

Acc

10000/124/88

SWEET
SEPT. 45

10000/124/88

SWEEPING MINES-MINEFIELDS IRN-17

SEPT. 45 - MAY 46

5626

STATO MAGGIORE DELLA R. MARINA
Reparto M.D.S./3^a Sez. B.D.

Protocollo n° _____ All. _____

Roma, 11 Maggio 1946

MARIDIPART TARANTO
MARIDIPART NAPOLI
MARIDIPART LA SPEZIA
MARINA VENEZIA
MARISARDEGNA
MARISIOGLIA
MARINA BRINDISI
MARINA CAGLIARI
MARINA ANCONA
MARINA GENOVA

ISPELTORATO DRAGAGGIO

1° GRUPPO DRAG TARANTO

2° " NAPOLI

3° " BRINDISI

4° " LA SPEZIA

5° " VENEZIA

6° " GENOVA

7° " LA MADDALENA

8° " ANCONA

e, per conoscenza:

MAVE CESARE PER ISPELT. PI.

SINURANTI

ARGOMENTO: Programma Generale
delle operazioni di
dragaggio. =

Si rimette un programma generale di larga massima delle operazioni di dragaggio.

Ad ogni singolo gruppo sono state assegnate le zone sottin-

cate:

1° GRUPPO TARANTO

Zona 1 = sbarramento 2. AN - si attende il rapporto di fine dragaggio.

Zona 2 = sbarramenti 1 AN - 4 AN

saranno dragati dagli RD vecchio tipo e dai motopesca
previsioni fine dragaggio 25 maggio 1946

Zona 3 = sbarramenti LM di Punta Stilo

ARGOMENTO: Programma Generale
delle operazioni di
dragaggio. =

MARINA ANCONA
MARINA GENOVA
ISPETTORATO DRAGAGGIO
1° GRUPPO DRAG TARANTO
2° " NAPOLI
3° " BRINDISI
4° " LA SPEZIA
5° " VENEZIA
6° " GENOVA
7° " LA MADONNA
8° " ANCONA

e, per conoscenza:

MAVE CESARE PER ISPET. PL. N.
SICURANTI

- - - - -

Si rimette un programma generale di larga massima delle operazioni di dragaggio.

Ai ogni singolo gruppo sono state assegnate le zone sottostimate:

1° GRUPPO TARANTO

Zona 1 = sbarramento 2 AN - si attende il rapporto di fine dragaggio.

Zona 2 = sbarramenti 1 AN - 4 AN

saranno dragati dagli RD vecchio tipo e dai motopesca previsti fine dragaggio 25 maggio 1946

Zona 3 = sbarramenti 1 AN di Punta Stilo

saranno dragati dagli RD vecchio tipo e motopesca previsti fine dragaggio 25 Giugno 1946

Zona 4 = sbarramenti 3 AN - 6 AN

saranno dragati dagli RD vecchio tipo e motopesca previsti fine dragaggio 30 luglio 1946

Quindi il Gruppo si trasferirà in Sicilia.

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(9)

2° GRUPPO NAPOLI

Zona 5 = sbarramenti 02 - 5 - 7 - 8 - 9 - 10 - 66 - 1 2AS

In corso di dragaggio da parte delle Corvette -
previsioni fine dragaggio 15 giugno 1946

Zona 6 = sbarramenti 2 - 3 - 4AS

in corso di dragaggio da parte dei trawlers
previsioni fine dragaggio 20 maggio 1946

Zona 7 = sbarramenti 3 - 4 - 5 - 6 - 7 - 8 AS

saranno dragati dalle corvette quando ultimato la zona 5
previsioni fine dragaggio 15 luglio 1946

Zona 8 = sbarramento 0 4

sarà dragato dalle L.M.S. del 4° Gruppo;
previsioni fine dragaggio 15 agosto 1946.
sbarramenti N1 - 2

sarà dragato dalle LMS del 4° Gruppo;
previsione fine dragaggio 30 agosto 1946.
Sbarramenti C 3 - 6 - T1 - 2 - 3 - 4 - 5 - 5A - 6
saranno dragati dalle corvette
previsioni fine dragaggio 30 agosto 1946.

Sbarramento N3

sarà dragato dai motopesca
previsione fine dragaggio 30 agosto 1946

Zona 9 = sbarramenti 3 - 4 - 5 AN

saranno dragati dalle Corvette
previsioni fine dragaggio 15 ottobre 1946
sbarramenti Z 1

sarà dragato dalle LMS e motopesca

Zona 6 = sbarramenti 2 - 3 - 4AS

in corso di dragaggio da parte dei trawlers
previsioni fine dragaggio 20 maggio 1946

Zona 7 = sbarramenti 3 - 4 - 5 - 6 - 7 - 8 AS

saranno dragati dalle corvette quando ultimata la zona 5
previsioni fine dragaggio 15 luglio 1946

Zona 8 = sbarramento 0 4

sarà dragato dalle L.M.S. del 4° Gruppo;
previsioni fine dragaggio 15 agosto 1946.
sbarramenti N1 - 2

sarà dragato dalle LMS del 4° Gruppo;

previsione fine dragaggio 30 agosto 1946.

Sbarramenti C 3 - 6 - T1 - 2 - 3 - 4 - 5 - 5A - 6

saranno dragati dalle corvette

previsioni fine dragaggio 30 agosto 1946.

Sbarramento N3

sarà dragato dai motopesca

previsione fine dragaggio 30 agosto 1946

Zona 9 = sbarramenti 3 - 4 - 5 AN

saranno dragati dalle Corvette

previsioni fine dragaggio 15 ottobre 1946

Sbarramenti Z 1

sarà dragato dalle LMS e motopesca

previsione fine dragaggio 30 settembre 1946

Sbarramento Motte 1

sarà dragato dai motopesca

previsioni fine dragaggio 30 ottobre 1946

5624

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4° GRUPPO DRAGAGGIO LA SPEZIA

Zona 10 = sbarramenti S8 - 10 - 11 - 15

In corso di dragaggio con motopesca;
previsioni fine dragaggio 30 maggio 1946

Zona 11 = sbarramenti S1 - 2 - 6

" 1 - 2 - 3 - 4 - 5 - 9AS

saranno dragati dai trawlers destinati al Gruppo;
previsioni fine dragaggio 10 giugno 1946

Zona 20 = sbarramenti S9 - 14

saranno dragati dai trawlers destinati al Gruppo;
previsioni fine dragaggio 25 giugno 1946

Zona 12 = sbarramenti C3 - C4 - 4AS - 5AS e sbarramento del quale
non si hanno dati

saranno dragati dai trawlers destinati al gruppo;
previsioni fine dragaggio 30 luglio 1946

Zona 13 = sbarramento C7 - E30 - 3 - 5 - 6AN - 3AS
saranno dragati dai trawlers quando terminata la zona
12 - previsioni fine dragaggio 30 agosto 1946

Zona 14 = sbarramenti E1 - 2 - 3 - E10 - 12 - 16 - 19 - 28 - 8 -
9 AN

saranno dragati dai trawlers quando ultimata la zona 13
previsioni fine dragaggio 30 settembre 1946

Zona 15 = sbarramenti E6 - 13 - 14 - 17 - 18 - 25 - 26 - 27 - 29 -
1AS - 2AN - 7AN e sbarramento del quale non si hanno
dati - saranno dragati dai trawlers quando ultimata la
zona 14

saranno dragati dai trawlers destinati al Gruppo;
previsioni fine dragaggio 10 giugno 1946

Zona 20 = sbarramenti S9 - 14

saranno dragati dai trawlers destinati al Gruppo;
previsioni fine dragaggio 25 giugno 1946

Zona 12 = sbarramenti C3 - C4 - 4AS - 5AS e sbarramento del quale
non si hanno dati

saranno dragati dai trawlers destinati al gruppo;
previsioni fine dragaggio 30 luglio 1946

Zona 13 = sbarramento C7 - E30 - 3 - 5 - 6AN - 3AS

saranno dragati dai trawlers quando terminata la zona
12 - previsioni fine dragaggio 30 agosto 1946

Zona 14 = sbarramenti E1 - 2 - 3 - E10 - 12 - 16 - 19 - 28 - 8 -

9 AN

saranno dragati dai trawlers quando ultimata la zona 13
previsioni fine dragaggio 30 settembre 1946

Zona 15 = sbarramenti E6 - 13 - 14 - 17 - 18 - 25 - 26 - 27 - 29 -

1AS - 2AN - 7AN e sbarramento del quale non si hanno
dati - saranno dragati dai trawlers quando ultimata la
zona 14

previsioni fine dragaggio 30 dicembre 1946

5623

Zona 16 = sbarramenti E4 - 5 - 7 - 8 - 9 - 11 - 21 - 22 - 23 -

4 AN - saranno dragati dai trawlers quando ultimata la

zona 15

previsioni fine dragaggio 30 aprile 1947

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Zona 17 = sbarramento 1 AN

previsione fine dragaggio 10 maggio 1947

Zona 19 = sbarramenti S12 - 16

saranno dragati dalle LMS destinate al Gruppo

previsioni fine dragaggio 25 maggio 1946

Zona 21 = sbarramenti L.I8 - 22

saranno dragati dalle LMS quando ultimata la zona 19

previsioni fine dragaggio 15 giugno 1946

Zona 22 = sbarramenti L.I4 - 15

saranno dragati dalle LMS quando ultimata la zona 21

previsioni fine dragaggio 15 luglio 1946

Zona 23 = sbarramento L.I2

sarà dragato dagli R.D. veloci e motopesca

previsioni fine dragaggio 30 maggio 1946

Zona 24 = sbarramenti L.1 - 2 - 3

saranno dragati dai trawlers quando ultimato il dragaggio della zona 17

previsioni fine dragaggio 30 maggio 1947

Zona 18 = sbarramenti S3 - 4 - 5 - 7 - L.25 - 27

saranno dragati dai trawlers quando ultimata la zona 24

previsione fine dragaggio 30 luglio 1947

5° GRUPPO VENEZIA

Zona 29 = sbarramenti 4 - 5 - 6AS

in corso di dragaggio da parte dei motopesca;

previsioni fine dragaggio 30 maggio 1946.

Zona 21 = sbarramenti L.I8 - 22
saranno dragati dalle LMS quando ultimata la zona I9
previsioni fine dragaggio I5 giugno I946

Zona 22 = sbarramenti L.I4 - 15
saranno dragati dalle LMS quando ultimata la zona 21
previsioni fine dragaggio I5 luglio I946

Zona 23 = sbarramento L.I2
sarà dragato dagli R.D. veloci e motopesca
previsioni fine dragaggio 30 maggio I946

Zona 24 = sbarramenti L.1 - 2 - 3
saranno dragati dai trawlers quando ultimato il dragag
cio della zona I7
previsioni fine dragaggio 30 maggio I947

Zona I8 = sbarramenti S3 - 4 - 5 - 7 - L.25 - 27
saranno dragati dai trawlers quando ultimata la zona 24
previsione fine dragaggio 30 luglio I947

5° GRUPPO VENEZIA

Zona 29 = sbarramenti 4 - 5 - 6AS
in corso di dragaggio da parte dei motopesca;
previsioni fine dragaggio 30 maggio I946.

sbaramenti CORA II - CORA III
saranno dragati dai motopesca
previsioni fine dragaggio 30 maggio I945

Zona 30 = sbarramenti AR45 - 46 - 47 - 94 - 95 - 96 - 97 -
RE1 - 2 - 3

saranno dragati dai motopesca e R.D. veloci
previsioni fine dragaggio I5 agosto I946

F 5622

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- 5 -

Zona 28 = sbarramenti AR 4 - 41 - 42 - 43 - 44 - 98 - 99 - 100
saranno dragati dai motopesca e R.D. veloci;
previsioni fine dragaggio 30 ottobre 1946.

Sbarramento AR 165

sarà dragato dalle LMS e dai motopesca;
previsioni fine dragaggio 30 luglio 1946.

Zona 32 = sbarramenti AR 62 - 63 - 143 - 144

saranno dragati dalle LMS e dai motopesca;
previsioni fine dragaggio 30 settembre 1946

Zona 31 = sbarramenti AR 43 - 49 - 50 - 91 - 92 - 93

saranno dragati dai motopesca e R.D. veloci;
previsioni fine dragaggio 30 marzo 1947

6° GRUPPO GENOVA

Zona 25 = sbarramenti SL.1 - 2 - 3 - 4

" SA 5 - 10

previsioni fine dragaggio 15 giugno 1946
saranno dragati dai trawlers assegnati al gruppo.

Zona 26 = sbarramenti SR. 3 - 4 - 5 - 6

" 5AN - 6AN

previsione fine dragaggio 15 luglio 1946
saranno dragati dai trawlers assegnati al Gruppo.

Zona 27 = sbarramenti AL.I - 2 - 3 - 6

" 1 - 2 - 3 - 4 - 5 - 6AN

previsione fine dragaggio 30 agosto 1946
saranno dragati dai trawlers assegnati al gruppo.

previsioni fine dragaggio 30 luglio 1946.

Zona 32 = sbarramenti AR 62 - 63 - 143 - 144

saranno dragati dalle MMS e dai motopesca;

previsioni fine dragaggio 30 settembre 1946

Zona 31 = sbarramenti AR 43 - 49 - 50 - 91 - 92 - 93

saranno dragati dai motopesca e R.D. veloci;

previsioni fine dragaggio 30 marzo 1947

6° GRUPPO GENOVA

Zona 25 = sbarramenti SL.1 - 2 - 3 - 4

" SL 5 - 10

previsioni fine dragaggio 15 giugno 1946

saranno dragati dai trawlers assegnati al gruppo.

Zona 26 = sbarramenti SR. 3 - 4 - 5 - 6

" 5AN - 6AN

previsione fine dragaggio 15 luglio 1946

saranno dragati dai trawlers assegnati al Gruppo.

Zona 27 = sbarramenti AL.I - 2 - 3 - 6

" 1 - 2 - 3 - 4 - 5 - 6AN

previsione fine dragaggio 30 agosto 1946

saranno dragati dai trawlers assegnati al gruppo.

Terminate le operazioni delle 3 zone di cui sopra il
gruppo sarà dislocato in Sardegna. 5621

7° GRUPPO LA MAURIZIA

Zona 45 = sbarramenti ED - A.4 - A.3 - 4AN (B)

" 1ASb - 2ASb - 1ASc

previsioni fine dragaggio 15 giugno 1946

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saranno dragati dagli R.D. vecchio tipo gli sbarramenti di mine meccaniche - dai trawlers gli sbarramenti di mine magnetiche.

Zona 47 = sbarramenti 5 - 6AN

in corso di dragaggio - previsioni fine dragaggio 30 giugno 1946

Zona 46 = sbarramenti 41 - 1 - 2 - 3AN

* 4 - 5 - 6 - 8 - 9AN

saranno dragati dai trawlers del 6° gruppo Genova quando avranno ultimato il loro compito in quel settore. previsioni fine dragaggio 30 novembre 1946

Zona 48 = sbarramenti 4 AN - c - ter - bis

saranno dragati dagli R.D. vecchio tipo; previsioni fine dragaggio 30 novembre 1946

Zona 38 = sbarramenti 5AN (c) 4AN (c)

* 3 - 4 - 5 AS (A)

saranno dragati dai trawlers del 2° gruppo di Napoli quando ultimato il dragaggio della zona di C. Bonifati; previsioni fine dragaggio 30 maggio 1946

Zona 39 = sbarramenti 5 AN - 4 AN - 3 AN (c) - 1AS (c)

saranno dragati dai trawlers del 2° gruppo di Napoli quando ultimato il dragaggio della zona 38 previsioni fine dragaggio 15 luglio 1946

Zona 40 = sbarramenti 5 AN - 6AN

saranno dragati dai trawlers quando ultimata la zona 39 previsioni fine dragaggio 30 luglio 1946

Zona 41 = sbarramenti 4 AS (F) e C. Ferrato LX

saranno dragati dai trawlers quando ultimata la zona - previsioni fine dragaggio 15 agosto 1946.

Zona 42 = sbarramenti 3AS (F)

saranno dragati dai trawlers del 2° gruppo di Napoli
do avranno ultimato il loro compito in quel settore.
previsioni fine dragaggio 30 novembre 1946

Zona 48 = sbarramenti 4 AN - C - ter - bis
saranno dragati dagli R.D. vecchio tipo;
previsioni fine dragaggio 30 novembre 1946

Zona 38 = sbarramenti 5AN (c) 4AN (c)
3 - 4 - 5 AS (A)
saranno dragati dai trawlers del 2° gruppo di Napoli
quando ultimato il dragaggio della zona di G. Bonifati;
previsioni fine dragaggio 30 maggio 1946

Zona 39 = sbarramenti 5 AN - 4 AN - 3 AN (c) - 1AS (c)
saranno dragati dai trawlers del 2° gruppo di Napoli
quando ultimato il dragaggio della zona 38
previsioni fine dragaggio 15 luglio 1946

Zona 40 = sbarramenti 5 AN - 6AN
saranno dragati dai trawlers quando ultimata la zona 39
previsioni fine dragaggio 30 luglio 1946

Zona 41 = sbarramenti 4 AS (F) e C. Ferrato LX
saranno dragati dai trawlers quando ultimata la zona 40
na - previsione fine dragaggio 15 agosto 1946.

Zona 42 = sbarramenti 3AS (F)
sarà dragato dagli R.D. vecchio tipo
previsione fine dragaggio 30 giugno 1946

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5620

Zona 43 = sbarramenti 1AN - 2AN - 6AN - 6AN (B)
saranno dragati dai trawlers quando ultimata la zona 41
previsione fine dragaggio 30 settembre 1946

Zona 44 = sbarramenti 1AN (c) - 2AN (c) - 3AN (c) - 3AN bis -
3AN ter

saranno dragati dai trawlers quando ultimata la zona 43
previsioni fine dragaggio 30 novembre 1946

8° GRUPPO ANCONA

Zona 33 = sbarramenti AR 59 - 60 - 61 - 64 - 65
saranno dragati dagli R.D. veloci del 5° Gruppo Venezia
previsioni fine dragaggio 30 giugno 1946.
Sbarramenti AR 51 - 52 - 87 - 88/89 - 90

" RA 3 - RA 4 - RA 7 - RA 12

saranno dragati a sciabica dal motopesca del sottogruppo di Ravenna;

previsione fine dragaggio 30 agosto 1946.

Sbarramento RA 1 - sarà dragato dalle unità MIS del 5° Gruppo Venezia e dal motopesca

previsioni fine dragaggio 30 luglio 1946

Zona 34 = sbarramenti AR 55 - 56 - 57 - 58

saranno dragati dagli R.D. veloci del 5° Gruppo Venezia
previsioni fine dragaggio 30 agosto 1946

Sbarramenti AR 81 - 82 - 83 - 84 - 85

saranno dragati dal motopesca del sottogruppo di Rimini
previsione fine dragaggio 30 luglio 1946.

Sbarramenti Ri4 - Ri6 - Ri8 - Ri10 - Ri13 -

saranno dragati dal motopesca del sottogruppo di Rimini
previsioni fine dragaggio 30 ottobre 1946.

Sbarramenti RA 2 - RA 5 - RA 6 - RA 8 - RA 10

saranno dragati dal motopesca del sottogruppo di Rimini

8° GRUPPO ANCONA

Zona 33 = sbarramenti AR 59 - 60 - 61 - 64 - 65
saranno dragati dagli R.D. veloci del 5° Gruppo Venezia
previsioni fine dragaggio 30 giugno 1946.

Sbarramenti AR 51 - 52 - 87 - 88/89 - 90

" RA 3 - RA 4 - RA 7 - RA 12

saranno dragati a sciabica dai motopesca del sottogrup-
po di Ravenna;

previsione fine dragaggio 30 agosto 1946.

Sbarramento RA 1 - sarà dragato dalle unità IMS del 5°
Gruppo Venezia e dai motopesca

previsioni fine dragaggio 30 luglio 1946

Zona 34 = sbarramenti AR 55 - 56 - 57 - 58

saranno dragati dagli R.D. veloci del 5° Gruppo Venezia
previsioni fine dragaggio 30 agosto 1946

Sbarramenti AR 81 - 82 - 83 - 84 - 85

saranno dragati dai motopesca del sottogruppo di Rimini
previsione fine dragaggio 30 luglio 1946.

Sbarramenti Ri4 - Ri6 - Ri8 - Ri10 - Ri3 -

saranno dragati dai motopesca del sottogruppo di Rimini
previsioni fine dragaggio 30 ottobre 1946.

Sbarramenti RA 2 - RA 5 - RA 6 - RA 8 - RA 10

saranno dragati dai motopesca del sottogruppo di Rimini
previsioni fine dragaggio 30 gennaio 1947. **5619**

Sbarramenti Ri2 - Ri5 - Ri7 - Ri9 - Ri11 - Ri12 - Ra9 -

Ra11

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saranno dragati dalle MIS del 5° Gruppo Venezia
previsioni fine dragaggio 30 ottobre 1946.

Zona 35 = sbarramenti Pe 1 - Pe2 - Pe3 - Pe4 - Pa4 - AN12 - AN4
saranno dragati dalle MIS del 5° Gruppo dragaggio
previsioni fine dragaggio 30 dicembre 1946.

Sbarramenti Ta1 - Ta2 - Ta3

saranno dragati dai motopesca del sottogruppo Ancona
previsioni fine dragaggio 30 luglio 1946

Zona 36 = sbarramenti An6 - An7 - An8

saranno dragati dalle MIS del Gruppo di Ancona
previsioni fine dragaggio 30 luglio 1946.

Sbarramenti Pr7 - Pr8

saranno dragati dalle MIS del Gruppo Ancona
previsioni fine dragaggio 30 agosto 1946.

Sbarramenti Pr3 - Pr4 - Pr6

saranno dragati dai motopesca del gruppo Ancona
previsioni fine dragaggio 30 settembre 1946

Zona 37 = sbarramenti SG.2 - SG.3 - SG.4 - SG.5 - SG.6 - SG.7 -
SG.8 - Gi1 - Gi2

saranno dragati dalle MIS del gruppo di Ancona
previsioni fine dragaggio 30 novembre 1946.

Sbarramento SG.1 - P1 - P2 - Or.1 - Or.2 - Or.3

saranno dragati dai motopesca del sottogruppo di S. De-
medetto del Trento

previsioni fine dragaggio 30 agosto 1946

1° GRUPPO SICILIA

5618

Zona 49 = sbarramenti C/9 AN - 11/12 AN - 3 - 4AN

saranno dragati dagli R.D. vecchio tipo e motopesca

previsioni fine dragaggio 30 settembre 1946

Zona 36 = sbarramenti An6 - An7 - An8

saranno dragati dalle LMS del Gruppo di Ancona
previsioni fine dragaggio 30 luglio 1946.

Sbarramenti Pr7 - Pr8

saranno dragati dalle LMS del Gruppo Ancona
previsioni fine dragaggio 30 agosto 1946.

Sbarramenti Pr3 - Pr4 - Pr6

saranno dragati dai motopesca del gruppo Ancona
previsioni fine dragaggio 30 settembre 1946

Zona 37 = sbarramenti SG.2 - SG.3 - SG.4 - SG.5 - SG.6 - SG.7 -

SG.8 - Gi1 - Gi2

saranno dragati dalle LMS del gruppo di Ancona
previsioni fine dragaggio 30 novembre 1946.

Sbarramento SG.1 - P1 - P2 - Or.1 - Or.2 - Or.3

saranno dragati dai motopesca del sottogruppo di S. De-
nedetto del Tronto

previsioni fine dragaggio 30 agosto 1946

1° GRUPPO SICILIA

5618

Zona 49 = sbarramenti 8/3 AN - 11/12 AN - 3 - 4AN

saranno dragati dagli R.D. vecchio tipo e motopesca
previsioni fine dragaggio 30 settembre 1946

Zona 50 = sbarramenti 5AN - 6/7 AN

saranno dragati dagli R.D. vecchio tipo e motopesca
previsioni fine dragaggio 30 ottobre 1946

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Zona 51 = sbarramenti 1 - 2AS - Z3

saranno dragati dalle Corvette del 2° Gruppo
previsioni fine dragaggio 30 dicembre 1946

Zona 52 = sbarramenti 1 - 2AN

saranno dragati dalle Corvette del 2° Gruppo
previsioni fine dragaggio 28 febbraio 1947

Zona 53 = sbarramenti 1 - 2 - 3 - 4 - 5 - 6 - 7 AN

" 1 - 2 - 3AS - ZY - ZX - c - D - D
saranno dragati dalle Corvette
previsioni fine dragaggio 30 maggio 1947.

IL CAPO DI STATO MAGGIORE
E. C. C.

5617

DISTRIBUTION 7-44 4-55 (2) 17-11-45 245

S. 13201.
Established—May, 1930
(Revised—June, 1944)

U/C
TO. NAVY SUB-COMMISSION FROM. NOIC VENICE.

Your 241003. Regret delay in replying to your letter NSC/330 23rd Aug.
Italian RMS Party not required as land mines are dealt with by army.

.... 301205A ..SEPT.

Ref. Requesting reply.

T/P

P/L

TOR 1145

P.R.

1/10.

Dist. 1-4. 13, 21, 10g. NSC(4).

5616

NOIC VEHICLE

N.S.C

UNCLASSIFIED

REQUEST REPLY TO LETTER NSC/3303 DATED 25-8 AUGUST REGARDING EMPLOYMENT
IN VEHICLE AREA OF ITALIAN NAVAL REPAIRING SHIPS AREA: SAFE CAPT

2:4003A SEPT

T/P P/L PCD 1006 PAG. D. 2/3
DIT. 1-4 13 24 NSC(1) LOC.

5615

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 24 August 1945
Ref.: SM/17513

Subject: Equipment for personnel rendering land-mines safe.

Further to, and in correction of, the statement in the last paragraph of my SM/16223 dated 8th instant, you are informed that the detectors required to complete the equipment of the 3rd Land-mine disposal Party, destined for Venice, are not in the possession of the A.D.S. Med. A.F.H.Q. at Caserta, but ^{are in the} ~~this is~~ the only Royal Naval Dept. authorised to forward requests to the British Army Authorities holding the above materials in store.

for CHIEF OF STAFF

GGE/P.

5614

(8)



Mod. 39

Roma. Agosto 19 45 A

Stato Maggiore della R. Marina

Rep. M.D.S. Uff. 3^a Sez. B.D.

24 AGO. 1945

NAVY SUB COMMISSION

ROMA

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Incl. 17513 Allegati

ARGOMENTO. Attrezzature per il personale preposto alla disattiva-
zione delle mine terrestri.=

A prosecuzione e rettifica di quanto indicato al penultimo capoverso del foglio SM/16223 dell'8 c.m., si precisa che i detectors richiesti per il completamento dell'attrezzatura del personale 3^o Gruppo disattivazione mine terrestri destinato a Venezia non sono depositati presso l'A.D.S. Med. A.F.H.Q. di Caserta ma che detto Ente è il solo della Royal Navy autorizzato ad avanzare richieste alla competente Autorità dell'Esercito Inglese, depositaria del materiale di cui sopra.=

IL CAPO DI STATO MAGGIORE

5613

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

NSC/3308.
23rd August, 1945.

FILE

FIRST ENDORSEMENT ON
Ministry of Marine's letter No.
SM.16223 of the 8th August, 1945.

From : Navy Sub Commission, Hq., Allied Commission.
To : Naval Officer in Charge, Venice.

Subject : Equipment for personnel selected for the disposal of
land mines.

Forwarded.

2. Information is requested whether there is any employment
for this Italian Naval rendering mines safe party in the Venice area.

H
23/8
B

1RM-17

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

23 AUG 1945



HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3348
23 August 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.
Subject: Equipment for Personnel Selected for the Disposal of
Land Mines.

FILE

1. Ministry of Marine letter SM.16223 of 8 August 1945 has been forwarded to the Naval Officer-in-Charge, Venice, to determine whether there is any requirement for the third Rendering-Mine-Safe Party in that area. You will be informed as soon as a reply is received.

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

3



5611
23 AUG 1945

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 8 August 1945
Ref.: SM.16223

Subject: Equipment for personnel selected for the disposal of land mines.

Reference is made to your NSC/3132 of 2nd inst.

The constitution of two Rendering-Mine-Safe Parties for land mines was requested in P.O.N.A.M.'s CC/12/145 of 17th January last; addressed to Maridipart Naples: this request indicated that it was intended to employ the two parties in entering La Spezia, and that they were to undergo a training course at Capua under Allied instructors. (each party was to consist of 1 officer and 23 men).

The first party completed the course at the end of April last, after which it was sent to Genoa instead of to La Spezia; the 2nd Party was sent to La Spezia on 12th June last. (Both of them were equipped by the Allied Authorities). During operations at both Genoa and La Spezia these parties suffered loss of life.

In expectation of the need for similar operations in the Venice area, subsequent to instructions given to Maridipart Naples by agreement with the Allied Authorities, a third Party has been trained at Capua, recently completing the course (letter No.14169 of 15 July.)

Latest information shows that the equipment of the above personnel is complete except for a lack of 23 detectors, which it appears are available from stocks controlled by British Military Authorities (A.D.S. Mediterranean A.F.H.Q. Caserta).

Observing that the services of this new Party are required in order to make use of the Naval Bases it remains for the N.S.C. to decide whether application shall be made to the above authority for the release of 23 detectors.

for CHIEF OF STAFF

GGE/P.

5610



STATO MAGGIORE DELLA R. MARINA

Roma li, 8 Agosto 1945

NAVY SUB COMMISSION

REPARTO M.D.S. = E.D.

R O M A

Prot. N. *SM/16223* Allegati

Indir. teleg. : MARISTAT

Argomento: Attrezzature per il personale preposto alla disattivazione delle mine terrestri.=

Riferimento foglio NSC/3132 del 2 c.m.-

La costituzione dei due Gruppi per la disattivazione delle mine terrestri fu richiesta dal F.O.N.A.M. con il foglio CC/12/145 del 17 gennaio c.a. diretto a Maridipart Napoli: nella richiesta si comunicava che i gruppi, di cui era previsto l'impiego per accedere a La Spezia, dovevano seguire a Capua un corso di addestramento a cura di istruttori Alleati (ciascun Gruppo composto di 1 ufficiale e 23 uomini).

Il 1° Gruppo ultimò il corso a fine Aprile u.s., dopo di che venne inviato dalle Autorità Alleate a Genova anziché a La Spezia; il 2° Gruppo fu inviato a La Spezia il 12 giugno u.s. (entrambi equipaggiati a cura delle Autorità Alleate).

Sia a Genova che a La Spezia, durante l'attività da esso svolta, il personale dei due gruppi ebbe a lamentare perdite di vite umane.

In previsione della necessità di analoghe operazioni nella zona di Venezia, ed in seguito ad istruzioni impartite a Maridipart Napoli, previ accordi con le Autorità Alleate, un terzo Gruppo è stato addestrato a Capua ed ha recentemente ultimato il corso (foglio 14169 del 15 luglio u.s.).

Dalle ultime notizie avute, l'attrezzatura del personale sopramenzionato è completa ad eccezione di n°23 detectors mancanti: secondo informazioni risulterebbe che il materiale predetto è disponibile presso i depositi gestiti dalle Autorità militari Britanniche, e precisamente presso l'A.D.S. Med. A.F.H.Q. di Caserta.

5609

- 2 -

Si lascia al giudizio di codesta Navy Sub-Commission la decisione di interessare detto Comando per la cessione dei 23 detectors, segnalando che l'attività del nuovo Gruppo é necessaria per l'esercizio delle Basi Navali.=

IL CAPO DI STATO MAGGIORE



5608

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3132
2 August 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Equipment for Rendering Land Mines Safe - Personnel.

1. With reference to your letter 3M.14169 dated 15th July 1945, it is requested that full details be supplied regarding these groups and particulars as to the Authority which requested their formation.

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



From: MINISTRY OF MARINE (Maristat)
To : R.S.C.
Date: 15 July '45
Ref.: SM.14169

Subject: Equipment for Rendering Land Mines Safe
personnel.

You are advised that the personnel constituting the 3rd "Rendering Land Mines Safe" Group are now ready ^{N.S.C.} for employment ~~at sea~~, after having finished their training course.

Before the personnel can move forward to operate they must be supplied with necessary equipment.

It is requested that R.S.C. intervene, so that the supply by Allied Authorities of necessary equipment be hastened.

for CHIEF OF STAFF

KCL/P.

5606



** 140

Roma 115 1005 4946

Stato Maggiore della R. Marina

NAVY SUB COMMISSION

Rep. M.D.S. Uff. 3^a Sez.B.D.

INDIRIZZO TELEGRAFICO: MARISTAT-ROMA

Tel. 1. 1h 169 Allegato

④

ARGOMENTO: Attrezzature per il personale prepo
sto alla disattivazione mine terrestri.=

Si comunica che a Napoli è pronto all'im
piego, dopo aver ultimato il tirocinio di ad
destramento, il personale costituente il ter
zo gruppo disattivazione mine terrestri.

Per dislocare il personale suddetto nelle
zone ove urge la sua opera, occorre munirlo
delle attrezzature necessarie.

Si prega pertanto codesta N.S.C. di voler
intervenire affinché la consegna, da parte
delle Autorità Alleate, delle attrezzature di
cui sopra, venga sollecitata.=

IL CAPO DI STATO MAGGIORE

5605

Mary S H

UNCLASSIFIED PD

UNCLASSIFIED PD
PARA ONE PD REFERENCE YOUR SIGNAL TARE VECTOR TWO ZERO DATED TWO
SEVEN NOVEMBER SUBJECT MINE SINKING CHIOGGIA TO PD GIVEN PD
WORTH TO SIGNAL TARE INFORMATION WHICH IS TENSILE RESIST TO
ALONG FIVE LITERS RESISTANCE 2 VECTOR FOUR IS ALONG FIVE LEFT FIVE
ITALIAN MINISTRY MARINE HAVE AGREED TO UNDERTAKE A SEARCH BETWEEN
CHIOGGIA AND PORTO LEVANTE TWO ESTABLISHING A CHANNEL FOR BURGONERS

TEXT

FD TEXT
Italian Ministry of Marine have agreed to undertake a sweep
between Chioggia and Porto Levante thus establishing a channel
for schooners.

11. *for invoices*
 COPY 20 : CHIEF COMMISSIONER'S OFFICE
 ROOM (2)
 NAVY S/O 

1 RN-17

5604

管理の発展、品質の向上、環境への配慮、3/0

7

345

U.S. DEPARTMENT
OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

From: MINISTRY OF MARINE
To : F.O.L.I. - Rome
Date: 12 July '45

M O S T U R G E N T

Signal by Hand N°325.

With reference to your message 100906/B of 10th inst., it is stated that on Tuesday, the 11th (?) inst., the Rendering Mines Safe Group stationed at Civitavecchia, exploded a C.R. Type Italian Mine, and a German anti-sweeping buoy found with the mine, at the Southern extremity of Fogone Sands (to the North of Piumicino).

ACCORETTI

KCL/P.

DATE: 13. 7 45
FROM: FOTALI, ROME.
TO : NAVY SUB-COMMISSION, HQ, AC.

FORWARDED FOR APPROPRIATE ACTION.

over kindred
REAR ADMIRAL.

5603

⑥

IRN-17

MOD. LARIO
M. - n. - 488

Mod. 187

3.72

MINISTERO DELLA MARINA

(1) MARISTAT = Rep. M.D.S./3^a Sez.B.D.

MESSAGGIO A MANO N. 825

Indirizzato a:

F. O. L. I.

R O M A

e per conoscenza a:

MARINA = ROMA

Data 12 Luglio 1945

Rif. del

Testo:

URGENTISSIMO

Riferimento vostro messaggio 100906/B
del 10 c.m..=

Si comunica che martedì 10 c.m. il gruppo
disattivazione mine dislocato a Civitavecchia ha
fatto brillare, all'estremità meridionale della
spiaggia di Fogene (a Nord di Fiumicino), una
mina tipo C.R. italiana ed una boa antidragante
tedesca che si trovavano colà.=

Nuove Grafiche S. A. - Roma - Ord. 208 (150.000) 21-12-942-XXI

Autorità mittente.



ACCORRETTI

IL CAPO RE FIRMA M. D. S.

Capitano di Vascello
(Francesco Linares)

5602

MINISTRY OF MARINE

FOOTALL REDE
100906B JULY

INFORMANT UNCLASSIFIED

REQUEST IMMEDIATE ACTION TO DISPOSE OF BPA BEING WASHED UP AT SOUTH END OF
BEACH AT POINT (NORTH OF FUTURE B. 3500). PRESENT LOCATION MAY BE ORADRA
FROM MAJOR CORN. BEOSA, PHONE AREA 386215.

100906B JULY

VLS: 3, 7, 7a, 9, 9a.

E/D I/T

80/7

5601

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3436
31 August 1945. **FILE**

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Mine Field Information for Captain of the Port
of VIAREGGIO.
Enclosure: (A) One Mine Information Chart No. 157, 23rd
July 1945.

1. Enclosure (A) is forwarded for your information
and for further transmittal to the Captain of the port of
VIAREGGIO.

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



HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3426
31 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission. **FILE**
To : Industry Sub-Commission, Hq. Allied Commission.
Subject: Minesweeping, APUANIA province.
Reference: (a) Industry Sub-Commission ltr. reference
AC/5556/IND dated 6 August 1945.
Enclosure: (A) One Mine Information Chart No. 157, 23rd
July 1945.

1. The Office of the Commander-in-Chief, Mediterranean has informed the Navy Sub-Commission that it is not at present possible to include the mine clearance of the area referred to in reference (a) and former correspondence in the present programme for British minesweepers.

2. However, full information on these minefields is available and one mine information chart of this area is enclosed and it is requested you arrange for the passing of this information to the Captain of the Port of VIAREGGIO so that the fishing boats may avoid those minefields still unswept.

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

Copy to:
Provincial Commissioner, APUANIA. **710**



5599
31 AUG 1945

IRN-17

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
24th August, 1945.

Med. 45/00235/13/5.
THE NAVY SUB-COMMISSION,
HEADQUARTERS ALLIED COMMISSION.

MINESWEEPING - WEST COAST OF ITALY.

It is not at present possible to include the mine clearance of the area referred to in your MSC/3249 of the 14th August, 1945, in the present programme for British Minesweepers.

2. Full information on these minefields is however available and two Mine Information Charts of this area are forwarded.
....

3. It is requested you arrange for the passing of this information to the Captain of the Port of VIAREGGIO, so that the Fishing Boats may avoid those minefields still unswept.

J. Parker
for ADMIRAL

5598

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3249
14 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Minesweeping - West Coast of Italy.
Reference: (a) Navy Sub-Commission ltr. NSC/3174 of 8 August
1945 - same subject.
(b) CINCMED ltr. Med.45/00235/13/5 of 4 July 1945.
Enclosure: (A) Hq. AMG, Apuania Province ltr. A/811, dated
7 August 1945.

FILE

1. Enclosure (A), which contains information supplementary to that in reference (a), is forwarded herewith in compliance with reference (b).

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FORREAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
for CHIEF COMMISSIONER.

Copy to:
Hq. AMG, Apuania Province, w/o Encl.

WWW



5597

14 AUG 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3174
8 August 1945.

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

FILE

Subject: Minesweeping - West Coast of Italy.

Enclosure: (A) Hq. AMG, Apuania province ltr. A/811 dated
21 July 1945 and attached report N.1692 of
19 July 1945 from Capitaneria di Porto,
Viareggio.

1. In reply to Commander-in-Chief, Mediterranean
Minute II Med.45/00235/13/5, dated 4 July 1945, enclosure
(A) is forwarded herewith.

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



9 AUG 1945 5596

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
APUANIA PROVINCE

KLS/gt

File: A/811.

7 August 1945

SUBJECT: Minesweeping - Apuania Province.

TO : Navy Sub-Commission, Allied Commission, APO 394.
(Thru: CHANNELS)

1. We refer to A.S.C./3140 of 3rd August 1945.
2. We are advised earlier report had been made but closing of files prevents verification.
3. The small port at Marina di Massa can be considered totally destroyed and adviseability of re-building is doubtful.
4. The port at Marina di Carrara has been only partially destroyed, is now used for fishing vessels, the boats sunk in the port are being raised, certain repairs have been made and further repairs planned. It is desired that this port be re-established.
5. The entire area along the Sea, North of Viareggio, has been found to be mined.
6. We are interested, in this Province, in the clearance of mines from Cinquale to mouth of the river Magra, including area along Marina di Massa and Marina di Carrara. All of this area is of value for fishing purposes. Mines in this area are anchored at various depths from 30 centimeters to 3 meters. The mines are at various distances off shore, from 200 to 300 meters minimum to several miles maximum. Various anchored mines have been marked by fishermen with cork or wood.
7. The port of Marina di Carrara is considered as now clear of mines but the entrance is believed to be heavily mined and dangerous. Many mines of depth of 2 to 3 meters are found about 150 meters from mouth of port at Marina di Carrara and then North, parallel to the pier from there to mouth of the Magra River.
8. At the entrance to the Magra River many mines have been found but fishing vessels now use this entrance and some mines have been exploded by the fishermen, using land mines and other explosives.
9. Above report refers to anchored mines. Some floating mines have been found in area but not in large numbers and day fishing is not jeopardized thereby, though of course, they still render night fishing unsafe.
10. We would appreciate sweeping of mines along entire shore of Province for distance of about three or four miles off-shore.

K. L. Shirk

K. L. SHIRK
Major, AUS
Provincial Commissioner

5595

4. The port at Marina di Carrara has been only partially destroyed, is now used for fishing vessels, the boats sunk in the port are being raised, certain repairs have been made and further repairs planned. It is desired that this port be re-established.

5. The entire area along the Sea, North of Viareggio, has been found to be mined.

6. We are interested, in this Province, in the clearance of mines from Cinquale to mouth of the river Magra, including area along Marina di Massa and Marina di Carrara. All of this area is of value for fishing purposes. Mines in this area are anchored at various depths from 30 centimeters to 3 meters. The mines are at various distances off shore, from 200 to 300 meters minimum to several miles maximum. Various anchored mines have been marked by fishermen with cork or wood.

7. The port of Marina di Carrara is considered as now clear of mines but the entrance is believed to be heavily mined and dangerous. Many mines of depth of 2 to 3 meters are found about 150 meters from mouth of port at Marina di Carrara and then North, parallel to the pier from there to mouth of the Magra River.

8. At the entrance to the Magra River many mines have been found but fishing vessels now use this entrance and some mines have been exploded by the fishermen, using land mines and other explosives.

9. Above report refers to anchored mines. Some floating mines have been found in area but not in large numbers and day fishing is not jeopardized thereby, though of course, they still render night fishing unsafe.

10. We would appreciate sweeping of mines along entire shore of Province for distance of about three or four miles off-shore.

K. L. Shirk

K. L. SHIRK
Major, AUS
Provincial Commissioner

5595

Tel. 468

LM/gp

Ref. AC/5556/IND

6 August 1945

SUBJECT : Minesweeping.

TO : Navy Sub-Commission ✓

FROM : Industry Sub-Commission.

1. Reference is made to your letters
NSC/2894 dated 9 July 45 and NSC/2894 dated 3 August
45. 3140

2. Attached is copy of letter received from HQ
AMG Apuania Province which it is believed provides the
necessary information.

Louis Mehr
1st Lt. A.C.

LOUIS MEHR, 1st Lt. A.C.

1 Incl.:-
Copy ltr. Ref. A/811
dtd. 21 July 45
from AMG Apuania
Province.

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

Copy to :-
Food Sub-Commission.
Economic Section.

5594

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3140
3 August 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Industry Sub-Commission, Hq. Allied Commission.
Subject: Minesweeping.

1. It would be appreciated if a reply could be given to Navy Sub-Commission letter NSC/2394 of 9 July which requested information concerning the limits of the sea area which the Provincial Commissioner, APUANIA desires be cleared of mines in order that this commitment may be included in the priorities of the minesweeping program being arranged by the Commander-in-Chief, Mediterranean.

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

Copy to:
CINCMED
Provincial Commissioner, APUANIA.



5593

3 AUG 1945

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
APUANIA PROVINCE

KLS/gt

File A/811

21 July 1945.

SUBJECT : Mine-Sweeping, Apuania Province.
TO : Industry Sub-Commission, A.C., APO 394.
(Thru : CHANNELS).

1. We refer to letter of 13 July 45, Ref. AC/5556/IND, and letter of Navy Sub-Commission of 9th July 45.

2. We have received a complete report on this subject from the Collector of the port and attach same to this letter.

3. We trust this gives to you the information necessary that this can receive attention.

/s/ K.L. SHIRK
K.L. SHIRK
Major, AUS
Provincial Commissioner.

C
O
P
Y

5592

TRANSLATION

Viareggio July, 19th 1945.

CAPITANERIA DI PORTO
del
COMPARTIMENTO MARITTIMO
di
VIAREGGIO

Prot. N. 1692

SUBJECT : Fishing.

In order to help the fishing reactivation we explain hereby the inconveniences still existing and which hinder in a very considerable way the development of this important activity.

The whole zone, jurisdiction of the Apuania Province, namely from the locality said "Cinquale" to the mouth of the river Magra, Marina di Massa and Marina di Carrara there included, is particularly dangerous for navigating owing to the presence of large numbers of mines.

The a/m mines are anchored at variable profundity between 3 mts. and 70 cm.; the latter ones are dangerous for the little fishing vessels too.

Banks of mines and isolated mines are placed at variable distances from the shore ; we have been informed that there are some at 2 - 3 miles and some at 300 mts. off the shore. From North of the port of Marina di Carrara to the river Magra the whole area is dangerous.

The Hq. A.M.G. - Leghorn Province had just notified on 25/6/1945 that the whole area North of Viareggio was dangerous for navigating; only the inside of the port of Marina di Carrara is to be considered safe and cleared of mines. Immediately outside of the port at only 150 mts. from the extremity of the northern dike there are anchored mines in a profundity of 2 - 3 miles. From the a/m dike as far as the mouth of river Magra there is a bank of mines parallelly to the shore. Just in the mouth of Magra there were placed numerous mines and the local fishermen, in order to be able to fish with their own boats, have caused their explosion using the explosive material taken off from terrestrial-mines and provided with a proper match.

It is possible to discharge the minesweeping works also using two motor-fishing-vessels (which may be supplied by the Comando Marittimo in La Spezia) provided with proper sweeping-fitting.

5591

As per the mines not very profoundly anchored it will be possible to follow the system adopted by fishermen for the mines found at the mouth of the river Magra, using a squadron of men chosen and learned for this purpose.

It has been already arranged in order to signalize through corks and wood boards with little flags the mines already individualized by local fishermen. It is therefore possible to see now in the concerned sea-area of the province of Apuania many of such signalizations.

The mines placed near the sea-shore are rare and not very dangerous during the diurnal navigation, as they are easily visible by the little fishing vessels.

As per the motor fishing vessels of the Province of Spuania it is already known that they are available in a very small quantity. But this Command is arranging the matter in order to retrieve the soon as possible those sunk in the Port of Marina di Carrara and in the mouth of river Magra ; for these purposes we request again, if possible the help and collaboration of the Allied Government.

We will examine in future the possibility to transfer some Motor fishing vessels from Viareggio to Marina di Carrara.

signed : THE CAPTAIN OF THE PORT
Commander
(Riccardo RANGONI)

C
O
P
Y

5590

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

HSC/2394
9 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Industry Sub-Commission, Hq. Allied Commission.
Subject: Minesweeping.

1. With reference to your letter AC/5556/IND of 19 June and further to Navy Sub-Commission letter HSC/2715 of 21 June, the Allied Naval Commander-in-Chief, Mediterranean has asked that he be informed of the limits of the sea area which the Provincial Commissioner, APUANIA desires be cleared of mines in order that this commitment may be included in the priorities of the minesweeping program.

2. It is requested that the required information be forwarded to the Navy Sub-Commission for onward routing to the Allied Naval Commander-in-Chief, Mediterranean.

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

Copy to:
Chief Commissioner, AC.
Economic Section, AC.
Food Sub-Commission, AC.
Agriculture Sub-Commission, AC.
Provincial Commissioner, APUANIA.



5589

9 JUL 1945

MINESWEEPING - WEST COAST OF ITALY

(The Navy Sub-Commission's NSC/2714 dated 21st June 1945)

II

Med. 45/00235/13/5
THE NAVY SUB COMMISSION
HEADQUARTERS ALLIED COMMISSION.

It is requested that you will forward the limits of the area required to be cleared of mines in order that this commitment may be included in the priorities of the minesweeping programme.

MEDITERRANEAN
4th July 1945

Admiral
for ADMIRAL

5588

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2714
21 June 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Minesweeping.

1. The Navy Sub-Commission is in receipt of a request from Headquarters, Allied Military Government, Province of Apuania (Toscana Region) that the fishing area under its jurisdiction be cleared of mines at the earliest possible date to allow more productive fishing. It is the opinion of the Provincial Commissioner that the entire fishing area could be swept in a few days.

2. The Navy Sub-Commission has replied to the request of the Provincial Commissioner in the sense of Commander-in-Chief, Mediterranean's despatch 1012583 June, which states that no additional minesweeping forces can be made available on the West Coast of Italy, and which indicates that existing priorities make it unlikely that fishing areas can be cleared for some period of time. However, it is requested that the Commander-in-Chief, Mediterranean take note of the request of the Provincial Commissioner, Province of Apuania, in order that due consideration may be given to it at such time as additional minesweeping equipment may become available.

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

AP

FILE

5587

24 JUN 1945

WWW

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2713
21 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Industry Sub-Commission, Hq. Allied Commission.
Subject: Minesweeping.

1. In accordance with Industry Sub-Commission, A. C. letter AC/5556/IND of 19 June 1945, the Allied Naval Commander-in-Chief, Mediterranean has been informed of the request from Headquarters Allied Military Government, Province of Apuania (Toscana Region) that the sea in the fishing area under its jurisdiction be cleared of mines to allow more productive fishing.

2. In response to a recent request from the Public Works and Utilities Sub-Commission, A. C., the Commander-in-Chief, Mediterranean informed the Navy Sub-Commission that it is regretted that no additional minesweeping forces can be made available on the West Coast of Italy at the present time, and that existing requirements for minesweeping equipment, particularly in the Allied port of Genoa, make it unlikely that other less important areas can be swept for a considerable period. However, the Commander-in-Chief, Mediterranean has assured the Navy Sub-Commission that due consideration will be given to clearing other areas as soon as sufficient minesweeping equipment may become available.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Chief Commissioner
Economic Section
Food Sub-Commission
Provincial Commissioner, Apuania

AP
5586

25 JUN 1945

Tel. 323

LM/EP

Ref. AC/5556/IND

19 June 1945

SUBJECT : Minesweeping
TO : Navy Sub-Commission
FROM : Industry Sub-Commission.

1. HQ. AMG. Province of Apuania (Toscana Region) has requested that the sea in the fishing area under its jurisdiction be mineswept to allow more productive fishing. They claim that the entire fishing area could probably be mineswept in just a few days.

2. Industry Sub-Commission concurs that this project would be most beneficial to the local economy and asks that the pertinent measures be initiated.

3. For your urgent and necessary action.

Copy to :-

Economic Section
Food Sub-Commission
Provincial Commissioner
Apuania Province
(Attn.: Provincial Supply
Officer)

for

L. Mehr
L. MEHR, 1st Lt., A.C.
W.J. MASKREY
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

5585

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2628
11 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Public Works and Utilities Sub-Commission,
Hq. Allied Commission.

Subject: Port of LA SPEZIA.

1. As stated in Navy Sub-Commission letter NSC/2583 of 6 June 1945, the Navy Sub-Commission requested the Allied Naval Commander-in-Chief, Mediterranean to give due consideration to providing minesweepers for clearing the port of LA SPEZIA.

2. The Navy Sub-Commission now has been informed by the Allied Naval Commander-in-Chief, Mediterranean that it is regretted that no additional minesweeping forces can be made available on the West Coast of Italy and that existing priorities make it unlikely that the port of LA SPEZIA can be cleared for some period of time. However, the Allied Naval Commander-in-Chief has assured the Navy Sub-Commission that due consideration will be given to clearing the port of LA SPEZIA at such time as minesweeping equipment may become available.

FILE

(Sgt) G. L. WARRER

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

Copy to:
Economic Section, AC.
Chief Commissioner, AC.
Transportation Sub-Commission, AC.

5584

2
12 JUN 1945
RN-14

NAVY SUB-COMMISSION ROME (R) SNOWET.

C. IN C. MED.

RESTRICTED.

IT IS REGRETTED THAT NO ADDITIONAL MINESWEEPING FORCES CAN BE MADE AVAILABLE ON THE WEST COAST OF ITALY. RE EXISTING PRIORITIES MAKE IT UNLIKELY THAT ANY OF THE CLEARANCE OF SPEZIA FOR SOME TIME BUT DUE CONSIDERATION WILL BE GIVEN TO THIS REQUIREMENT.

101258B. JUNE.

DIST. 3,9,10,11.

T.P. P.L.

T.O.R. 1438/10.

10/6/45.

5583

CIRRO MED (R) SNOWTT

FROM NAVY SUB COMMISSION FORM

RESTRICTED

PUBLIC WORKS AND UTILITIES SUB COMMISSION REQUESTS THAT DUE CONSIDERATION
MAY BE GIVEN TO PROVIDING THE NECESSARY EQUIPMENT AND MATERIALS
FOR CLEANING THE PORT OF BEZEA IN ORDER TO REACTIVATE THE DOCKS AND
RELIEVE LOCAL UNEMPLOYMENT.

091205Z JUNE

DES: 3, 6, 9, 10, 11. S/IN. MEX.

T/P E/L FOR 1300/9

1 R N - 17
2/6

5582

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2583
6 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Public Works and Utilities Sub-Commission, Hq. AC.
Subject: Port of LA SPEZIA.

1. In answer to Public Works and Utilities Sub-Commission letter 109/PWU of 1 June 1945, the Navy Sub-Commission has requested the Allied Naval Commander-in-Chief, Mediterranean to give due consideration to providing the requisite ACCOUSTIC and MAGNETIC mine-sweepers for clearing the Port of LA SPEZIA in order to reactivate the docks and relieve local unemployment. A copy of the communication to the Allied Naval Commander-in-Chief, Mediterranean has been forwarded to the Senior Naval Officer Western Italy, Naples for information.

2. In this connection it is desired to bring to the attention of the Public Works and Utilities Sub-Commission the fact that the shortage of minesweepers and minesweeping equipment makes it unlikely that the Port of LA SPEZIA can be cleared until after the completion of similar minesweeping activities have been completed in the Port of GENOA.

H. W. ZIEGLER
COMMANDER, U.S. NAVY
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

cc. Economic Section, AC

WWW

IR N-17
5581

Tel. Ext. 320.

HEADQUARTERS ALLIED COMMISSION

EJR/cc

INTER OFFICE MEMO.

REFERENCE: 102/PWU
SUBJECT : Port of La Spezia.
TO : Navy Sub-Commission.
FROM : P.Wks. & U. Sub-Commission.

1 June 45

1. Request is submitted for assistance by the Royal Navy in clearing mines in the harbor of La Spezia.
2. Although this port is of less importance than Genoa and Savona, it is the principal place of employment for many inhabitants of that area which has normally about 240,000 persons and it has important functions for imports into that region.
3. The Italian Navy, having no mine sweepers capable of sweeping acoustic type mines, must therefore depend on assistance in clearing these mines which are planted in the harbor and in proximity to docks and other port works. The repair and rehabilitation of docks and quays must be delayed until mines are cleared because of dangers involved from mine sweeping.
4. In view of the unemployment situation due to the paralyzation of operations at the naval station and port and lack of any other adequate forms of employment in that immediate vicinity, it is desired that due consideration be given to the early sweeping of mines from this port to permit initiation of repair operations of Public Works nature for this Italian Navy base.

E. J. Ristedt
E. J. RISTEDT,
Colonel, G.E.,
A/Director.

c.c. Economic Section.

5580

No. 1 BALLOON GROUP.

(Navy Sub Commission, Hq. Allied Commission's NSC/2384
dated 10th May, 1945.)

II.

No. T.A. 1140/56.

NAVY SUB COMMISSION,
HEADQUARTERS ALLIED COMMISSION,
ROME.

This appears to be an Italian internal
administrative matter in which I do not wish to intervene.

2. I would remark however, that should these
personnel be transferred to Ministry of Marine's
administration, the latter should also be made responsible
for the supply of food and clothing.

TARANTO.
21st May, 1945.

L. R. Morgan

REAR-ADMIRAL.

5579

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/2384

10 May 1945. **FILE**

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

Subject: No. 1 Balloon Group and No. 1 Balloon Company.

A copy of letter AFSC/360/1/ORG dated 6th May 1945
from Air Forces Sub-Commission addressed to Italian Air
Ministry is forwarded for your information and comments.

H. W. ZIROLI,
Commodore, U. S. Navy,
for

REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AG.

1-Incl.
Copy ltr AFSC/360/1/ORG
fr Air Forces S/C.



10 MAY 1945

(4)

IRN 17

5578

C O P Y

From: Air Forces Sub-Commission, AC, Rome.
 to : Italian Air Ministry, Directorate of Personnel.
 Date: 6th May 1946.
 Ref.: AFSC/360/1/ORG

No. 1 BALLOON GROUP AND No. 1 BALLOON COMPANY

Regarding the above units, the following signal has been received from A.F.S.C. Taranto.

" 1st Balloon Company under jurisdiction of O.C. Italian Seaplane Wing for victualling and clothing only. Unit employed solely by Royal Navy. Strength comprises 2 officers 9 N.C.O.s and 41 O.R.s (.) Additional Italian Army personnel attached 11 Officers 8 N.C.O.s".

2. Taking the following points into consideration -

a. This Group and Company does not perform its original function which were the control and operational flying ~~from~~ of barrage balloons.

b. They are composed of personnel chiefly from the Army and Navy.

c. They are employed solely by the Royal Navy - it is felt that these units have little connection with the I.A.F. or R.A.F.

3. It is requested, therefore, that steps be taken to release the personnel of these units to their basic services, and placing in the pool any I.A.F. members, and release the Seaplane Wing from the responsibility of rations and clothing, and as they are used only by the Royal Navy, it would seem reasonable to attach the units to them for these necessities, and their administration transferred to the Ministry of Marine.

4. When transferred, these units would not be included in the numbers of I.A.F. serving with the R.A.F.

5. Please keep this Sub Commission informed of any arrangements that are made.

(Sgd) F.L. Bradshaw
 F.L. BRADSHAW S/LDR
 for AIR VICE MARSHAL
 AIR OFFICER COMMANDING.

Copy to:
 HQ MAAF A.L.S.
 HQ MACAF
 A.F.S.C. BARI
 Naval Sub Commission, AC, Rome.

5577

COPY

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2653
14 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: German "U.M.A." Mine.

1. Attached herewith for the information of Commander-in-Chief, Mediterranean is a translated copy of Ministry of Marine letter SM.11589 of 9 June 1945, on the subject of a German mine which has been located near the West Coast of Sardinia by Italian Naval personnel. As indicated in paragraph (4) of Ministry of Marine letter, the mine has been moved to the port of LA MADDALENA for complete examination by Italian Naval personnel.

FILE

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

Copy to:
COMNAVNAV
FOTALI
SENALUSLO, Italy
ComNavTechMis, EU.
SO(I), Rome

③

IRN-17

5576

WWW

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 9 June '45
Ref.: SM.11589

Subject: German "U.M.A." Mine fitted with Special Devices.

1. On 19 Feb. last, along the West coast of Sardinia, a German mine was found; its characteristics are generally similar to the familiar "UMS" but it has a device consisting of a concave shutter arrangement fixed to its upper part instead of the usual horn.

2. The personnel dismantled the "shutter" and extracted a cylindrical assembly made of duraluminium and bronze, with two wires connected to an electrically fused charge, two other wires joined to a dry battery and a further four to a striker.

3. It would appear to be a German "U.M.A." A/S mine fitted with automatic sinker assembly and autodestroying device.

Briefly, its functions are as follows :-

- a) - It is made to function electrically from the outside, just prior to laying, by means of a screwed aperture.
- b) - The switch is set open and it can be regulated from 1 to 20 days. When closed this switch sends current from battery to self-sinker device.
- c) - The striker is normal type, metal covered, with a 100 Gramme charge.
- d) - Another switch is connected to the battery also operated from the exterior by means of a two-sectored screw-in device marked B (in red) and A (in white).
- e) - When this switch is placed in B position, current is sent direct to fuse assembly and the mine is exploded.

5575

4. The mine in question has been transferred to Maristat for a full examination, when a detailed report

German mine was found; its characteristics are generally similar to the familiar "UMB" but it has a device consisting of a concave shutter arrangement fixed to its upper part instead of the usual horn.

2. The personnel dismantled the "shutter" and extracted a cylindrical assembly made of duraluminium and bronze, with two wires connected to an electrically fused charge, two other wires joined to a dry battery and a further four to a striker.

3. It would appear to be a German "U.M.A." A/S mine fitted with automatic sinker assembly and autodestroying device.

Briefly, its functions as follows :-

- a) - It is made to function electrically from the outside, just prior to laying, by means of a screwed aperture.
- b) - The switch is set open and it can be regulated from 1 to 30 days. When closed this switch sends current from battery to self-sinker device.
- c) - The striker is normal type, metal covered, with a 100 Gramme charge.
- d) -- Another switch is connected to the battery also operated from the exterior by means of a two-sectored screw-in device marked E (in red) and A (in white).
- e) - When this switch is placed in E position, current is sent direct to fuse assembly and the mine is exploded.

5575

4. The mine in question has been transferred to Marimist Works at La Maddalena for a full examination, when a detailed report will be forwarded to this Ministry and a further communication sent to you on this matter.

for CHIEF OF STAFF

DC/P.

STATO MAGGIORE DELLA R. MARINA

NAVY SUB COMMISSION

REPARTO M.D.S./3^a Sez.B.D.

Prot. N.

SM/44589

Allegati

Indirizzo teleg.: MARISTAT

ROMA

Argomento: Mina tedesca tipo U.M.A. munita di dispositivi speciali. =

Si comunica quanto segue:

1. - Il 19 febbraio u.s., lungo la costa occidentale sarda, venne trovata una mina tedesca simile nelle sue caratteristiche sommarie alle numerose U.M.B. più volte recuperate ma con un particolare nuovo consistente in un portellino a rilievo concavo fissato alla calotta superiore, in luogo dell'urtante polare.
2. - L'apposito personale per la disattivazione torpedini procede a smontare il predetto portellino e ad estrarre un congegno cilindrico in duralluminio e bronzo, la cui estremità interna era collegata per mezzo di due fili conduttori a una carichetta munita di spoletta elettrica, con altri due a una batteria a secco e con altri quattro alla piastra di accensione.

3. - Dall'esame sommario effettuato in seguito sull'arma, è risultato trattarsi di mina antisommersibile tedesca tipo U.M.A. alla quale erano applicati un congegno d'autoaffondamento ed un interruttore d'autodistruzione.

Sinteticamente, il funzionamento del primo congegno è il seguente:

- a) - viene messo in funzione elettricamente dall'esterno dell'arma, pochi istanti prima del lancio, a mezzo di un apposito foro con vite.
- b) - tiene aperto un interruttore per la durata della sua regolazione che può variare da 1 ad 80 giorni. Detto interruttore chiudendosi lancia poi corrente dalla batteria al cannone di autoaffondamento.
- c) - il cannone è normale, con involucro metallico e con una carichetta del peso di circa Kg. 0,100.
- d) - collegato alla batteria è un altro interruttore comandato anch'esso dall'esterno a mezzo di un indice ruotante in due settori che sono distinti da due lettere: E (in rosso) ed A (in bianco).
- e) - quando questo interruttore è posto sulla lettera E, la corrente è portata direttamente al blocco per la spoletta.

5574

Roma, 9 Giugno 1945

Si comunica quanto segue:

1. - Il 19 febbraio u.s.s., lungo la costa occidentale sarda, venne trovata una mina tedesca simile nelle sue caratteristiche sommarie alle numerose U.M.B. più volte recuperate ma con un particolare nuovo consistente in un portellino a rilievo concavo fissato alla calotta superiore, in luogo dell'urtante polare.
2. - L'apposito personale per la disattivazione terpedini procede a smontare il predetto portellino e ad estrarre un congegno cilindrico in duraluminio e bronzo, la cui estremità interna era collegata per mezzo di due fili conduttori a una carichetta munita di spoletta elettrica, con altri due a una batteria a secco e con altri quattro alla piastra di accensione.
3. - Dall'esame sommario effettuato in seguito sull'arma, è risultato trattarsi di mina antisommersibile tedesca tipo U.M.A. alla quale erano applicati un congegno d'auteauffondamento ed un interruttore d'autodistruzione.
Sinteticamente, il funzionamento del primo congegno è il seguente:
 - a) - viene messo in funzione elettricamente dall'esterno dell'arma, pochi istanti prima del lancio, a mezzo di un apposito foro con vite.
 - b) - tiene aperto un interruttore per la durata della sua regolazione che può variare da 1 ad 80 giorni. Detto interruttore chiudendosi lancia poi corrente dalla batteria al cannone di autoauffondamento.
 - c) - il cannone è normale, con involucro metallico e con una carichetta del peso di circa Kg. 0,100.
 - d) - collegato alla batteria è un altro interruttore comandato anch'esso dall'esterno a mezzo di un indice ruotante in due settori che sono distinti da due lettere: E (in rosso) ⁵⁵⁷⁴ (in bianco).
 - e) - quando questo interruttore è posto sulla lettera E, la corrente è portata direttamente al blocco porta spoletta provocando il brillamento dell'arma.
4. - L'arma è stata trasportata per lo studio completo presso le Officine di Marimist La Maddalena che appena possibile invierà a questo Ministero una relazione dettagliata corredata dal disegno del congegno di auteauffondamento: si fa pertanto riserva di trasmettere ulteriori comunicazioni in merito a quanto sopra.

IL CPO DI STATO MAGGIORE

[Handwritten signature]

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3160
6 August 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief Commissioner, Hq. Allied Commission.
Subject: Entry of Shipping into Northern Italian ports.
Enclosure: (A) Copy of CINCMED, A.F.H.Q., ltr. Med.45/00460/5
of 25 July 1945 and enclosure thereto.
1. Enclosure (A) is forwarded herewith for in-
formation.

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

Copy to:
Executive Commissioner, AC.
Civil Affairs Section, AC.
Economic Section, AC.
Transportation S/C, AC.
Industry S/C, AC.
Commerce S/C, AC.
Public Works & Utilities S/C, AC.
M.M.I.A.
Air Forces S/C, AC.



ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

MJH/prb

G-5: 311.18

31 July 1945

SUBJECT: Letter of Transmittal.

TO : Headquarters, Allied Commission,
APO 394.

A copy of Med. 45/00460/5 of 25 July from Commander-in-Chief,
Mediterranean, is forwarded for your information and file.

For the Assistant Chief of Staff, G-5.

M. J. Heyl
M. J. HEYL
1st Lt., AUS

Incl: as above.

IR N-17

5572

G-5✓
Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
25th July, 1945

Med. 45/00460/5
THE SUPREME ALLIED COMMANDER SECRETARIAT

ENTRY OF SHIPPING INTO NORTHERN ITALIAN PORTS

The attached notes on the clearance of seagoing mines from harbours set out simply and briefly the problems with which the Navy is faced when deciding whether it is safe for ships to enter ports mined by the enemy.

2. It is thought that these notes may be of interest to Staff Sections concerned with the movements of personnel and stores by sea and will enable them to appreciate the difficulties, and also risks involved even when the Commander-in-Chief, Mediterranean has decided to declare a port open.

3. It is requested that you will arrange for copies to be distributed as requisite.

H. A. PACKER
REAR ADMIRAL
CHIEF OF STAFF

Enclosure
6 copies of Notes.

①
5571

REPORT OF SHIPPING INTO NORTHERN ITALIAN PORTS

1. The Germans when abandoning the Northern Italian ports laid in the harbours and inlets a large number of sea mines nearly all of the variety which lie on the bottom and are fired by the close passage of a ship but without actually being touched by the ship.
2. These ground mines were fitted with a variety of actuating units including some of all the latest types available to the Germans. Sweeping methods had already been devised for these latest type units but without results with the German units themselves, are naturally not the best that can be provided, these will follow later.
3. The Germans have always used a number of devices such as delay clocks and mechanisms which need a number of actuations to be given to the firing unit before the mine is in fact fired. Since the collapse of Germany it has been discovered that they have also used devices which only make the mine alive at certain periods during each twenty four hours and "sterilizers" which make the mine permanently inactive after a certain period of time.
4. Prisoners of war have also stated that in some cases the mines were laid without primers or with the safety pins in. Naturally in these cases complete reliance cannot be placed on such a statement.
5. The complexity of the latest ground mines as stated above make it in most cases impossible to say with absolute certainty that a harbour is clear of mines. The procedure carried out is to try every kind of sweep for a sufficient number of times and a sufficient period of time to cover all known delays and then if the mines have still not responded to try various other methods of disposing of them including locating and countermining.
6. The problem has been made more difficult for us in the Northern Italian ports by knowing the number of mines laid and so the number of unresponsive mines and by the fact that with the end of the war in Europe risks that were justified in support of active operations must not now be taken when alternative methods of supply, however, inconvenient, can be utilised.
7. The Northern harbours have been and are being opened when the risk from ground mines is considered sufficiently reduced to justify the entry of ships but it must be realised that for the next two years there remains the risk that a mine which has not been swept, say because of a bad electrical contact, may be disturbed by the wash of a ship and become dangerous.
As examples of this two typical cases can be quoted:
(a) At Algiers where the last German minelaying raid was carried out

5570

Sweeping methods had already been devised for those latent type units but without trials with the German units themselves, are not really not the best that can be provided, these will follow later.

3. The Germans have always used a number of devices such as delay clocks and mechanisms which need a number of activations to be given to the firing unit before the mine is in fact fired. Since the collapse of Germany it has been discovered that they have also used devices which only make the mine alive at certain periods during each twenty four hours and "Zerfallzeit" which makes the mine permanently inactive after a certain period of time.

4. Prisoners of War have also stated that in some cases the mines were laid without primers or with the safety pins in. Naturally in these cases complete reliance cannot be placed on such a statement.

5. The complexity of the latest ground mines as stated above make it in most cases impossible to say with absolute certainty that a harbour is clear of mines. The procedure carried out is to try every kind of sweep for a sufficient number of times and a sufficient period of time to cover all known delays and when if the mines have still not responded to try various other methods of disposing of them including locating and countermining.

6. The problem has been made more difficult for us in the Northern Italian ports by knowing the number of mines laid and so the number of unresponsive mines and by the fact that with the end of the war in Europe risks that were justified in support of active operations must not now be taken when alternative methods of supply, however, inconvenient, can be utilised.

7. The Northern harbours have been and are being opened when the risk from ground mines is considered sufficiently reduced to justify the entry of ships but it must be realised that for the next two years there remains the risk that a mine which has not been swept, say because of a bad electrical contact, may be disturbed by the wash of a ship and become dangerous.

As examples of this two typical cases can be quoted:

- (a) At Algiers where the last German minelaying raid was carried out in the summer of 1943, a mine was exploded by a ship in April 1945.
- (b) At Ancona a small oiler was sunk in May 1945 many months after the harbour had been considered clear of mines.

In both these cases sweeping had been continued for a considerable time after the last mine had been laid, and many ships must have passed over the danger spots.

8. The danger will be reduced as much as possible by the routine sweeping of harbours at intervals as long as sweepers can be made available but this cannot entirely ensure the safety of all our ships.

5570

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3893
31 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Headquarters, Liguria Region, AMG, APO 394.
Subject: Minesweeping in Northwest Italian Waters.
Reference: (a) Navy Sub-Commission ltr. NSC/3597 of
18 September 1945.
(b) Navy Sub-Commission ltr. NSC/3645 of
25 September 1945.

1. In connection with references (a) and (b),
the Commander-in-Chief, Mediterranean advises that mine-
sweeping operations are already in progress to open San
Remo and Imperia.

W. B. J. BOYLER,
REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Transportation Sub-Commission, AC.

①

1 OCT 1945
31 OCT 1945

5569

MINESWEEPING IN NORTH WESTERN ITALIAN WATERS
(The Navy Sub Commission's letter No. 3587 of 18th
September, 1945).

III.

Med. 45/519/11/5.

THE FLAG OFFICER, ITALY AND LIAISON.
(Reference Minute II, No. P.O.I.L. 836/31, dated
29th September, 1945).

(Copies to:- The Navy Sub Commission, Headquarters
Allied Commission, Rome.
The Transportation Sub Commission,
Allied Commission).

As operations are already in progress
to open San Remo and Imperia, it is intended to
let them proceed.

(S.M.) P. A. PACKER

MEDITERRANEAN.
22nd October, 1945.

for ADMIRAL

5568

MINESWEEPING IN N.W. ITALIAN WATERS.
(Navy Sub Commission's letter No. 3597 of 18th September,
1945.)

II.

No.F.O.I.L.836/51.

COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.
(Copies to:- Navy Sub Commission, Allied Commission.
Transportation Sub Commission, Allied
Commission.)

Forwarded. In view of the remarks of the
Transportation Sub Commission, Allied Commission, in
their letter No.AC/541/162/Tn.3 of 22nd September,
1945, a copy of which is enclosed, there would appear
to be no advantage in giving priority to the mine
clearance requested by the Regional Commissioner of
the Ligurian Region.

(Signed) S.A. BLACKBURN

RCME,
29th September, 1945.

for REAR ADMIRAL.
(Absent on duty.)

Enclosure:-

Transportation Sub Commission's
letter No.AC/541/162/Tn.3 of 22nd September, 1945.

5567

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3645,
25 September 1945

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

Reference: (a) Transportation S/C ltr AC/541/162/Tn.3 of 22 Sept. 1945.
(b) Navy S/C ltr NSC/3597 of 18 September 1945.

1. It is requested that the recommendations contained in reference (a) be taken into consideration in the assignment of an appropriate priority for minesweeping the area between Savona and Ventimiglia, referred to in paragraph 2 of reference (b).

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

Copy to:
Transportation S/C, AC
Hq. Liguria Region, AMR

25 SEP 1945

B
1 BN-17
5566

Tel. 514

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

LM/ga

Our Ref :- AC/541/162/Tn.3.

22 Sept. 1945

SUBJECT :- Minesweeping.

TO :- Navy Sub-Commission, HQ A.C. /

Your NSC/3597 of 18 Sept.

1. It is considered that minesweeping along the coast between Savona and Ventimiglia should be given a very low priority.

2. The railway from Savona to Ventimiglia was opened on 19 Sept.

3. The Port of Imperia is badly blocked with sunken ships and the port facilities are destroyed; the port is therefore of little value. San Remo was previously used as a harbour for pleasure craft and, although it might be used for schooners, is of no real economic importance.



L.M.COOPER
Lt.Col.

COPY TO :- Executive Commissioner A.C.
HQ, Liguria Region, AMG
Flag Officer Italy & Liaison.

18/11/45
5565

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3597
18 September 1945

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

1. The Navy Sub-Commission has received a request from the Regional Commissioner, Liguria Region, Allied Military Government that the coastal belt from Savona to Ventimiglia be cleared of mines at an early date. The Regional Commissioner, Liguria Region considers that the Province of Imperia would be greatly assisted if coastwise shipping could be started now that goods and coal are arriving in the port of Savona and particularly as the railway in that area is not yet functioning.

2. It is requested that an appropriate priority be assigned for minesweeping the area between Savona and Ventimiglia and that the Navy Sub-Commission be informed of the date when it is anticipated that the clearing may be commenced.

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

Copy to:
Executive Commissioner, AC
Civil Affairs Section, AC
Hq. Liguria Region, AMG (Ref: Lig/
HQ/50 of 3 Sept. 1945).

18 SEP 1945

18N-17
5564

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

14th September, 1945.

No.F.O.L.N. 836/27.

NAVY SUB COMMISSION, HEADQUARTERS,
ARMED COMMISSION.

MINUTES OF A MEETING HELD AT CASERTA
AT 1100 ON WEDNESDAY 5th SEPTEMBER, 1945.

The enclosed copy of the Minutes of a
meeting held at Caserta on Wednesday 5th September,
1945, to discuss Minesweeping operations is forwarded
for your information.

Sgt. R. R. R. R. R.

For REAR-ADMIRAL.

Enclosure:-

Copy of the Minutes of the Meeting held at
Caserta on Wednesday 5th September, 1945.

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Circulate and to NSC for information 917

MINUTES OF A MEETING HELD AT CAS RTA AT 1100 ON WEDNESDAY
5th SEPTEMBER, 1945

PRESENT:

British Representatives:

Captain R.V. Ross, R.N.	Captain M/S Mediterranean
Captain J. Blackburn, R.N.	C.S.O. To P.O.I.L.
Commander Provost, R.N.	Commander M/S Adriatic
Commander Simpson, R.N.	Commander M/S Western Italy
Commander E. Sworder, R.N.V.R.	Staff M/S Officer
Lieut. Commander Baddeley,	
R.N.V.R.	
Lieut. Commander E. Townner,	Lieut. Commander M/S Taranto
R.N.R.	Naval Liaison Officer.

Italian Representatives:

Captain G. Fiorentino, I.R.N.
Engineer Officer G.C. Sansonetti, I.R.N.
Lieutenant Commander G. Rosica, I.R.N. (Taranto)
Lieutenant Commander A. Cignolo, I.R.N. (Interpreter)

S M/S O opened the meeting by giving a short précis of the British minesweeping operations carried out to date along both the west and east coasts of Italy and stated that whereas formerly minesweeping operations were planned to cut channels through the minefields and establish safe channels to ports, it was now a question of clearing all minefields to permit unrestricted movements of shipping and to free all areas for fishing.

2. S M/S O said that the Royal Navy would require some information from the Italian Navy as to what ships they had available for minesweeping and it would be appreciated if they would give a brief outline of what forces were at their disposal.

3. Captain Fiorentino said that as regards the West Coast of Italy at the moment apart from four minesweepers in Sardinia there were twelve fishing vessels employed on that job and it was their intention to employ these craft to clear minefields in the interests of fishing and in order to do this they would have to get rid of the mine sinkers as well. S M/S O said that this was fully appreciated but that it would appear to be a slow method of mine clearance and the most important factor was to clear as many of the minefields in the quickest time possible. Captain Fiorentino said that he was expressing the views of the Ministry of Marine who wished to render the area safe for fishing. He explained that he had been adopting a different system which for this purpose he found very useful.

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 Commander Provost, R.N.
 Commander Simpson, R.N.
 Commander E. Sworder, R.N.V.R.
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 R.N.V.R.
 Lieut. Commander E. Towner,
 R.N.R.
 C.S.O. To P.O.I.L.
 Commander M/S Adriatic
 Commander M/S Western Italy
 Staff M/S Officer
 Lieut. Commander M/S Taranto
 Naval Liaison Officer.

Italian Representatives:

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4. S M/S O then summed up the policy to be adopted for mine clearance and said that as everyone was aware there were two ways of

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clearing mines, which had been discussed, and it would have to be considered that where the minefields were obstructing the shipping routes the fast method must be employed, but if fishing were in priority the slow way could be used and this was agreed upon. Captain M/S Mediterranean added that if they were clearing twenty mines a day in the slow way, i.e. over one hundred a week, he did not consider it very slow and thought that the Italians were doing a good job.

5. S M/S O said that the point that needed clarification was whether the Italians were in a position to form four flotillas of minesweepers as it was hoped that two Italian flotillas could be employed on both the east and west coasts of Italy. Captain Florentino said that at the moment there was one flotilla in Venice and one in Spetzia and that there were two flotillas of corvettes which would be ready in a month's time, these were supposed to be employed on the west coast, but if it were desired one could be diverted to the east coast. A certain period would be required for training purposes.

6. On being asked by S M/S O if there were in addition to the M.F.Vs already employed, Captain Florentino replied that they were in addition, and added that the flotillas at Spetzia and Venice were still being formed whilst those at Naples and Taranto were both ready. In Spetzia the actual sweeping would start within the next few days but the Venice force was still being formed.

7. In reply to a question from S M/S O, Captain Florentino said that the Naples flotilla consisted of five VAS, of which only three at present are sweeping, but it was hoped that three more VAS boats would be handed over from Ischia; it was intended that eventually every group formed should consist of:-

12 M.F.Vs
6 Corvettes
2 VAS

Captain Florentino explained that as there were only twelve corvettes available only two groups would include corvettes.

8. West of Italy. The position on the west coast of Italy was then discussed and Captain Florentino said that unless the boats now employed broke down, the Gulf of Naples would be cleared of mines by the end of September. The check sweep he considered would take several months. As soon as the sweeping in the Gulf of Naples was finished the ships would be employed in the Gulf of Salerno. S M/S O said that there was another commitment which it would be appreciated if the Italians would include in their programme. The Royal Navy had on two occasions been asked to sweep mines off the west coast of Sardinia and it was impracticable to include this in the Royal Naval programme. Captain Florentino said

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safe routes required by shipping and it was not possible to visualize the priorities of the Ministry of Marine. It would, therefore, be appreciated if some indication of these could be given. A letter reference SM/16641 dated 12th August, 1945 from the Ministry of Marine was shown to Captain Fiorentino, who said in the question under discussion it had only come to the Commander in Chief, Mediterranean, for approval, and that Italian minesweepers would clear the mines. C.S.O. to F.O.I.L. said that they had many of these cases and as they never knew which was of the most importance it would be appreciated if some indication of priorities could be given from the Ministry of Marine.

9. S M/S O said that the Royal Navy were not interested in the sweeping of mines on the west coast of Sardinia or north of Sicily or in the Spetzia area now that channels had been cleared for shipping and he would like to see Italian minesweepers clearing these minefields, but if the Italians had any difficulties in sweeping these mines or if they found that they could not sweep them quickly enough and they asked the Royal Navy we would give them as much help as possible.

10. Captain M/S pointed out that although we said that we were not interested in mine clearance of certain areas it only meant from the use of British vessels, in actual fact the Royal Navy were interested in the whole Mediterranean.

11. C.S.O. to F.O.I.L. said that he had been asked to point out that the Allies were very interested in getting food to Italy during the coming winter and one of the important things to help would be to clear the fishing grounds. He suggested that if the Italians marked on charts where they wanted the mines cleared for fishing purposes these could be passed to the Commander-in-Chief, Mediterranean, and acted upon. S M/S O said that if they could in that it would be greatly appreciated, and pointed out that it was not permissible to fish in any Q3 area as there had been instances of mines being dragged into a swept channel.

12. Captain Fiorentino said that in order to get on with the work in the Spetzia and Venice areas they would conform to the Commander-in-Chief, Mediterranean's wishes and S M/S O said that there were some very definite areas to be swept and produced the charts to show to the Italian representatives.

12. Spetzia: The Italian flotilla as soon as operational would be employed on clearing the German minefields S8, S10, S11 and S15 and Captain Fiorentino said that this could commence next week. Commander M/S Western Italy would give the Italians any further information and would contact the Italian authorities in Spetzia.

13. It was suggested that on completion of minesweeping in the Gulf of Naples the Italian minesweepers should clear the minefields between Anzio and Civitavecchia in preference to the Gulf of Salerno as previously suggested, as the former was of interest both to fishermen and sailing authorities. S M/S O explained that the Italians were required to clear the actual mines and not sweep the whole area and Captain Fiorentino said that this was understood and added that the VLS

9. S M/S O said that the Royal Navy were not interested in the sweeping of mines on the west coast of Sardinia or north of Sicily or in the Spezia area now that channels had been cleared for shipping and he would like to see Italian minesweepers clearing these minefields, but if the Italians had any difficulties in sweeping these minefields, they found that they could not sweep them quickly enough and they asked the Royal Navy we would give them as much help as possible.

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12. Captain Florentino said that in order to get on with the work in the Spezia and Venice areas they would conform to the Commander-in-Chief, Mediterranean's wishes and S M/S O said that there were some very definite areas to be swept and produced the charts to show to the Italian representatives.

12. Spezia: The Italian Flotilla as soon as operational S15 and Captain Florentino said that this could commence next week. Commander M/S Western Italy would give the Italians any further information and would contact the Italian authorities in Spezia.

13. It was suggested that on completion of minesweeping in the Gulf of Naples the Italian minesweepers should clear the minefields between Anzio and Mincione in preference to the Gulf of Salerno as previously suggested, as the former was of interest both to fishermen and sailing authorities. S M/S O explained that the Italians were required to clear the actual mines and not sweep the whole area and Captain Florentino said that this was understood and added that the WAS boats could clear the Gulf of Salerno and the M.F.Vs could be employed in clearing the mines between Anzio and Mincione.

14. Gulf of Taranto. QRY 22 would be completed by the Italians by the end of September. Further priorities for mine clearance were QRY 23, 24 and 25. It was stated that the Italians had now cleared

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the Italian A/S minefields from the Heel and northward to just south of Bari. Very few mines had been found remaining.

15. Northern Adriatic. The Italian Flotilla now forming at Venice would be ready by 15th September and this Flotilla it was proposed could clear the minefields in QBY 294 commencing from the north. (These minefields are south and west of the Venice to Ancona channel).

16. British Liaison Officer for M/S. Captain M/S Mediterranean said that Lieutenant Commander Baddley, Lieutenant Commander M/S Taranto, who has been of great value, would be going home shortly, but with Commander-in-Chief, Mediterranean's approval Captain M/S Mediterranean said that he was prepared to give them at Taranto an officer who speaks Italian and has minesweeping experience. It was considered that this officer would be of great assistance to both the British and Italians. It was suggested that his office should be in Naples as the Italian headquarters was there and this was agreed. He would act as liaison officer between the British Navy and the Italian Navy and Captain Fiorentino agreed that this was highly desirable.

17. Minesweeping Stores for Italian minesweepers. Captain Fiorentino's Engineer Officer said that at the present moment they had sufficient material necessary for current minesweeping but if in the future there was something required for the effective sweeping of mines could they apply to the Royal Naval Stores for the equipment. S M/S O said that the Royal Navy could probably supply certain gear provided it was not already earmarked for some specific purpose. Captain M/S Mediterranean pointed out that the minesweeping stores were calculated on the requirements of British ships only and asked how heavy these demands by the Italians might be; there would also be the question of payment. It was decided that the Engineer Officer should visit Captain M/S Mediterranean in Naples and discuss this question in detail with him and the M/S Stores officer, but Captain M/S Mediterranean said that he could make no promises about supplying gear, and that as the factories in Britain were hard pressed they wished to use as much German gear as possible.

18. M/S Reports. S M/S O raised the question of M/S reports and said that when a sweep is completed in any area it is most important that he should have a report together with a tracing of the area which has been swept. This was to cover every field swept and the tracing was to show where the mines were swept and the position of any dan buoys. Captain M/S Mediterranean stressed the point that it was most important that in any check sweep that the Commander-in-Chief, Mediterranean, should know that one hundred per cent of the area had been covered with good overlaps. This was an essential factor and it would be better to take a month longer executing the sweep so as to prove it was one hundred per cent clear of mines than to have one ship blown up.

19. Mine Charts. It was pointed out that all available mine information of an area where Italian minesweepers were working would be

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19. Mine Charts. It was pointed out that all available mine information of an area where Italian minesweepers were working would be passed to Italian minesweeping authorities. The Commander M/S of the area had mine charts and these could be had on application. Four sets of local mine charts were handed to Captain Fiorentino.

20. The meeting closed at 1315.

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APUANIA - SPEZIA - VIAREGGIO

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HEADQUARTERS
LIGURIA REGION
ALLIED MILITARY GOVERNMENT
A.P.O. 394

3 September 1945

Ref: Lig/HQ/50

SUBJECT: Minesweeping.

TO : Headquarters, Allied Commission, APO 394, Attention:
Executive Commissioner.

May the appropriate authorities please be asked about the policy of minesweeping along the coastal belt from Savona to Ventimiglia? NOIC Genoa informs me that he has made inquiries but can not at present state definitely when this work will be commenced. Now that goods and coal are coming into the port of Savona, it will greatly assist the Province of Imperia if coastwise shipping could be started, especially as the railway is not yet through.

J. G. Selby
J. G. SELBY
Colonel
Regional Commissioner

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