs
for motor-car. 938

P/

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

SEE DIAGRAMS BELOW.



Segue elenco Officine

NOME DELLA DITTA	Indirizzo Città - Strada	Stato generale della Ditta (privata - sta- tale - sussi- diata)	Tipo di equipaggiamento o materiale fabbricato
Officina DE LUCA	ROMA - Via Magna Grecia n.78-80- 82	Privata	Non costruisce alcun pezzo di ri- spetto. <i>NIL</i>
Officina VITTORIA	ROMA - Via dei Gracchi n.291	Privata	Costruzioni di parti di carrozze- ria (tapedzeria, parafranghi, calan- dre, ecc.) <i>Coach work, etc.</i>
Officina BERTI	ROMA - Via Ludo- vico Muratori n.14	Privata	Non costruisce alcun pezzo di ri- spetto. <i>NIL</i>
Officina RIVOLTA	ROMA - Via Giulia n.140	Privata	Non costruisce alcun pezzo di ri- cambio. <i>NIL</i>
Officina BORTOLAMI	ROMA - Via Nizza n.69	Privata	Costruzioni di batterie e parti di ricambio. <i>Batteries, etc.</i>

O O

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Tipo di equipaggiamento o materiale fabbricato	Tipo che viene pre- sentemente prodotto per la R. Marina	N° approssima- to degli ope- rari.	Data approssi- mata in cui il lavoro per la R. Ma- rina sarà completato
Non costruisce alcun pezzo di ri- petto. <i>NIL</i>	Riparazioni e sostituzio- ne di parti di ricambio per sole autovetture Lan- cia. <i>Lancia repairs</i>	n° 5	Imprecisabile
Costruzioni di parti di carrozze- ria (tapezzeria, parafranghi, calan- re, ecc.) <i>coach work repairs</i>	Riparazioni di carrozzeria <i>coach work rep.</i>	n° 4	idem
Non costruisce alcun pezzo di ri- petto. <i>NIL</i>	Riparazioni elettriche auto e moto <i>electrical rep.</i>	n° 3	idem
Non costruisce alcun pezzo di ri- ambio. <i>NIL</i>	Riparazioni di contachilome- tri. <i>speedometers</i>	n° 2	idem
Costruzioni di batterie e parti di ricambio. <i>Batteries, etc.</i>	Riparazioni di batterie e trattamenti chimici. <i>Battery repairs</i>	n° 38	idem



STATUS OF
PLANT
Gov't. or Pvt.

OFFICINE PRIVATE CHE LAVORANO

NAME OF PLANT NOME DELLA DITTA	Indirizzo Città - Strada ADDRESS OF PLANT	Stato generale della Ditta (privata - sta- tale - sussi- diata)	Tipo di equipaggiamento o materiale fabbricato TYPE OF MATERIAL NORMALLY MANUFACTURED	Tipo e senten- per la TYPE OF PRES
Officina MOTOR	ROMA - Via Saluzzo n.15-17-19	Privata	Costruzioni parti di ricambio (ingranaggi, gruppi conici, semiassi, cambi di velocità, trasmissioni, giunti cardanici ecc.) <i>engine parts</i>	Riparazi- zeria. <i>Q</i>
Officina PERAZZOLO	ROMA - Via Flaminia n.518	Privata	Costruzioni parti di carrozzeria (calandre, sportelli, parafranghi, im- bottiture, tappezzerie) <i>car body parts</i>	Riparazi- zeria. <i>Q</i>
Officina CASULARO	ROMA - Via Metauro n.6	Privata	Costruzioni piccole parti di ri- cambio (boccole, cuscinetti di pie- de di biella e torniture varie ecc.) <i>engine parts</i>	Riparazi- e autove-
Officina Sirtex MARCATELLI	ROMA - Via Ostiense n.122	Privata	Costruzioni di piccole parti di ricambio (boccole, cuscinetti di pie di biella, portelli, tappez- zerie) <i>parts</i>	Riparazi- zerie <i>Q</i>
Officina SEVERINI	ROMA - Via Emilio Faa di Bruno n.7	Privata	Costruzioni parti di ricambio per motore e carrozzeria (boccole, re- visioni freni, piedi di bielle, por- tellerie, tappezzerie, rivestimenti) <i>parts</i>	Riparazi- zeria
Officina PRESICUTTI	ROMA - Via Angelo Messedaglia n.47	Privata	Nessuna costruzione (si serve presso altre Ditte per i pezzi di rispetto e ricambio) <i>NIL</i>	Riparazi-
Officina CAMPANELLA	ROMA - Via Aurelia n.139	Privata	Piccole costruzioni di parti di ricambio (boccole, piedi di biella, torniture parti alterate, tapezze- ria, portelleria, ecc.) <i>engine and C.V. parts</i>	Riparazi- per auto carrozze-
Officina FELLEGRINI	ROMA - Via S. Cosi- mato n.7	Privata	Nessuna costruzione (si serve da altre officine per pezzi di ricam- bio) <i>NIL</i>	Riparazi- ni.
Officina ESPOSITI	ROMA - Via G. Battis- ta Tiepolo n.15	Privata	Non costruisce alcun pezzo di ri- spetto <i>NIL</i>	Riparazi- per auto <i>de</i>

OFFICINE PRIVATE CHE LAVORANO PER CONTO DELLA R. MARINA

APPROXIMATE
DATE WORK
FOR IRN
WILL BE
COMPLETED

Tipo di equipaggiamento o materiale fabbricato <i>TYPE OF MATERIAL NORMALLY MANUFACTURED</i>	Tipo che viene pre- sentemente prodotto per la R. Marina <i>TYPE OF MATERIAL PRESENTLY MANUFACTURED</i>	N° approssima- to degli ope- rai <i>APPROXIMATE NO. OF EMPLOYEES</i>	Data approssi- mata in cui il lavoro per la R. Marina sarà completato
Costruzioni parti di ricambio granaggi, gruppi conici, semiassi, di velocità, trasmissioni, enti cardanici ecc.) <i>engine spares</i>	Riparazioni motori e carroz- zeria. <i>Engine & coachwork repairs.</i>	n° 100	Imprecisabile
Costruzioni parti di carrozzeria bande, sportelli, parafranghi, im- bottiture, tappezzerie) <i>coachwork spares</i>	Riparazioni carrozzerie <i>C.W. repairs</i>	n° 8	idem
Costruzioni piccole parti di ri- cambio (boccole, cuscinetti di pie- di biella e torniture varie) <i>engine spares</i>	Riparazioni motori per moto e autovetture <i>engine repairs.</i>	n° 7	idem
Costruzioni di piccole parti di ricambio (boccole, cuscinetti di pie di biella, portelli, tappez- zerie) <i>Boats</i>	Riparazioni motori e carroz- zerie <i>engine & C.W. repairs.</i>	n° 28	idem
Costruzioni parti di ricambio per motore e carrozzeria (boccole, re- parti freni, piedi di biella, por- tellerie, tappezzerie, rivestimenti) <i>Boats</i>	Riparazioni motori e carroz- zeria <i>Boats</i>	n° 30	idem
Nessuna costruzione (si serve della altre Ditte per i pezzi di ricambio e ricambio) <i>NIL</i>	Riparazioni motori <i>engine repairs</i>	n° 3	idem
Piccole costruzioni di parti di ricambio (boccole, piedi di biella, torniture parti alterate, tapezze- rie, portelleria, ecc.) <i>engine and C.W. spares</i>	Riparazioni motori per moto e per autovetture e parti di carrozzeria. <i>engine & C.W. repairs</i>	n° 13	idem
Nessuna costruzione (si serve da altre officine per pezzi di ricam- bio) <i>NIL</i>	Riparazioni moto e motofurgo- ni. <i>engine & truck repairs</i>	n° 4	idem
Non costruisce alcun pezzo di ri- cambio <i>NIL</i>	Riparazioni impianti elettrici per autovetture <i>electrical repairs.</i>	n° 5	idem

HEADQUARTERS, ALLIED COMMISSION
APO 324
Navy Sub-Commission

NSC/2074

10 April 1945.

From: Navy Sub-Commission, Hq. AC.
To : Ministry of Marine, Rome.
Subject: Industrial Manufacturing Facilities, Posting
of Notices at.

1. Receipt is acknowledged of Ministry of Marine letter No. 7325/2 of 7 April, which forwarded 11 posters for approval prior to their being placed on industrial facilities.
2. It is requested that information be furnished concerning the 11 plants in accordance with paragraph three of Navy Sub-Commission letter NSC/1754 of 7 March. Until such information is received, no action will be taken by the Navy Sub-Commission in regard to the above referenced letter from the Ministry of Marine.
3. The subject matter of your letter No. 7325/2 of 7 April 1945 is under the cognizance of the Navy Sub-Commission, Hq. AC. It is requested that all future correspondence in this connection may be addressed accordingly.

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



10 APR 1945

936

1 RN 6(2)

TRANSLATION

MINISTRY OF MARINE
Cabinet

Prot.No. 7325/2

Rome, 7 April 1945.

To: F.O.L.I.

and for information:

General Staff of the Navy.
Secretariat General of the
Navy

Subject: Non-requisition posters.

1. Enclosed herewith are 11 non-requisition posters made out in the names of the following civilian firms, which at present, are carrying out work for the Motor Section of the Royal Navy in Rome:

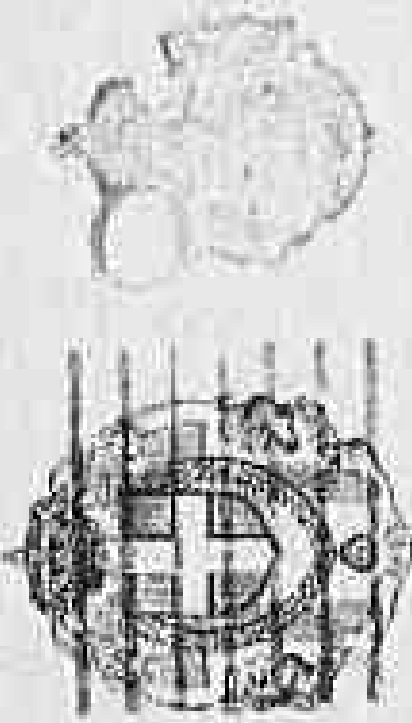
Ditta	PRESCIUTTI	-via A.Messedaglie	n°47
"	SIRTEX - MARCATELLI	-via Ostiense	" 122
"	ESPOSITI	-via G.E.Tiepolo	" 13/A
"	VITTORIA	-via dei Gracchi	" 291
"	BORTOLAMI	-via Nizza	" 69
"	BERTI	-via L.Murantori	" 14
"	MOTOR	-via Saluzgo	" 15-17-19
"	PERAZZOLO	-via Flaminia	" 518
"	CERVONI	-piazza Risorgimento	" 4
"	DE LUCA	-via Magna Grecia	" 78-80-82
"	CAMPANELLA	-via Aurelia	" 139

2. Kindly return them to this office with the approval of F.O.L.I.

By direction
Chief of Cabinet
CAPTAIN F.PASLINI



20/se



Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA-ROMA

Prot. N. 4325/2 Allegati

Roma

7 APR 1945

T.C.L.I. = ROMA

e, per conoscenza:

MARISTAT = SEDE

MARISSEGREGI SEDE

ARGOMENTO: Cartelli di non requisizione.

1°) - Si trasmettono gli allegati 11 cartelli di non requisizione intestati alle sottonotate Ditte civili che attualmente eseguono lavori per l'autoreparto della R. Marina in Roma:

Ditta	Indirizzo	Numero
PRESCIUTTI	via A. Messedaglia	n° 47
SINTEX - MARGATELLI	via Ostiense	" 122
ESPOSITI	via G.B. Tiepolo	" 13/A
VITTORIA	via dei Grecchi	" 291
BONICOLANI	via Nizza	" 69
BERTI	via L. Muratori	" 14
MOTOR	via Saluzzo	" 15-17-19
PERAZZOLO	via Flaminia	" 518
CERVONI	Piazza Risorgimento	" 4
DE LUCA	via Magna Grecia	" 78-80-82
CAMPANELLA	via Aurelia	" 139

2°) - Si prega volerli restituire a questo U.G. muniti dell'apposita provvisione di edesto F.O.L.I.-

d'ordine
IL CAPO DI GABINETTO 934
G. di V. F. BASLINI

ARGOMENTO: Cartelli di non requisizione.-

1°) - Si trasmettono gli allegati 11 cartelli di non requisizione intestati alle sottonotate Ditte civili che attualmente eseguono lavori per l'autoreparto della R.Marina in Roma:

Ditta	PRESCIUTTI	-	via A.Messedaglia	n°47
"	SIRTEX - MARCATELLI	-	via Ostiense	" 122
"	ESPOSITI	-	via G.B.Tiepolo	" 13/A
"	VITTORIA	-	via dei Gracchi	"291
"	BORTOLAMI	-	via Nizza	" 69
"	BERTI	-	via L.Muratori	" 14
"	MOTOR	-	via Saluzzo	" 15-17-19
"	PERAZZOLO	-	via Flaminia	" 518
"	CERVONI	-	Piazza Risorgimento	" 4
"	DE LUCA	-	via Magna Grecia	" 73-80-82
"	CAMPANELLA	-	via Aurelia	" 139

2°) - Si prega volerli restituire a questo U.G. muniti dell'approvazione di codesto F.O.I.I.-

d'ordine
IL CAPO DI CANTIERE 934
C. di V. P. BASILINI

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1754
7 March 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Industrial Manufacturing Facilities - Requisitioning of.

1. The Ministry of Marine verbally requested approval for posting the notice indicated below at private Italian industrial plants engaged in the production of equipment or materials for the Italian Navy:

"NOTICE"

This workshop works for the Italian Royal Navy and the materials and machinery herein are to be considered at the disposal of the Italian Royal Navy.

Rome _____

Captain I.R.N.
Chief of Cabinet"

2. As all Italian industrial facilities are subject to requisition by the Allied Armed Forces, a general authorization cannot be granted exempting such facilities from requisition. The Navy Sub-Commission will, however, consider the posting of an appropriate notice at private industrial plants engaged in the manufacture of equipment or materials for the Italian Navy essential to the war effort.

3. All requests submitted should furnish the following data:

- a. Name of plant.
- b. Address of plant, town and street.
- c. General status of plant, ie., private, government subsidized, etc.
- d. Type of equipment or material normally manufactured.
- e. Type of equipment or material presently manufactured for Italian Navy.
- f. Approximate number of employees.
- g. Approximate date work for Italian Navy will be completed.



12 MAR 1945

Prepared by 933
CSO 2
Deputy 2

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1754
7 March 1945

4. On account of the impracticability of fully investigating plants for which exemption is requested, all authorization will be subject to revocation in the event it is later determined that the facilities, equipment or materials are more urgently required for other purposes.

5. It is requested that the Ministry of Marine have notices printed in English to be posted at private industrial plants, in accordance with the procedure outlined above when authorized, as follows:

"NOTICE

This plant is engaged in work for the Italian Royal Navy. No equipment or materials are to be requisitioned without authority from the Navy Sub-Commission, HQ. Allied Commission

NAME OF PLANT

(S E A L)
Date: _____
Approved: _____
Expiration: _____

GUY L. WARREN
Rear Admiral
Chief, Navy Sub-Commission, AC."

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION

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

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSO/3019
23 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Industry Sub-Commission, Hq. Allied Commission.
Subject: L. GERIANI S. A. - Application for derequisition.
Enclosure: (A) Original L. Geriani ltr of 2 June 1945.

1. Enclosure (A), which was delivered to the Navy Sub-Commission, Headquarters Allied Commission, is forwarded herewith for information and appropriate action.

B. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

FILE



931

23 JUL 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

III

NSC/3447
1 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commodore Superintendent, TARANTO.
Subject: Architect Egido Giovanola Firm.

1. For the removal of machinery from Como to Taranto authority will have to be obtained from Allied Military Government, Lombardia Region, Milan, as and when the machinery to be purchased is located.

2. The circulation permit for the motor-car should be obtained from Italian Authorities in Taranto.

3. A travel permit to enter the prohibited Frontier Zone can be obtained from the Questura in Taranto or one can be obtained through the Navy Sub-Commission when the Engineer MONDELLI is passing through Rome on his way North.

(Sgt) G. L. WOODEN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.



COPY OF TRANSLATION.

From:- Architect EGIDIO GIOVANOLA Firm, Taranto, 1 Via DeCesare.

Date:- 23rd July, 1945.

To:- The Commodore Superintendent, Dockyard, Taranto.

"Architect EGIDIO GIOVANOLA Firm", 1 Via DeCesare, Taranto, carry out works for Maricost Taranto on Allied and Italian ships.

2. They specialise in the construction of Naval metallic fittings and ask you to grant them authority, which isto be also confirmed by the Milan Allied Authorities, to:-

(a) transport from Como to Taranto by their own means 2 in No. Beinding machines, 3 in No. lathes, 2 in No. drills and 1 in No. Milling machine, which are necessary to complete the fitting of their own mechanical workshop, 53 Viale Virgiliom, Taranto;

(b) a pass for a Fiat motor-car type 508, plate No.CO-9979, in order to transport machine tools and materials which are not to be found in Southern Italy markets;

(c) pass from Como to Taranto to Engineer Augusto MONDELLI, the proxy of the firm, who must go from one place to another for purchasing materials, to talk business and see the Ministry for the contracts concerning the firm.

3. We thank you and remain,

Yours truly,

Sgd. Architect Giovanola Egidio.

II.

No. 20/Z/IT/2021.
THE NAVY SUB-COMMISSION,
ALLIED COMMISSION,
ROME AREA ALLIED COMMAND.

Forwarded for favourable consideration.

2. This firm has been engaged on important ship repair work for the British and Allied navies ever since we arrived in Taranto.

fittings and ask you to grant them authority, which isto be also confirmed by the Milan Allied Authorities, to:-

- (a) transport from Como to Taranto by their own means 2 in No. Beinding machines, 3 in No. lathes, 2 in No. drills and 1 in No. Milling machine, which are necessary to complete the fitting of their own mechanical workshop, 53 Viale Virgilium, Taranto;
- (b) a pass for a Fiat motor-car type 508, plate No. CO-9979, in order to transport machine tools and materials which are not to be found in Southern Italy markets;
- (c) pass from Como to Taranto to Engineer Augusto MONDELLI, the proxy of the firm, who must go from one place to another for purchasing materials, to talk business and see the Ministry for the contracts concerning the firm.

3. We thank you and remain,

Yours truly,

Sgd. Architect Giovanola Egidio.

II.

No. 20/Z/IT/2021.
THE NAVY SUB-COMMISSION,
ALLIED COMMISSION,
ROME AREA ALLIED COMMAND.

Forwarded for favourable consideration.

2. This firm has been engaged on important ship repair work for the British and Allied navies ever since we arrived in Taranto.

TARANTO,
26th August, 1945.

D. W. S. Bedford
COMMODORE SUPERINTENDENT.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2760
26 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Floating Sheers - Trieste.

1. With reference to your letter No. SM.10569 dated 27th May 1945, it has been found necessary to employ the floating sheerlegs - TRIESTE, at Civita Vecchia and they will not therefore be available for work on the Duca degli Abruzzi breakwater at Naples.

2. There is however, at Castellamare a floating gantry CESARE, which is at present under repair by its owners. The Naval Officer in Charge, Naples has been directed to afford naval assistance in the matter and it is hoped that on completion it will be possible to make CESARE available for work on the Duca degli Abruzzi breakwater.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

[Handwritten signature] B

IRAN-6

AP

⑥

928

28 JUN 1945

FILE

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2749
25 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Floating Sheers "TRIESTE" (110 tons) belonging
to the Societa Italiana Lavori Marittimi (S.I.L.M.).

1. An early reply to Navy Sub-Commission
letter NSC/2552, dated 3rd June 1945, would be appreciated.

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

KP

B

L 927

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
22nd June, 1945.

Med.45/213/6/11.

THE NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.

(Copies to:-

The Naval Officer in Charge, Naples.

The Senior Naval Officer, Western Italy).

FLOATING SHEERERS - TRIESTE

With reference to your letter MSC/2552 dated 3rd June 1945, to the Commander-in-Chief, Mediterranean only, it has been found necessary to employ the floating sheerlegs - TRIESTE, at Civita Vecchia and they will not therefore be available for work on the Duca degli Abruzzi breakwater at Naples.

2. There is however, at Castellammare a floating gantry CESARE, which is at present under repair by its owners. The Naval Officer in Charge, Naples has been directed to afford naval assistance in the matter and it is hoped that on completion it will be possible to make CESARE available for work on the Duca degli Abruzzi breakwater.

Admiral
for ADMIRAL

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission AEO 394

NSO/2552.
3rd June, 1945.

From: Navy Sub Commission, Hq., Allied Commission.
To : The Commander-in-Chief, Mediterranean Station.

Subject: Floating Sheers "TRIESTE" (110 tons) belonging to, the
Societa Italiana Lavori Marittimi (S.I.L.M.)

The attached translation of the Ministry of Marine's
letter No. SM.10569 of the 27th May, 1945, is forwarded for
consideration.

Blackbury
for REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION,
FOR CHIEF COMMISSIONER.



From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 27 May '45
Ref.: SM.10569 /

Subject: Floating Sheers "TRIESTE" (110 tons) belonging to
the Società Italiana Lavori Marittimi
(S.I.L.M.)

1. The S.I.L.M. Co., on urgent request from the Ministry, are expediting salvage work and repairs to above craft which is sunk in Naples harbour.

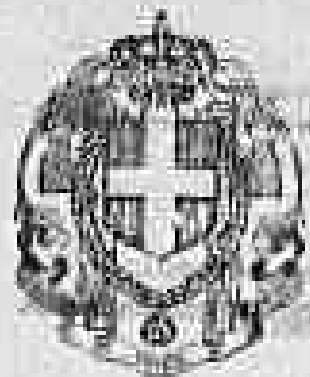
She will soon be in condition to carry out duties in connection with repairs to Duca degli Abruzzi breakwater, urgently necessary to avoid extension of damage to this main harbour protection.

2/ Therefore request you ask Allied Authorities concerned to agree that "TRIESTE" undertakes this work and not be requisitioned, at least until she has carried out the raising of blocks smashed by bombing, which is an essential preliminary operation to restore the work.

for CHIEF OF STAFF

DG/P.

Mod. 39



Stato Maggiore della R. Marina

Rep. Operaz. Uff. NAV.

Roma.

27. 8. 1943

NAVY SUB - COMMISSION

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 101569 Allegato

ARGOMENTO: Pontone a biga "TRIESTE" da 110 Tonn. della Società Italiana Lavori Marittimi (S.I.L.M.).=

1. - La S.I.L.M. in seguito a vive premure del Ministero della Marina, ha accelerato i lavori di ricupero e riparazione del pontone biga in argomento di sua proprietà, che trovasi affon^{do} dato nel porto di Napoli.

Tale mezzo di lavoro sarà fra breve in condizioni di poter funzionare e di provvedere ai lavori di riparazione alla diga Duca degli Abruzzi del porto di Napoli stesso, che devono essere eseguiti con la massima urgenza per evitare l'estendersi dei danni alla difesa principale toranea.

2. - Si pregherebbe perciò interessare le competenti Autorità Al^{te} leate, affinché il pontone "TRIESTE" venga adibito a tale lavoro e non requisito, almeno fino a che non sia stato compiuto il salpamento dei blocchi frantumati dalle bombe, che è il lavoro preliminare indispensabile per il restauro della diga.=

IL CAPO DI STATO MAGGIORE

LALCONI 923

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

RSC/2582
7 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: STABIESI Ship Building Yard.

1. Reference is made to Ministry of Marine letter SM. 9881 of 19 May 1945, which requested that consideration be given to the possibility of derequisitioning the STABIESI Ship Building Yard at Castellammare.

2. After careful investigation of the matter, it is regretted that it is necessary to inform the Ministry of Marine that the lack of Allied Naval interest in the STABIESI Ship Building Yard precludes the possibility of action being taken to prevent its use by other Allied commands.

(SIGNED) R. W. WOOD

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINC-MED
NOIC-NAPLES
(Distribution not
shown on original).

WWW

IRN-6

922

⑤

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 19 May '45
Ref.: SM.9831

Subject: STABIESI Ship Building-yard.

1. The R.A.F. through the Castellammare TOWN MAJOR has recently requisitioned the STABIESI Naval Ship Building-yard.
2. The yard which employ 80 workers has under construction two motor-schooners of 50 tons and an order for 12 craft from the I.R.N.
3. To prevent the dismissal of the specialized workmen employed in the above mentioned, and considering the yards necessity of craft either for Naval Bases or for Units, it is requested that the possibility of derequisitioning the yards be considered.

for CHIEF OF STAFF

()
DG/P.

921

{ See Med. 45/429/3/8
of 12 May - attached.
w.w }



Mod. 39

Roma, 19 MAG 1946 19 A

Stato Maggiore della R. Marina

Rep. Operaz. Off. Nav.

NAVY SUB COMMISSION

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 7m/988/ Allegati

ARGOMENTO: Cantieri Navali Stabliesi.

1. - La R.A.F. tramite il Town Major di Castellammare ha recentemente richiesto i Cantieri Navali Stabliesi.
2. - La Ditta che impiega 80 operai ha in costruzione due motogolette da 50 tonnellate ed ha in corso una commessa per 12 imbarcazioni per la R. Marina.
3. - Allo scopo di evitare che la Ditta debba licenziare il personale specializzato finora impiegato nei suddetti lavori, ed in considerazione della notevole necessità delle suddette imbarcazioni sia per le basi navali che per le unità che ne sono sprovviste, si prega esaminare la possibilità che i Cantieri in argomento vengano derequisiti e lasciati liberi di riprendere la propria attività.

IL CAPO DI STATO MAGGIORE

920

L. Accorsi

DUPLICATE

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
12th May 1945.

Mod. J. 5/429/3/8
THE NAVY SUB-COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.

CANTIERI NAVALI STABILIMENTI - SHIPYARD AT CASTELLAMARE.

The following note received from the Italian Naval Mission to the Commander-in-Chief, Mediterranean is forwarded for your information in case of enquiry received from the Ministry of Marine:-

"General MATTEINI Director General of Italian Merchant Navy has informed me that the R.A.F. proposes to requisition the shipyard of Castellammare 'CANTIERI NAVALI STABILIMENTI', where two motor vessels are building besides barges for the Royal Italian Navy.

I would appreciate any news on the subject and if possible avoid this step being taken."

2. The Royal Navy is not interested in this Yard and has no objection to the R.A.F. taking over.

(Sgd) J. R. S. HAINES

for ADMIRAL

785020

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORK SHEET

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

SUBJECT: Request for Work Material and Means - Cantieri Navali
Riuniti - Cantiere di Ancona

No	Date	To	REMARKS	From
1	10 Oct.	Navy S/C	For attention and requisite action A. C. ALLMAN Ports Branch Ports & Warehouse Division	Tn S/C
	17 Oct.	Industry S/C	Forwarded for appropriate action. Ministry of Marine letter UT/2 32:4 is addressed to the Industry Sub-Commission, Allied Commission. <i>[Signature]</i> REAR ADMIRAL CHIEF, NAVY SUB-COMMISSION, AC.	Navy S/C
3	20 Oct	Navy S/C	The Ministry of Marine has already been informed that the necessary steps should be taken through Government channels, as this equipment etc. will be made available to the Italian Government if it is not needed in U.K. or U.S. <i>[Signature]</i> CHARLES FEWINGS Major RASC Deputy Director, Industry Sub-Commission.	Ind S/C

918

TRANSLATION

AS/fl

Ministry of the Navy

Div. UT/2

N. 52:4 attached 1

Rome 23 Sept, 45

To: Industry S/C.

INFO:

TRANSPORTATION S/C.

Subject: Cantieri Navali Riuniti-Cantieri di Ancona
Request work material and means.

1. We forward copy of request of the Cantieri Navali Riuniti to obtain from the Allied Forces means and material existing in the Navy Yards of Ancona.

2. Since what is requested would be of great use for the mentioned Navy Yards we beg you to take into good consideration the request.

For the Minister
sgd illegible

917

(4)



Ministero della Marina
DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma 28 Settembre 1945
1 OCT 1945

ALLIED COMMISSION
Industry Sub-Commission
e per conoscenza :
Transportation - Sub-Commiss.

Divisione UT/2
Tel. N. 32,44 Allegati 1

OGGETTO: Cantieri Navali Riuniti - Cantiere di
Ancona - Richiesta mezzi di lavoro e
materiali.

- 1°) - Si invia allegata copia di lettera
dei Cantieri Navali Riuniti n°1199
del 27 agosto intesa ad ottenere la
cessione di mezzi e materiali dalle
Forze Alleate esistenti nel Cantiere
Navale di Ancona.
- 2°) - Poichè quanto richiesto risultereb-
be utilissimo per l'esercizio del
predetto Cantiere, si prega di vole-
re prendere in benevola considera-
zione la domanda dei Cantieri Nava-
li Riuniti.

P. ID MINISTRO

L. Lattuada

TRANSLATION

AS/lr

CANTIERI NAVALI RIUNITI

No. 1199

Rome 27 Aug; 45

TO : Ministry of Navy
Dir. Generale della Marina Mercantile
Ispettorato Cantieri - Roma.

Movable working Equipment.

As you already know, following the report made by It.Col. Collotorto, it would be of great importance for the work of the Ancona Navy Yards that the Allied Authorities consented to leave some material and machinery belonging to the Allied Forces and up to now used for the work needed by the same Allied Forces.

The machinery is the following:

Movable Machinery

- No. 6 trucks of 3 tons.
" 2 and 3 self moving cranes No. 1 of the petroelectric type
(petrol motoractioned generator and electric motor)
on rubber wheels (Rapier)
" 2 cranes of the link belt type carrying from 3 to 6 tons
" 1 motor air compressor
" 1 electric (welder)

Construction material

It would be necessary to ask the Allied Navy to leave in the Navy Yard the greatest possible amount of material like: bolts, nails, gaskets, wood (boards and beams), varnishes, 200 tons of cement (which is stored on the runway); corrugated sheet iron, tar paper, asphalt, tar and other various materials which are stowed near the "Officina Pezzi Pesanti" in the San Clemente area. This material is held by the Officer in charge of Works.

Allotment Equipment

915

A part from the request of the above mentioned material it would be important to obtain the allotment of supplies for the navy repair work such as plate iron and section iron of common gages (plates 5 to 10 m/m, thick ungle iron and bulk iron of N. P 40 and N. P 80).

The little quantity left (about 150 tons) is almost null compared to the quantity used during the year passed under the control of the British Navy in which period on behalf of

Movable working Equipment.

As you already know, following the report made by Lt.Col. Collotorto, it would be of great importance for the work of the Ancona Navy Yards that the Allied Authorities consented to leave some material and machinery belonging to the Allied Forces and up to now used for the work needed by the same Allied Forces.

The machinery is the following:

Movable Machinery

- No. 6 trucks of 3 tons.
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on rubber weels (Rapier)
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Allotment Equipment

915

A part from the request of the above mentioned material it would be important to obtain the allotment of supplies for the navy repair work such as plate iron and section iron of common gages (plates 5 to 10 m/m, thick ungle iron and bulk iron of N. P 40 and N. P 80).

The little quantity left (about 150 tons) is almost null compared to the quantity used during the year passed under the control of the British Navy in which period on behalf of the Army and Navy 900 tons of material was used.

Other Material

In the present situation it is most important to have material such as POL for the work of the Navy Yard, therefore it would be well if, while expecting a regular assignment by the Italian and Allied Authorities, in the meantime the British Navy will give us the following supplies :

Diesel Oil for the turbodynamo boiler	120 tons for 1 month
" " " diesel motor and diesel generator	18 " " "
Lubricants for mentioned equipment and for all machinery in shop	719 Kgs. " " "
Fats for lubrication, about	20 tons " " "
Animal or mineral fats for slips and launching	the greatest possible quantity
Kerosene for cleaning and maintenance	400 lits for 1 month
Foundry coke	the greatest possible quantity.
Lined oil	"
Caustic soda for the production of oxygen	same
Iron alloys for foundry	"
Calcium carbide	"

We leave it up to the Ministry to judge if it is possible to ask to leave in the Navy Yard hemp, manilla and steel cables, canvas for sails and other marine material belonging to the British Navy.

Sure of the help of the Ministry we thank you

CANTIERI NAVALI
RIUNITI
Rome Office

/s/ Ercole

N O T E : Since in Ancona there is a floating dock which, we have been informed, will be transferred by the British Navy to another port it would be well if this dock remain in this port being it a useful help of this Navy Yard for the repairing of ships.

C O P I A

CANTIERI NAVALI RIUNITI

Ue/ea

Roma, 27 agosto 1945

N°1199

AL MINISTERO DELLA MARINA
Dir.Gen.della Marina Mercantile
Ispettorato Cantieri = ROMA =

MEZZI MOBILI DI LAVORO

Come è già noto a codesto On. Ministero in seguito al rapporto fatto dal Ten. Col. Collotorto, sarebbe di grandissima importanza per il prossimo esercizio del Cantiere di Ancona che le Autorità alleate acconsentissero a lasciare in quella sede alcuni materiali e macchinari appartenenti alle Forze Armate alleate e da essi adoperati finora per eseguire in quel Cantiere i lavori occorrenti alle precitate Forze Alleate.

Detti macchinari sono i seguenti:

MEZZI MOBILI DI LAVORO

n° 6 autocarri da 3 tonn.

" 2 e 3 gru automotrici, n° 1 del tipo benzoelettrica su ruote gommate (Rapier)

n° 2 del tipo a cingoli metallici (Link belt), da 3 a 6 tonn. di portata

n° 1 motocompressore d'aria

" 1 motosaldatrice

MATERIALI DA COSTRUZIONE

Occorrerebbe richiedere alla Marina alleata che fosse lasciato in Cantiere il maggior quantitativo di materiali vari come: bulloni, chiodi, materiali per guarnizioni, legname in tavole e tronchi, pitture, tonn.200 di cemento che si trova immagazzinato nel piano di scorrimento; lamierini ondulati, cartoni catramati, asfalto, bitume ed altro materiale vario che si trova pure immagazzinato vicino all'Officina Pezzi Pesanti nell'area del secondo intersaglio San Clemente. Questi materiali sono in carico all'Officer in Charge of Work.

ASSEGNAZIONE DI MATERIALI

Oltre alla richiesta perchè vengano lasciati in Cantieri i materiali ed i macchinari sopra indicati, sarebbe molto importante

./.

poter ottenere che ci fossero assegnati quali scorte per lavori di riparazioni navali, dei quantitativi di lamiera e profilati di dimensioni correnti commerciali (lamiera spessore da 5 a 10 mm.; profilati: angolari e ferri a bulbo da N.P.40 a N.P.80).

Il modesto quantitativo lasciato (circa 150 tonn.) è ben esiguo in relazione al quantitativo usato nell'anno di esercizio trascorso sotto il controllo della Marina Inglese, durante il quale, per conto della stessa e dell'Esercito, sono state impiegate circa 900 tonn. di materiale del genere.

MATERIALI DI CONSUMO

Nell'attuale situazione è indispensabile avere un certo quantitativo di materiali di consumo e più particolarmente di combustibili e lubrificanti per l'esercizio dello Stabilimento. Sarebbe perciò molto opportuno che in attesa di regolari assegnazioni da parte delle Autorità civili italiane e della Commissione Alleata, la Marina Inglese potesse concederci delle scorte dei sottoindicati materiali:

- | | |
|--|--|
| - Nafta per caldaia che aziona il turbodinamo |120 tonn.per mese |
| - " per diesel per i Dieselalternatori | 18 " " " |
| - lubrificanti per detti Impianti e per tutti i macchinari e gli Impianti dello Stabilimento | 719 Kg. per mese |
| - grassi per lubrificazione, circa | 20 " " " |
| - grasso animale o minerale per operazioni di alaggio e varo | il maggiore quantitativo possib. |
| - petrolio per pulizia e manutenzione macchine pneumatiche | 400 l. per mese |
| - carbone da forgia | il magg. quantitativo possibile |
| - coke per fonderia | idem idem |
| - agglomeranti per fonderia (olio di lino) | " " |
| - soda caustica per esercizio impianto produzione ossigeno | " " |
| - ferroleghe per fonderia | " " |
| - carburo di calcio | " " |

§ 10 Lasciamo a codesto On. Ministero di voler giudicare se è possibile richiedere che vengano lasciati in Cantiere cavi di canapa e di manilla, funi di acciaio, tela olona per vele ed altre sistemazioni marinaresche di proprietà della Marina Inglese.

Sicuri dell'interessamento di codesto On. ministero, ringraziando, con la massima osservanza ci rassegniamo.

CANTIERI NAVALI RIUNITI
Ufficio di Roma
F.to Ercole

./.

(2)

N.B. Poichè esiste ad Ancona un bacino galleggiante che secondo quanto ci si riferisce starebbe per essere trasferito per conto della Marina Inglese, in altro porto, facciamo rilevare tutta l'opportunità che tale bacino possa rimanere in quella sede potendo costituire un utilissimo complemento di quel Cantiere Navale per i lavori di riparazione di navi.

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission SPO 308

RSC/1976.

16th September, 1945.

From : Navy Sub Commission, No., Allied Commission.
To : Ministry of Marine, Rome.

Subject : Syracuse - Castellano Shipyard - Seta.

With reference to Ministry of Marine's letter No. 13762/A dated 28th July, 1945, information has now been received from the Industry Sub Commission, Allied Commission, to whom the Ministry of Marine's request was forwarded, that all requests of this nature are now an Italian Government responsibility and should be referred to the Ministry of Transport.

P. It is recommended therefore, that this matter be taken up direct with the Ministry of Transport.

H. ST. L. BUTLER,
CAPTAIN, U. S. NAVY,
FOURTH ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

18 SEP 1945

18N-6
911

③

Tel. 441

RWH/mm

Ref. AG/5566/IND.

7 September 1945.

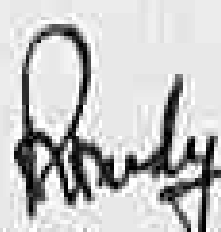
SUBJECT : Orlando - Castellano Shipyard -
Casta.

TO : Navy Sub-Commission ✓

FROM : Industry Sub-Commission

1. We refer to your letter NSC/3151 of 6 August.
2. All requests for provision of transport should be referred to the Ministry of Transport. It is therefore suggested that you advise the Ministry of Marine to open direct negotiations with the Ministry of Transport.
3. We regret the delay in replying to your letter.

Copy to :
Economic Section.


R.W. HARDY, Capt.

for A.H. GLENDINNING,
Colonel,
Acting Director,
Industry Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

RWIL/gp

Tel. 489081, Ext. 441

16 August 1945

Ref. AG/5556/IND

SUBJECT : Orlando - Castellano Shipyard, Gaeta.

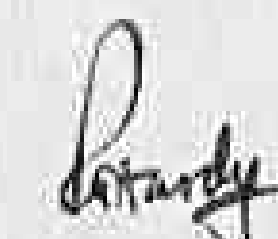
TO : A.F.H.Q. G-5 Section.

1. We enclose copy of a letter from the Italian Ministry of Marine requesting the loan of a lorry and trailer to move material for the repair of the Orlando - Castellano Shipyard at Gaeta.
2. In view of the shortage of coastal shipping, and the urgent need for re-activating the shipbuilding industry we consider the request reasonable.
3. It would be appreciated if you could assist by arranging to provide a suitable vehicle and trailer.

For the Chief Commissioner :

1 Incl.:-
Copy ltr. 13782/2
dtd. 28 July 1945
From Ministry of Marine.

✓ Copy to :- (w/o Incl.)
Navy Sub-Commission.

R.F. HARDY, Captain.

for A.H. GLENDINNING
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

0112

75020

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

HSC/3151. ✓
6th August, 1945.

FILE

FIRST ENFORCEMENT on
Ministry of Marine's letter No. 33762/2
of the 28th July, 1945.

From : Navy Sub Commission, Hq., Allied Commission.
To : Industry Sub Commission, Hq., Allied Commission.
(Copy to :- Transportation Sub Commission, Hq.,
Allied Commission.)

Subject : Orlando-Castellano Shipyard, Gaeta.

Forwarded for any action that may be deemed appropriate.

2. It is requested that the Navy Sub Commission be informed of
any action taken.

H
S/K
B

H. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

SW-1



11 AUG 1945

From ... Ministry of Marine (Cabinet).

Date ... 28th July, 1945.

To N.S.C.- Rome.

Ref 13762/2. ✓

Subject: Orlando-Castellano Shipyard
GAETA.

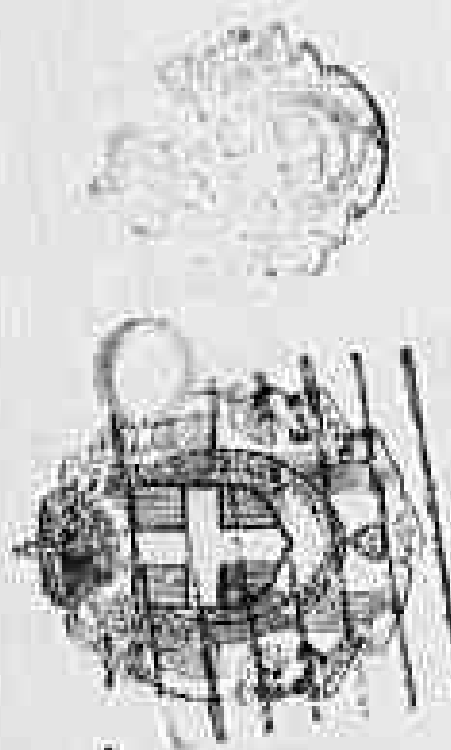
The Shipyard in question has made observations to us that, being unable to use the railway line which is destroyed and without any connection to Gaeta, and not having available a lorry with a very long trailer, the Shipyard cannot arrange transport of the wooden beams and planks (length 12 to 16 metres) which are required.

In consequence it is submitted for your consideration that the Allies may release permanently, or even temporarily, a tractor with a trailer of special length to the Orlando-Castellano Shipyard.

It is considered that this request is justified since this method is the only one which would overcome the serious difficulties arising from the lack of rail transport and would permit this Yard to resume its normal activities, and to make its maximum contribution to the reconstruction of the Nation.

CHIEF OF CABINET.

GGE/KCL.



Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA-ROMA

Prot. N° 13762/2 Allegato

Roma.

NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

ARGOMENTO: Cantiere ORLANDO-CASTELLANO di Gaeta.

Il Cantiere in argomento ha fatto presente a questo Ministero che non potendosi servire della linea ferroviaria perchè distrutta e mancante di raccordo per Gaeta, non può provvedere al trasporto del legname e delle lamiere (lunghezza m. 12-16) occorrente per il suo fabbisogno, perchè non dispone di un autocarro trattore con rimorchio lunghissimo.

Si sottopone pertanto all'esame di codesta S. Commissione Navale la richiesta di cessione definitiva o anche solo temporanea da parte degli Alleati al Cantiere ORLANDO-CASTELLANO di autotratto con rimorchio di speciale lunghezza.

Tale richiesta si ritiene giustificata in quanto un tale mezzo di trasporto sarebbe l'unico sistema atto a superare le gravi difficoltà causate dalla mancanza di mezzi ferroviari e permetterebbe al Cantiere di riprendere la sua attività normale e contribuire con tutte le sue possibilità alla ricostruzione della Nazione.

906
IL CAPO DI CABINETTO
C. di V. F. BASLINI

ARGOMENTO: Cantiere ORLANDO-CASTELLANO di Gaeta.

Il Cantiere in argomento ha fatto presente a questo Ministero che non potendosi servire della linea ferroviaria perchè distrutta e mancante di raccordo per Gaeta, non può provvedere al trasporto del legname e delle lamiere (lunghezza u. 12-16) occorrente per il suo fabbisogno, perchè non dispone di un autocarro trattore con rimorchio lunghissimo.

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Tale richiesta si ritiene giustificata in quanto un tale mezzo di trasporto sarebbe l'unico sistema atto a superare le gravi difficoltà causate dalla mancanza di mezzi ferroviari e permetterebbe al Cantiere di riprendere la sua attività normale e contribuire con tutte le sue possibilità alla ricostruzione della Nazione.-

906
IL CAPO DI GABINETTO
C. di V. F. BASLINI

Office of the Flag Officer,
Italy and Liaison,
ROME.

4th December, 1945.

No.F.O.I.L. 1112/6.

NAVY SUB COMMISSION,
HQ ALLIED COMMISSION.

USE OF ITALIAN SHIPYARDS.

A copy of the Director of Merchant Ship Repairs, Western Mediterranean's letter dated 23rd November, 1945 is forwarded herewith in continuation of paragraph 3 of my Minute II, No.F.O.I.L.1112/6 dated 3rd November, 1945.

S. J. [Signature]

for REAR ADMIRAL.

Enclosure:-

Letter from the Director of Merchant Ship Repairs, Western Mediterranean, dated 23rd November, 1945.

905

FROM: J.R. SMITH, (P.), DIRECTOR OF MERCHANT SHIP REPAIRS, WESTERN MED'N,
15/6 PIAZZA VITTORIA, GENOA.

DATE: 23 November 1945.

TO: FLAG OFFICER, ITALY & LIAISON, ROME.

112/662
Your letter dated 3 November 1945, Ref. F.O.I.L. 112/6(a) has been passed to me for action.

I have to advise that on instructions from London this Ministry should, so far as is practicable, restrict its commitments to the Ports of Genoa and Trieste and it would appear extremely unlikely that we will at any time call on the repair facilities afforded at Ancona.



J.R. Smith
D.M.S.P. Western Med'n.

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL

CONFIDENTIAL

NSC/3949.
7 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander U.S. Naval Forces, Northwest African
Waters.
War Shipping Administration, Naples.
Subject: Italian Shipyards - Use of.
Enclosure: (A) Copy of Flag Officer Italy and Liaison
Min. II, No. F.O.I.L. 1112/6 of 3
November 1945.

1. The Italian Ministry of Industry, Commerce and Labour has informed the Navy Sub-Commission, A.C. that on account of the withdrawal of the British Royal Navy from Ancona the Shipyard Cantieri Navali Riuniti Co. at Ancona is urgently in need of work to prevent unemployment. It is further requested that consideration be given to the allocation of Allied merchant vessels to Ancona for repairs, with the understanding that no docking facilities are available.

2. The matter was referred to the Flag Officer Italy and Liaison for comment and the Navy Sub-Commission, A.C. was informed in enclosure (A) as to the British Royal Navy's policy and requirements for ship repair facilities in Italy. In accordance with paragraph 3 of enclosure (A), a statement of the general policy and requirements of the Commander U.S. Naval Forces, Northwest African Waters and the War Shipping Administration with respect to the requirements for the utilization of ship repair facilities at Ancona and Italy would be appreciated in order that the Italian Ministry of Industry, Commerce and Labour may be informed.

H. ST. J. BUTLER,
CAPTAIN, U.S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION.

cc: F.O.I.L.

8 NOV 1945

903

CONFIDENTIAL

CONFIDENTIAL**USE OF ITALIAN SHIPYARDS.**

(Navy Sub Commission, H.Q., Allied Commission's letter
No. NSC/3845 dated 25th October, 1945).

II.

No. F.O.I.L. 1112/6. ✓

NAVY SUB COMMISSION, H.Q.,
ALLIED COMMISSION.

With reference to your letter No. NSC/3845 of the 25th October, 1945 the general policy as regards the use of Italian Shipyards for British naval work has recently been promulgated by the Admiralty and it is not intended to use such ports as Taranto, Brindisi, Naples, Trieste, Leghorn and Messina for repairs to H.M. Ships beyond the earliest date which they can conveniently be withdrawn for repairs and refits elsewhere. This policy has already been implemented at Brindisi, and target dates for Naples and Taranto have been set as the end of November and the end of December, 1945, respectively. Thereafter except for Messina, Leghorn and Trieste, Royal Naval requirements of Italian Shipyards will be limited entirely to emergency repairs and dockings. Trieste and Leghorn will be used for a minimum of essential minesweeper repairs and Messina for small minesweeper refits and the maintenance of landing craft and coastal forces held in reserve. This information has been communicated to the Minister of Marine.

2. Subject to the above Royal Navy requirements and those of the ComNAVNAW., the War Shipping Administration and the Ministry of War Transport, no Allied requirement of Italian shipyards and associated industry is foreseen.

3. In view of the above statement of general policy, it is recommended that the views of the ComNAVNAW and War Shipping Administration be obtained with regard to any intended use by them of the shipyard at Ancona. The Ministry of War Transport are being asked to report direct to the Navy Sub Commission whether there is any likelihood of Ancona being used for repairs to British Merchant Vessels.

902



ROME.
3rd November, 1945.

For REAR-ADMIRAL.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3845
25 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Italy and Liaison.
Subject: Ancona Naval Shipyard.
Enclosure: (A) Copy Italian Ministry of Industry, Commerce
and Labor ltr. 3245/A.G. of 16 October 1945.

1. Enclosure (A) is forwarded herewith for the remarks of the Flag Officer Italy and Liaison in order that an appropriate reply may be directed to the Ministry of Commerce, Industry and Labor by the Navy Sub-Commission.

2. In replying to the Ministry of Industry, Commerce and Labor it is intended to request that future correspondence on this subject be directed to Allied Authorities through the Italian Ministry of Marine.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

25 OCT 1945

WWW

From: MINISTRY OF INDUSTRY, COMMERCE AND LABOUR
To : Allied Commission - Navy Sub Commission - Rome
Date: 16th October 1945
Ref.: 3245/A.G.

Subject: Ancona Naval Shipyard.

The directors of the Cantieri Navali Riuniti Co.'s Shipyard at Ancona have drawn it to our attention that this Shipyard has been used hitherto by the British Royal Navy for repair and maintenance work to the numerous warships and merchant vessels arriving at that port but that upon the liberation of northern Italy the Allied Authorities have decided to remove their naval base from the above port to Trieste.

This movement carries with it the loss of the equipment and material which the British Navy had provided and installed and consequently will mean dismissal of about 900 workmen hitherto engaged on this work.

In order to avoid these difficulties which could have repercussions of considerable importance in the field of unemployment the managers of the above shipyard have requested this Ministry to ask the Navy Sub Commission to invite the appropriate Superintendent of the Allied Merchant Navy, with offices at Genoa, to allocate a certain number of ships for repair and reconstruction there, upon the understanding that none of these ships require docking.

The above is communicated for appropriate action by you, of which we should appreciate information.

THE MINISTER

GGE/P.

900



Roma, 16 ottobre 1945

Ministero dell'Industria,
del Commercio e del Lavoro

ALLA COMMISSIONE ALLEATA
Sottocommissione della Marina
= ROMA =

Dir.Gen. Ind. e Miniere
Ufficio Affari Generali

Prot. N. 32452 Allegati

Risposta al f. N. 2
del

OGGETTO: Cantiere Navale di Ancona.

I dirigenti del Cantiere di Ancona, della Società Cantieri Navali Riuniti, hanno fatto presente che tale cantiere è stato finora utilizzato dalla Marina Militare Britannica per i lavori di riparazione e di manutenzione delle numerose navi da guerra e mercantili affluenti a quel porto, ma che con la liberazione dell'Italia Settentrionale, le Autorità Militari Alleate, hanno deciso di spostare la base navale dal porto anzidetto a quello di Trieste.

Lo spostamento comporta la perdita delle attrezzature e dei mezzi, che la marina Inglese aveva provveduto ad installare e di conseguenza il licenziamento di circa 900 operai finora adibiti ai lavori.

Ad evitare siffatto inconveniente che potrebbe avere ripercussioni di notevole portata nel campo della disoccupazione operaia, i dirigenti del predetto cantiere hanno chiesto l'interessamento di questo Ministero perchè da parte di codesta Commissione si proceda ad invitare la competente Sovrintendenza alla Marina Mercantile Alleata con sede in Genova, per l'assegnazione di un certo numero di navi per effettuarvi lavori di riparazione e di ricostruzione, sempre che tali lavori non richiedano la immissione delle navi in bacino.

Tanto si comunica per i provvedimenti di competenza di codesta Commissione, dei quali sarà gradito avere notizia.

IL MINISTRO

899

Si prega l'ufficio per ogni lettera con richiesta di informazioni e di rispondere al f. N. 2 del 16 ottobre 1945.

ODERO - TERNI - ORLANDO. WORKS, LEGHORN.
(The Commander-in-Chief, Mediterranean's letter
No. Med. 45/316/4/1(c) dated 10th July, 1945)

II.

No. F.O.I.L. 1112/2.

THE NAVAL SUB-COMMISSION, ALLIED COMMISSION.

For information. A copy of the
Commander-in-Chief, Mediterranean's letter No.
45/316/4/1(c) of 10th July, 1945, together with
enclosure, is attached.

ROME.
13th August, 1945.

E. Appella
for REAR ADMIRAL.

①

1112-6

898

107880/21420. 7/44. 8,535,535. CHAS 101 45243

S. 1320d.
(Established May, 1950)
(Revised June, 1943)

RESTRICTED

TO NOIC LASHORN (R) FOIL.

FROM G IN C MED.
241232B July.

Existing arrangements regarding the firm O.T.O. are to continue until a date which will be notified later.

2) Letter follows

241232B ✓

Ref. Confidential requirements of MSTR.
T/P P/L EOR 1353 F.R.

Dist. 0.1.2.3.4.5.23.log.

file with 241232B
on ODERO-TERM-ORLANDO
W/W/W
897

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 304

NSC/3008
21 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Odero - Terni - Orlando Drydock.

FILE

1. The Navy Sub-Commission has received information from the Commander-in-Chief, Mediterranean to the effect that the present agreement with the Firm of Odero - Terni - Orlando is to terminate on 15 July 1945, or as soon thereafter as practicable.
2. The Commander-in-Chief, Mediterranean has directed that the control of the drydock will remain in the hands of the British Royal Navy.
3. This drydock is the property of the Ministry of Marine and normally is rented from the Ministry by the Firm of Odero - Terni - Orlando; however, the extensive repairs and the installation of pumping and other necessary equipment has been carried out by the Royal Navy.
4. Since the occupation of the port by the Allied Forces, the Firm of Odero - Terni - Orlando has not been involved financially with regard to the maintenance or rental of the drydock, but it has been operated and controlled by the Commander-in-Chief, Mediterranean through the local British Royal Naval Authority who will continue these functions until further notice is given.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINCMED
NOIC Leghorn
FOTALI
Captain M/S, Mediterranean.



(Distribution not shown on original)

23 JUL 1945

ODERO - TERNI - ORLANDO

(The Naval Officer in Charge, Leghorn's No.26/1/30 of
4th July, 1945.)

II

Med.45/316/4/1(c)
THE NAVAL OFFICER IN CHARGE, LEGHORN
THE NAVY SUB-COMMISSION ALLIED COMMISSION
(Copy to each)

(Copies to:-
The Flag Officer, Taranto, Adriatic and Liaison, Italy
The Captain M/S Mediterranean)

It is approved for the control of the dry-dock to
remain in the hands of the Royal Navy. The firm of Otero-Terri-
Orlando should be informed accordingly.

2. The Navy Sub-Commission is requested to acquaint the
Italian Minister of Marine of the foregoing.

MEDITERRANEAN
17th July, 1945.

W. J. Hames
For ADMIRAL

895

C O P Y

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

10th July, 1945.

Med. 45/316/4/1(c)

THE NAVAL OFFICER-IN-CHARGE, LEGHORN.

(Copies to:-

The Flag Officer, Taranto, Adriatic and Liaison,
Italy.

The Captain M/S, Mediterranean.)

ODERO - TERNI - ORLANDO. TERMS OF AGREEMENT.

1. With reference to your No.26/1/28 dated 16th June, 1945, approval was given in my signal timed 291806 June, to the termination of the contract with the firm of Odero - Terni - Orlando. There is no objection to this notice being extended for one month instead of fourteen days, if considered desirable.

2. A copy of the recommendations of the Senior Admiralty Accountant, Naples, dated 29th June, 1945, on the points raised in your letter, is forwarded herewith for your information. It is requested that you will endeavour to obtain the Company's agreement to the proposals in paragraph 3 of these recommendation.

3. A copy of this correspondence is being sent to the Ministry of War Transport Representative, Mediterranean, for information and any remarks, particularly in regard to your paragraph 5.

894

(Sgd) J.R.S. HAINES
For REAR ADMIRAL.

Office of the Naval Officer in Charge,
LEGHORN.

4th July, 1945.

No. 26/1/30.

THE COMMANDER IN CHIEF, MEDITERRANEAN.

(Copies to: The Flag Officer, Taranto, Adriatic and Liaison Italy.
Captain M/S, Mediterranean.)

Not
ODERO - TERMI - ORLANDO.

With reference to the Commander in Chief, Mediterranean's signal 291806B June, giving approval for the present contract with the firm of Odero-Termi-Orlando to terminate on the 15th July, 1945, or as soon after as practicable, the following report is submitted.

2. The firm has been informed that the Commander in Chief, Mediterranean approves the termination of the present agreement (forwarded under my No. 26/1/13 of 9th March and as approved by Commander in Chief, Mediterranean's No. 45/316/4/1 of 11th February, 1945) and that the transfer will be effected at 0001 on Monday 30th July, 1945.
3. There exists the question of the control to be exercised on the Dry Dock. This Dry Dock is the property of the Italian Ministry of Marine and is normally rented from the Ministry by the firm of Odero-Termi-Orlando.
4. The extensive repairs to this Dry Dock and the installation of pumping and other necessary equipment has been carried out by the Royal Navy.
5. Since the occupation of the Port by the Allied Forces, Odero-Termi-Orlando have not been involved financially with regard to rental or maintenance of this dock. The dock has been operated and controlled by the Commander in Chief, Mediterranean through local Royal Naval authority.
6. It is submitted for approval that the Royal Navy maintains control of the Dry Dock so long as the Royal Navy can exercise this control on the spot, and for the firm of Odero-Termi-Orlando to be informed accordingly.
7. This arrangement is thought very desirable, as should the control pass to the firm of Odero-Termi-Orlando, any Naval priorities would be jeopardised. Furthermore, the control remaining in the hands of the Royal Navy would be to the benefit of Ministry of War Transport and War Shipping Administration.

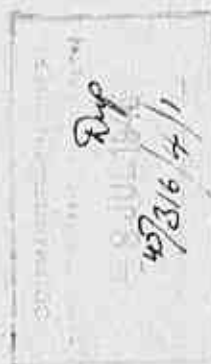
or as soon after as practicable, the following report is submitted.

2. The firm has been informed that the Commander in Chief, Mediterranean approves the termination of the present agreement (forwarded under my No. 26/1/13 of 9th March and as approved by Commander in Chief, Mediterranean's No. 45/316/4/1 of 11th February, 1945) and that the transfer will be effected at COOL on Monday 30th July, 1945.
3. There exists the question of the control to be exercised on the Dry Dock. This Dry Dock is the property of the Italian Ministry of Marine and is normally rented from the Ministry by the firm of Odero-Terni-Orlando.
4. The extensive repairs to this Dry Dock and the installation of pumping and other necessary equipment has been carried out by the Royal Navy.
5. Since the occupation of the Port by the Allied Forces, Odero-Terni-Orlando have not been involved financially with regard to rental or maintenance of this dock. The dock has been operated and controlled by the Commander in Chief, Mediterranean through local Royal Naval authority.
6. It is submitted for approval that the Royal Navy maintains control of the Dry Dock so long as the Royal Navy can exercise this control on the spot, and for the firm of Odero-Terni-Orlando to be informed accordingly.
7. This arrangement is thought very desirable, as should the control pass to the firm of Odero-Terni-Orlando, any Naval priorities would be jeopardised.
Furthermore, the control remaining in the hands of the Royal Navy would be to the benefit of Ministry of War Transport and War Shipping Administration.

E. 893

(Sgd) E. M. Q. MACKENZIE

CAPTAIN.



C O P Y

C. in C. No. 45/316/4/1 (C)

ODERO - TERNI - ORLANDO

N.O.I.C. LEGHORN'S No. 26/1/28 dated 16th June, 1945.

1. The question of termination of the existing O.-T.-O. Agreement has been discussed with Mr. J.R. SMITH, Director of Merchant Ship Repairs, Ministry of War Transport who informed me that he does not share the views, or fears, of his local Representatives as expressed in paragraph 5. of N.O.I.C. Leghorn's No. 26/1/28, dated 16th June, 1945. On the contrary, he is anxious that the Company should be released from Naval Control at the earliest moment in order that M.O.W.T. contracts may be placed with the Company on the normal commercial basis.
2. In these circumstances, and having regard to the probable decline in the volume of R.N. work to be executed by the Company in the immediate future, no objection can be seen, from an accountancy point of view, to termination of the existing contract forthwith, in accordance with the terms of paragraph "E" of the agreement.
3. On the assumption that the Company itself will welcome release from Naval Control, it may be considered desirable at this stage to endeavour to secure agreement with the Company on the question of the rate of Establishment Charges to be applied to future R.N. contract work. In this connection, the actual rate paid during the period of Naval Control has been far lower than in the case of comparable concerns elsewhere in Italy; consequently, if N.O.I.C. Leghorn could secure the Company's agreement to a future rate closely approximating that paid over the past six months, such an arrangement would undoubtedly inure for the benefit of the Royal Navy.
4. Representations have been made to the Italian Government, through the Allied Commission, for the issue of the required certificate absolving the Company from all liability in respect of rents of Italian Government property, during the period of the Naval occupation. The matter was referred by the Italian Ministry of Marine to the Ministry of Industry, Work and Commerce, who are being urged to forward the certificate without further delay.

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In these circumstances, and having regard to the probable decline in the volume of R.N. work to be executed by the Company in the immediate future, no objection can be seen, from an accountancy point of view, to termination of the existing contract forthwith, in accordance with the terms of paragraph "E" of the agreement.

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(Signed)

SENIOR ACCOUNTANT, ADMIRALTY

Naples, 29th June, 1945.

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