Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

ACC

10000/124/89

SHIP
AND
SEPT.

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

10000/124/89 SHIPBUILDING REPORTS, IRN-18
AND POLICY
SEPT. 44 — JAN. 47

SUBJECT	NUMBER.
Tanker under Construction at Ancona.	1
Italian Wooden M/S Boat at Venice.	2
Italian Merchant Ships under Construction at Cantieri. Tosi Taranto.	3
O2T.O. Shipyard La Spezia (Muggiano) - Motor Vessel under Construction at.	4
Minesweeper under Construction at Monfalcone.	5
Society BREDA Venice Requisioned material	6
Construction of MFV MARILDE	7
Ship Repait facilities at Castellammare - Utilization of.	8
Completion of 4,000 - ton refrigerating vessel now at Franco Tosi Shipyard Tarento	9
Cantieri Navali STABIENSI - Shipyard at Castellammare	10
Construction of the Tug No. 1712	11
Construction of the Tug No. 1723	12
Construction of the Tug No. 1724	13
Monfalcone Shipyards - French Tankers Construction	14
Port of Palermo - Classification of Filed in Ship-16	15 X
Purchases of Italian vessels - Procedure for.	16
Transfer of Tanker under construction at Ansaldo - Sestri (Construction No.361) in exchange of 2 dry cargo vessels from 7 to 9 thousand tons DW).....	17
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Repair of Turkish destroyers and submarines in Italian yards.	20
Chart Detailed output of tonnage of all Italian shipyards (1928 - 1929);Subdivision of warships.....	21
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Declassified E.O. 12065 Section 3-402/NNBD NO. 125020

Completion of 4,000 - ton refrigerating vessel now at Franco Tosi Shipyard Tarento 9

Cantieri Navali STABIENSI - Shipyard at Castellammare 10

Construction of the Tug No. 1712 11

Construction of the Tug No. 1723 12

Construction of the Tug No. 1724 13

Monfalcone Shipyards - French Tankers Construction 14

Port of Palermo - Classification of Filed in Ship-16 15 X

Purchases of Italian vessels - Procedure for. 16

Transfer of Tanker under construction at Ansaldo - Sestri (Construction No.361) in exchange of 2 dry cargo vessels from 7 to 9 thousand tons DW)..... 17

Docking at Venice of ships (POSEIDONE) and LIDO 18

Control of Ship Repair facilities and dockings in Italy. 19

Repair of Turkish destroyers and submarines in Italian yards. 20

Chart
Detailed output of tonnage of all Italian shipyards (1928 - 1929);Subdivision of warships..... 21

Chart - Summary output of all Italian shipyards (1928 - 1939) 22

5857

Declassified E.O. 12065 Section 3-402/NND NO. 765120

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Abbreviations:
N = Italian (Nazionali)
E = Foreign (Estero)
T = Totals

Summary Output of all Italian Shipyards (Period 1928-1939)

Produzione dei Cantieri Navali d'Italia. (Ar

Cantieri	Gruppi NB	Gross Tons Ton. Stazza lorda. – Merchant Ships launched – Navi mercantili varate. Navi nazionali Italian		Navi estere Foreign		Navi in totale Total		Tons Ton. D Navi nazi Italia
C.R.D.A. Monfalcone Trieste Muggia	N	257.638	56	28.272	87.3			112.83
	E					539.110	69.0	
	T							
ANSALDO Sestri Ponente Cerusa	N	85.[illegible]	18.8	15.630	4.8			54.34
	E					101.145	12.9	
	T							
O.T.O. Sestri Muggiano Livorno	N	17.977	3.9	—				96.72
	E					17.977	2.3	
	T							
C.N.R. Sestri Ponente Ansaldo Palermo	N	39.604	8.6	10.000	3.1			25.46
	E					49.604	6.4	
	T							
C.d. Tirreno Riva Trigoso	N	14.933	3.2	1.830	0.6			49.03
	E					16.763	2.1	
	T							
C.d. Quarnaro Fiume	N	1.664	0.4	10.786	3.3			18.33
	E					12.450	1.6	
	T							
C.F. Tosi di Taranto	N	12.495	2.7	—	—			15.03
	E					12.495	1.6	
	T							
Cant. diversi di Napoli	N	21.213	4.6	1.830	0.6			5.19
	E					23.043	3.0	
	T							
C.F. Breda Mestre Venezia	N	2.390	0.5	5856				2.91
	E					2.390	0.3	
	T							
Cantieri minori	N	5.285	1.2	935	0.3			—
	E					6.220	0.8	
	T							
GLOBALI		458.714	100	322.483	100	781.19	100	379.87

NB N: Costruzioni nazionali. E: dic per l'estero. T: Produzione totale
N = Italian E = Foreign T = Total production.

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

of all Italian Shipyards (Period 1928-1939)

dei Cantieri Navali d'Italia. (Anni: 1928-39)

Merchant Ships launched Navi mercantili varate.				Tons Displacement Ton. Dislocamento		Warships delivered Navi da guerra consegnate			
Navi estere Foreign		Navi in totale Total		Navi nazionali Italian		Navi estere Foreign		Navi in totale Total	
72	87.3	539.110	69.6	112.832	29.7	7.546	17.1	120.378	28.4
30	4.8	101.145	12.9	54.340	14.3	5520	12.5	59.860	14.1
		17.977	2.3	96.728	25.5	22.350	50.6	119.078	28.1
00	3.1	49.604	6.4	25.468	6.7	2.700	6.1	28.168	6.7
80	0.6	16.763	2.1	49.036	12.9	1.900	4.3	50.936	12.0
6	3.3	12.450	1.6	18.336	4.8	—	—	18.336	4.3
—		12.495	1.6	15.030	3.9	2.325	5.2	17.355	4.1
0	0.6	23.048	3.0	5.192	1.4	1.320	3.0	6.512	1.5
356		2.390	0.3	2.912	0.8	525	1.2	3.437	0.8
5	0.3	6.220	0.8	—	—	—	—	—	—
3	100.	781.192	100	379.874	100.	44.186	100	424.060	100.

e totale
roduction.

IRN. 18

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

MAPS FILMED ON

35MM ROLL

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Reel No. 163A

Subject Indicator 10000/124
Series No.

Folder No. 89

Box No. 874

De-Class No. 785020

ACC

Declassified E.O. 12065 Section 3-402/NNDQ NO. 785020

From: MINISTRY OF MERCANTILE MARINE
To : N.S.C. - Rome
Date: 10th January 1947
Ref.: 296

Subject: Repair of Turkish destroyers and submarines in Italian yards

It would be appreciated if an answer could be given to letter 7308, dated 7th November 1946, as the Ansaldo Co. has asked for the result of its request for authorisation to carry out the work in question.

This has crossed with our letter of 9/1/47. N.F.A.

THE MINISTER

JLP/P.
14.

(20)

IRN-18

RECEIVED
5853
13-1-47
Navy Sec. 21 Division

Declassified E.O. 12065 Section 3-402/NNDC NO. 78502U

Ministero della Marina Mercantile

Roma 10 GEN 1947/XXV

Divisione U.T. Sez. S.G.
Prot. N° 296 Allegati

Risposta al f. del
Div. Sez. N°

Oggetto: Riparazione di cacciatorpediniere e sommergibili turchi nei cantieri italiani.

Al la Navy Sub-Commission

ROMA

Si prega di voler dare riscontro al foglio n. 7308, in data 7 novembre u.s., avendo chiesto la S.A. Ansaldo di conoscere l'esito della sua domanda intesa ad ottenere l'autorizzazione per i lavori in argomento.

IL MINISTRO

Balli

5852

2159

Declassified E.O. 12065 Section 3-402/NNDC NO. 85020

NSC/5854
9 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: The Ministry of Mercantile Marine.

Subject: Repair of Turkish warships by Italian Shipyards.

Reference: (a) The Ministry of Mercantile Marine's ltr. No. 7308 dated 7 November 1946.

Enclosure: (A) Copy of the Chief Commissioner ltr. NSC/4152 dated 30 November 1945.

1. The request contained in reference (a) regarding the repair of Turkish warships by AMSAMDO, has now been approved by the Supreme Allied Commander, Mediterranean, provided that the Supreme Allied Commander, Mediterranean's interim policy for the rehabilitation and utilisation of Italian ship-repair and shipbuilding facilities in Italy, outlined in enclosure (A), is not violated, and that repairs to Allied and Italian ships are not hampered.

H
10/1

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

11 JAN 1947

09163 1/1

Jan-18

5851

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

NAVAL MESSAGE.

TO CINC MED.

FROM NSC ROME.

Restricted Deferred.

Following extract of AFHQ's F24100 DTG 041515 is passed for information. QUOTE. Approval is given to proposals contained in your letter NSC/5693 of 21st November 1946. UNQUOTE.
2. Ministry of Mercantile Marine have been informed accordingly.

....11 1202A/Jan....

DIST: C-C, AO, AE, A6, 21, Legs.

C23 CINCMED. AH 11th DGS 12/C.

5850

2161

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NAVY
H/8937

SIGS SERIAL 1278

ROUTINE DTG 041515A

FROM; AFHQ SIGNED SACMED CITE FHGEG

ACTION; ALCOM ROME FOR NSC

F74100. SECRET.

SUBJECT IS REPAIR OF TURKISH SHIPS.

PARA ONE. APPROVAL IS GIVEN TO THE PROPOSAL CONTAINED IN YOUR NSC/5693 OF 23 NOVEMBER 1948

Navy Sub-Committee
6/1/49
RECEIVED

5T/5849

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

4611

Navy

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 994.21 30 December 1946

SUBJECT : Rehabilitation of Shipyards - Repairs

TO : Chief Commissioner,
Allied Commission,
(Attn: Navy Sub-Commission)
APO 794

It is hoped soon to be in a position to reply to your letter NSC/5693 of 23 November 1946 on the subject: Repairs of Turkish Destroyers and Submarines by Italian Shipyards.

BY COMMAND OF GENERAL MORGAN:

Sr. Col. Inf.

For A.L. HAMBLEN
Colonel, G.S.C.
Assistant Chief of Staff, G-5

5848

RECEIVED
3-1-47
Navy Sub-Commission

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

Navy S/C.

Letter is approved but it should be addressed to "AFHQ, attention G-5 Section," and should end with "FOR THE CHIEF COMMISSIONER".

M. Carr Brigadier

M. CARR,
Brigadier,
Exec.Comm.

2 Dec 46.

2162

Declassified E.O. 12065 Section 3-402/NNDC NO. 795020

MEMORANDUM FOR THE EXECUTIVE COMMISSIONER.

1. May your approval please be given to the attached Minute II to the Ministry of Mercantile Marine's letter 7308 of 7 November? (Flag A).

2. The Ministry of Mercantile Marine has approached the Navy Sub-Commission for permission to have the Ansaldo Works undertake the repair of certain Turkish warships originally built in Italian yards (Flag A).

3. It is the view of the Navy Sub-Commission that this proposal is resonable provided that there is no conflict with Supreme Allied Commander Mediterranean's interim policy on Ship Repair (Flag B) or with the Chief Commissioner's letter on the Subject (Flag C), or that repairs to Allied or Italian Ships are not hampered. The Navy Sub-Commission has accordingly recommended that Supreme Allied Commander Mediterranean give his approval (see prepared reply attached).

G. L. Warren.

REAR ADMIRAL

26 November 1946.

C. in C.

Do you approve, please? You will remember that as regards letter at C you have asked the P.M. for a report.

29/XI/46

M. Carr-Byades
E.C.

E.C. Approved as to substance but ref as to draft. See your office memo. No. 8, 18 July, 46

29/XI "For the Chief Commr." should be added Ent cc

2165

Declassified E.O. 12065 Section 3-402/NNDC No. 75020

REPAIRS OF TURKISH DESTROYERS AND SUBMARINES
BY ITALIAN SHIPYARDS.

Ministry of Mercantile Marine's letter No.7308
dated 7th November 1946.

II.

NSC/5693

Allied Force Headquarters, Attention G-5 Section.
(Copy to: The Commander-in-Chief, Mediterranean Station.)

Forwarded for your consideration, recommending approval.

2. If approval is given, it is proposed to inform the Italian Ministry of Mercantile Marine that the repairs in question may be undertaken only provided that the interim policy, adopted by the Supreme Allied Commander Mediterranean for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities in Italy, in NAF 1095 and contained in the Chief Commissioner's letter reference NSC/4152 dated 30 November 1945, to the Italian Prime Minister is not violated, and that repairs to Allied and Italian ships are not hampered. A copy of the aforementioned letter is enclosed for information.

For the Chief Commissioner:

(Sgd) G. [illegible]

REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

ROME,
23rd November 1946.

1230 9/12 1946

5 DEC 1946

5845

Declassified E.O. 12065 Section 3-402/NNDC NO. T 25020

TRANSLATION

MINISTERO
DELLA MARINA MERCANTILE
UFFICIO TECNICO

Roma, 7 Novembre 1946

To: NAVY SUB-COMMISSION
ALLIED COMMISSION,
ROME

Ref. No. 7308

Subject: Repairs of Turkish destroyers and submarines by Italian Shipyards.

The Turkish Government have requested the "ANSALDO WORKS" to undertake the repairs of some vessels of their fleet previously built by Italian Shipyards, and namely:

Destroyer	TINAZTEPE	- built at	Riva Trigoso	1930/ 32	
"	ZAFER	- " "	" "	"	
"	KOCATEPE	- " "	Ansaldo	"	
"	ADATEPE	- " "	"	"	
Submarine	SAKARIA'	- " "	Cant.Nav.Tries.	Monfalcone	1929/31
"	DUMLUPINAR	- " "	" "	"	"

Your Sub-Commission are therefore requested kindly to grant their concurrence to the acceptance of the above order taking into consideration the following points:

(a) The main objective pursued by the Turkish Govt. in wishing that the repairs be performed in Italy consiste in the possibility, which could not be obtained elsewhere, to substitute some of the Italian made machinery.

(b) Undertaking the above mentioned repairs "ANSALDO" would insure employment both for their workers and for those of the "Officina Allestimento e Riparazione Navi (O. A. R. N.)" whose majority are at present lacking work.

For the MINISTER
sgd. C. MATTEINI

5844

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

MINISTERO DELLA MARINA
Direzione Generale della
Marina Mercantile

Roma, 27-4-46

Alla COMMISSIONE ALLEATA
Navy Sub Commission
R O M A

Div.III Sez.I
Prot. N. 8946

OGGETTO: Vendita di una nave da 2100 T. DW all'Islanda

La Soc. Ansaldo di Genova ha in corso un contratto per la vendita alla Federation Iceland Cooperative Societies Rejkiavik di una motonave da 2100 tonn. DW la cui costruzione sarà ultimata entro il prossimo mese di giugno nel Cantiere della Società a Genova Sestri.

Il British Ministry or Transport, nel comunicare il benestare che gli era stato richiesto per la vendita suddetta, ha tuttavia osservato che la questione riguarda le disposizioni relative a un "Italian asset" e che perciò il Governo Italiano dovrebbe ottenere l'autorizzazione del "SACMED" tramite le normali vie diplomatiche.

Mi richiamo alla lettera NSC/415 del 30/11/45, indirizzata al Presidente del Consiglio dei Ministri, circa la ripresa dell'attività delle industrie navali italiane nella quale si autorizzano le costruzioni in Italia di navi mercantili per le quali i materiali siano attualmente ottenibili in Italia oppure possano essere procurati per le normali via commerciali e faccio quindi presente che la motonave in argomento mentre non apporterebbe per il suo tonnellaggio un sensibile aumento alla efficienza della marina mercantile italiana, permetterebbe quindi un introito di circa 500.000 dollari che consentirebbero di procurarci così materiali occorrenti per le costruzioni navali e dei quali vi è attualmente scarsa disponibilità sul mercato italiano.

Sarò molto grato se la Commissione Alleata vorrà intervenire per un benevolo accoglimento della richiesta autorizzazione.

p. IL MINISTRO
Matteini

5843

(19)

Ext.482.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/vr

Memorandum.

AC/650/Tn.1

15 April 1946.

Subject : Control of Ship Repair Facilities and Dockings in Italy.

To : Director, Navy Sub-Commission
HQ., AC
Attention : Captain Mentz.

1. The ship-building agreement drawn up by you in December was presented to the Italian Ministry of Marine for their reaction, which was verbally approved by them, however, they raised certain questions regarding the financial aspects of the agreement. The financial points were transmitted to G-5 AFHQ for their decision in the matter and no answer has been received to date.

2. The draft of the ship-building agreement was submitted to the Commander-in-Chief-Mediterranean for his approval with copies to War Shipping Administration and British Ministry of Transport for their concurrence or comments.

3. The War Shipping Administration and British Ministry of Transport have both concurred in the agreement but the Commander-in-Chief-Mediterranean has not yet approved.

4. Immediately upon receipt of approval from the Commander-in-Chief-Mediterranean and instructions from G-5, AFHQ regarding the financial side, the agreement will be presented to the Italian Government for signature and you will be advised accordingly.

5842

Walter P. Scoggins
WALTER P. SCOGGINS
Lt.Colonel, CMC

Declassified E.O. 12065 Section 3-402/NNDC No. T-6502

To : Director, Navy Sub-Commission
HQ., AC
Attention : Captain Mentz.

1. The ship-building agreement drawn up by you in December was presented to the Italian Ministry of Marine for their reaction, which was verbally approved by them, however, they raised certain questions regarding the financial aspects of the agreement. The financial points were transmitted to G-5 AFHQ for their decision in the matter and no answer has been received to date.

2. The draft of the ship-building agreement was submitted to the Commander-in-Chief-Mediterranean for his approval with copies to War Shipping Administration and British Ministry of Transport for their concurrence or comments.

3. The War Shipping Administration and British Ministry of Transport have both concurred in the agreement but the Commander-in-Chief-Mediterranean has not yet approved.

4. Immediately upon receipt of approval from the Commander-in-Chief-Mediterranean and instructions from G-5, AFHQ regarding the financial side, the agreement will be presented to the Italian Government for signature and you will be advised accordingly.

5842

Walter P. Scoggins

WALTER P. SCOGGINS
Lt.Colonel, QMC
Director

Copy to : Economic Section.

IRN-15

Declassified E.O. 12065 Section 3-402/NNDC NO. T-85020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NAVAL MESSAGE

C/C

I HENRY STONE REAR ADMIRAL USN, CHIEF COMMUNICATIONS, NOAC, NCAE.

MYCA KALLOCH WM.

WASHINGTON cabled they in agreement conditions outlined your message number 12th, addressed to COMMANDER in CHIEF MEDITERRANEAN STATION. This refers to agreement made between ALLIED COMMISSION and ITALIAN MINISTRY of MARINE, NOAE on control of ship repair facilities and stocking in ITALY.

=CINCMED/Agent.

Distr: 0-5 10 AAC(W) 100.
AC TIGHT, ACTION, EXCH USO 2, CHIEF COMMUNICATIONS, USN, IND & UKLO S/C,
NAVCOMMSTA CITY-POINT S/C, NAVCOMMSTA LEY S/C NAVY S/C
EXEC, COMMUNICATIONS, FLEET 2, NAVAL.
TOR 1700/6th T.J. 2/4/45.

W/M W/L

Major Gen Wilson.

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMISSION EXECUTIVE

TAL S 550
REF S AG/651

Mon. 22
UAG/MV

SUBJECT: Control of Ship Repair Facilities and Bunkers in Italy.

TO : British Military Mission - Mediterranean (through M.E.F.S. (Italian Area) ROME)
U.S. War Shipping Administration Representative.

1. Your attention is invited to our letter AG/26/71/INC dated 8 Feb. 1946 enclosing drafts of agreements which it is proposed to submit to the Ministry of Marine. Rome, for signature.

2. Your concurrence is invited to enable us to proceed with the formal completion.

3. On the subject of material used for the repair etc. of Allied merchant vessels, we attach, hereto, copy of communication dated 18 Feb.1946 received from the Direzione Generale della Marina Mercantile and would appreciate your comments.

4. Your early advice will be appreciated.

FOR THE UNITED COMMISSIONER

Brigadier General, Colonel AC
CHARLES M. WILSON
Colonel, AC
Acting Vice President

DISTRIBUTION: BASIC
Commander in Chief Mediterranean Station
FOTL
M.E.F.S. (Italian Area) ROME
War Shipping Administration Rome

INTERNAL DISTRIBUTION: Navy S/U
Industry & Utilities S/U
A.C. Transportation and Shipping Branch

ATTACHMENTS: As stated in para 3.

5840

2172

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

TRANSLATION

MINISTERO DELLA MARINA
DIREZIONE GENERALE DELLA MARINA MERCANTILE

18 February 1946

Div. U.T.I.
Prot. 859

SUBJECT: Material for Repairs to Allied Vessels.

TO : Allied Commission - Economic Section - ROME

According to recent arrangements Allied Vessels trading in the Mediterranean and requiring voyage repairs are to be given first priority by the Italian Shipyards in the execution of repair work dry-docking and reconstruction.

The preferential treatment thus requested undoubtedly refers to equipment, installation and labour; as regards the material employed and consumed the question needs a clarification.

It is a known fact that all branches of Italian activity and particularly Italian Navy Industry are suffering from lack of material so that it is not possible for the shipyards to supply the necessary material required for repairs to Allied Vessels unless said material is replaced or paid for in currency(foreign).

As the question of replacement is not of easy solution, the material concerned being generally speaking in small quantities but of various types and qualities, this Ministry considers that the most convenient solution would be that of payment in currency.

This Ministry would be very grateful if the Allied Commission were to take the matter up with the competent Authorities with a view to reaching agreement as early as possible in the sense suggested.

For The Minister Sgd. Illegible

5839

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

6 1035 FEB 46

ACTrT HQ ALCOM

(1) SHIrMINDER NAPLES

(2) C IN C MED (3) C IN C NAPLES (4) SACMED (5) ALMTY

937 UNCLASSIFIED

(CONT'D ADDRESSEES) (6) COMNAVNAW (7) FOIL (8) rSTOMED (9) WSA MED (10) SHIrMINDER LONDON (11) MAST 7801 (12) SHIrMINDER ROME (13) SHIrMINDER GENOA.

YOUR TWO NINE ONE TWO FIVE ONE JANUARY TO ALL rD AGREEMENT WITH ITALIAN MINISTRY MARINE RE ALLIED MERCHANT VESSELS PRIORITIES FOR SHIP REPAIR FACILITIES NOW IN PREPARATION AND UNOFFICIALLY AGREED THAT MINISTRY rD DRAFT AGREEMENT BEING SENT FOR CONCURRENCE AUTHORITIES CONCERNED rD PRIORITY QUESTION COVERED MEANWHILE BY SACMED INTERIM POLICY TRANSMITTED TO ITALIAN GOVERNMENT IN ALCOM LETTER NAN SUGAR CHARLIE SLANT FOUR ONE FIVE TWO OF THREE ZERO NOVEMBER rD

PRIORITY

TRANSPORTATION AND SHIPPING SUB COMMISSION

C.J. LEONE
CWO U.S.A.
ASST ADJUTANT

347

5038

Declassified E.O. 12065 Section 3-402/NNDC NO. T 25020

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: 9009/45/EC

1 February 1946

SUBJECT: Shipping yards of Monfalcone, Trieste.

TO : SCAO AMG Venezia Giulia.

1. Attached please find copy of letter 5/73 dated 26 January 1946 from the Italian Ministry of Foreign Affairs.

2. Your comments would be appreciated.

N. W. HINDE-SMITH
Brigadier
Executive Commissioner

Copy to: Navy S/C ✓
Polad (A)
Polad (B).

5837

Declassified E.O. 12065 Section 3-402/NNDG NO. 795020

SECRET/ U/C

NEAC RELEASE - ORIGINATOR'S DIRECTION

TO. CINC MED (3) CINC MED(2 COPIES), ADMIN. COMNAVEAF, NO 5. POTO MED.

FROM. NAVY MED.

ADDRESSED HQ ALCOM (R) CINC MED, CINC MED(NAPLES) B CINC, ADMIN. COMNAVEAF. POTO TESTU MED. WSA MED. SHIP INCOM LONDON MASU 7901. CINC EUCOM ROME. SECRETARY C NO.

My CSGSO Jan to all and C G MED a G71570 Jan in re w of CINC MED a 221705 to all, request confirmation that agreements with the Ian Government have been completed.

291251A JAN.

INF. Control of Bombing Operations in Italy.

T/P F/L TOR 1315 P.M. 29/4.

DLet, 1-4, 13, 15, 16, 18, 23(2) 25, Log. NNG(2).

1946

5836

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

S. 1320d.
(Revised—June, 1914)

NOIC Leghorn NOIC Naples C in C Med (N) SNOFSY Capt I/C Taranto
RNO Venice NOIC Trieste Admty VAM FOIL SCA Med Comnavnaw
HQ A.C. NWT London MWTR Med DMSR Genoa PSTO Med WSA Med

U/C From 6 in C Med

Intend on 31st Jan to relinquish overall control of repair and docking facilities at all Italian and Istrian ports except Leghorn, Messina and Trieste.
2. British warships will no longer be sent to such ports for ~~for~~ repair or docking except in emergency.
3. From above date requirements for merchant ships will be handled in accordance with normal commercial practice except in the case of dockings at the three ports excepted ~~in~~ above in respect of which applications should be made to appropriate local naval authorities who will arrange programme accordingly.
4. In future reports from NOIC's in accordance with NAVO 905 are only required for Leghorn, Messina and Trieste nd these should express intentions.
5. In the circumstances C ~~in~~ C Med's weekly docking priorities signal will be sent as usual on Sat. 26th Jan. and thereafter discontinued.

== 221701 A Jan ..

Dist. 1-4,13,15,16,18,25. NAVO . 2 H/M AC Message Centre. [illegible] 5835
T/P P/L TOR 0740 DTI /LAC 23/1

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

S. 1320d.
(Established—May, 1939)
(Revised—June, 1944)

30147/10071. 11/44 80,000m. C.B.38. Ltd. 61-6549

Alcom (R) Admiralty Comnavnaw FOIL DMER MWT London
MWTR Italian Area PSTO Med SA Med

U/C Important From C in C Med

Entirely Concur MWTR Med's 050930. Essential that agreement on general lines should be completed before 31st January. My 271130 December.

=== 071530A January.

DIST. 1-5,13-16,23(2), 25. LOG. NSC (4).. WTR. SIMPSON.

HAND P/L TOR PM RCB/LAG 8/1
AC DIST. ACT. TN S/C 2.
INFO.. Chief Commissioner. Econ 2. Ital Min. of Marine.(C/C TN. Navy Files 2. Float.

5834

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

• 5333 19071. 11/44. 25,000m. U.S.&B. Ltd. 61.5541.

S. 1320d.
(Original—May, 1950
(Revised—June, 1954)

C in C Med (R) SACMED ADMIRALTY COMNAVNAW FOIL VAM
MFT LONDON WSA MED PGTO MED MTTR (ITALIAN AREA)
AICOM MWTC FOR DMSR GENOA

FROM MTTR MED 46

U/C

REFERENCE YOUR 271130 DEC. TO ALL ADDRESSEES EXCEPT DMSR GENOA MWTR (ITALIAN AREA) BY AGREEMENT WITH WSA REQUESTED AICOM VICE PRESIDENT ECON MIC SECTION, BY LETTER 27th NOVEMBER TO NEGOTIATE AGREEMENT WITH ITALIAN GOVERNMENT IN ACCORDANCE WITH PARAGRAPH 3 OF C IN C MED'S 45/829/14/18. SHIPPING AUTHORITIES ARE OF THE OPINION IT IS NOT (R) NOT POSSIBLE TO FORECAST THE PROGRAMME OF ESTIMATED REQUIREMENTS OF WORK OVER WHOLE OF 1946 AS REQUESTED IN AICOM'S LETTER TO C IN C MED 27th DECEMBER 1945. THIS SHOULD (R) NOT BE ALLOWED TO HOLD UP NEGOTIATIONS IN VIEW RELINQUISHING DATE OF C IN C MEDS CONTROL OF REPAIR AND DOCKING FACILITIES UNLIKELY TO BE LATER THAN 31st JANUARY. SUGGEST AGREEMENT RATHER THAN ENTERING INTO DETAILS SHOULD BE ON A BROAD BASIS AIMED AT COVERING EMERGENCIES AND ENSURING PRIORITIES FOR ALLIED MERCHANT SHIPS FOR FACILITIES AND DOCKINGS IN ITALY. AGREED WSA.

5933

REF. CONTROL OF DOCKIGH FACILITIES TO +++ 050930A JAN ..
BE MAINTAINED. DIST. 1-5,13-16,23(2) 25. LOG NSC 4.
TOR 1625 LAG 5/1

T/P P/L

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

The policy herein laid down is not in conflict with NSC/4152 of 30 November, by which the Supreme Allied Commander, Mediterranean adopted an interim policy for rehabilitation and utilization of Italian ship repair and shipbuilding facilities to facilitate the recovery of the industry in the interests of Italian economy and to relieve unemployment. The present policy is rather an amplification of NSC/4152 of 30 November and a redefinition of priorities in the interests of Allied merchant shipping and Italian shipbuilding industry and repair facilities and will automatically supersede NSC/4152.

The policy herein set forth is to be effective for the period of one year from the date of signature and thereafter to be renewed for periods of six months if considered desirable.

5832

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

NSC/4483
January 1946

My Dear Mr. Prime Minister:

With reference to letter NSC/4152 dated 30 November 1945 outlining the interim policy adopted by the Supreme Allied Commander, Mediterranean Theater, for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities, it is now desired that, inasmuch as ship repair and dry-docking are concerned, an agreement on the following lines be forthwith concluded whereby certain priorities be given for repairing and docking Allied Merchant Ships in Italy:

(a) The Italian Government will make arrangements for and designate an agency of the Government to discuss financial matters involving ship repair and shipbuilding facilities with Italian companies. No demands will be made on Allied Governments for assistance in financing such ship repair and shipbuilding work as may be considered as Italian Government responsibility.

(b) All voyage repairs to Allied Merchant Vessels, including dry-docking, essential to the operation of the vessel on the mission to which assigned; casualties suffered enroute and which require repair in order that the vessel may proceed to the port or ports originally scheduled prior to departure from her home port, to include changes in schedule since original departure.

(c) The utilization of Italian ship repair and shipbuilding facilities for the repair of Italian Merchant vessels and new construction of powerful twin screw tugs suitable for berthing and long distance towage should be accorded second priority.

(d) The completion of all Merchant vessels under construction in Italy of 5000 D.W. or less which are over 50% complete and for which materials are either now available in Italy or can be procured through commercial channels is authorized and should be accorded third priority.

(e) Italian ship repair and shipbuilding facilities are authorized to undertake work in the interest of Italian civilian economy provided no materials or equipment of any kind intended for war purposes or conversion into warlike stores are manufactured. This work should be accorded fourth priority.

5831

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

(f) New construction of coastal vessels of 5000 tons D.W. or less, schooners of 500 tons D.W. or less, lighters, floating cranes and miscellaneous harbour craft is authorized provided materials and equipment can be obtained in Italy and no demands are made upon Allied resources except in normal commercial channels. This work should be accorded fifth priority.

(g) No construction of Naval vessels or vessels intended for conversion into Naval vessels is authorized.

(h) The utilization of Italian Government and privately owned ship repair and shipbuilding facilities for repairs to or modernization of Italian Naval vessels and for the production or repair of arms, munitions or other implements of war will continue to be controlled by the appropriate Allied authorities.

(i) The following docks should only be used for short term dockings of Italian ships, there being a time limit of 10 days on each vessel's stay in the docks:

Taranto	No. 12, F.N.O.O.
Brindisi	No. 1. Dock
Venice	Piemonte Dock
Naples	No. 1 Dock
Palermo	No. 1 Dock
Genoa	No. 4 Dock

(j) When the Royal Navy withdraw their control from Leghorn, Trieste and Messina, the provisions in sub-paragraph (i) should apply to the dock at Leghorn, No.1 Arsenale at Trieste, and a dock yet to be denigmated at Messina. The same provision also to apply to Spezia docks.

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

TRANSLATION

ITALIAN MINISTRY OF THE FOREIGN AFFAIRS
Il Segretario Generale
5/73

Rome 26 January 1946

Dear General:

From a reliable source I was informed of the following facts on the situation of the Shipping-Yards of Monfalcone, near Trieste:-

"The influx of Jugoslav into the Shipping-Yards of Monfalcone is increasing. Although the situation has changed somewhat from the epoch of the Jugoslav occupation, neverthless the Italian elements unfavourable to Jugoslavia seem to be persecuted and often ill-treated.

Recently many partisans of Tito's Army seem to have returned to Monfalcone declaring themselves to be discharged, when, on the contrary, they seem to be propagandist elements or members of the O.Z.N.A., who, dressed in civilian clothes, seem to be carrying out dangerous activities against Italy and the Allies.

During the last weeks various machineries of the Shipping-Yard seem to have mysteriously disappeared.

It does not concern common work-shop tools, but lathes and other heavy material the dismantling of which requires a long time.

It seems that the machines are shipped during the night to Yugoslavia.

The watchmen, mostly Yugoslavs, seem not to offer any resistence, on the contrary, they seem to aid the criminal work under the threat of death."

I would be grateful if you interest the Allied Authorities of Trieste to ascertain if the above news is true and, if so, to take necessary action.

Sincerely yours,

/s/.....?
Il Segretario Generale

EC DIST - 31 Jan
ACTION - 1 - E C
INFO - 1 - C C
- 1 - Navy S/C
- 1 - Polad (A)
- 1 - Polad (B)

5829

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

DATE: 24 January 1946.
FROM: FLAG OFFICER ITALY & [illegible]
TO : NAVY SUB-COMMIS[illegible]
FORWARDED FOR [illegible] information.
J. H. Downey

NOIC LEGHORN NOIC NAPLES CINC MED(N) SNOESY CAPT I/C TARANTO RNO VENICE NOIC TRIESTE ADMTY NAM FOIL SCA MED COMNAVNAV HQ AC MMT LONDON MTTR MED IMSR GENOA PSTO MED WSA MED.

FROM CINC MED
221701A Jan

UNCLASSIFIED

Intend on 31st Jan. to relinquish overall control of repair and docking facilities at all Italian and Istrian ports except Leghorn, Messina and Trieste.
2. British warships will no longer be sent to such ports for repair or docking except in emergency.
3. From above date requirements for merchant ships will be handled in accordance with normal commercial practice except in the case of dockings at the three ports excepted above in respect of which applications should be made to appropriate local naval authorities who will arrange programme accordingly.
4. In future reports from NOIC's in accordance with MEMO 905 are only required for Leghorn, Messina and Trieste and these should express intentions.
5. In the circumstances a CINC MED's weekly docking programme signal will be sent as usual on Sat. 26th Jan. and thereafter discontinued.

=221701A Jan

Ins: 1-4, 13, 15, 16, 18, 25, 38c. 2 F/M AC MS SEC CENTRE.
T/P E/E. PGM 0786/23 D.S.I. 5828

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

C IN C MED (R) SACMED ADMIRALTY COMNAVNAW FOIL VAM
MWT LONDON WSA MED PETO MED MWTR (ITALIAN AREA)
ALCOM MWTC FOR DMSR GENOA

FROM MWTR MED 46

U/C

REFERENCE YOUR 271130 DEC. TO ALL ADDRESSEES EXCEPT DMSR GENOA MWTR (ITALIAN AREA) BY AGREEMENT WITH WSA REQUESTED ALCOM VICE PRESIDENT ECONOMIC SECTION, BY LETTER 27th NOVEMBER TO NEGOTIATE AGREEMENT WITH ITALIAN GOVERNMENT IN ACCORDANCE WITH PARAGRAPH 3 OF C IN C MED'S 45/829/4/18. SHIPPING AUTHORITIES ARE OF THE OPINION IT IS NOT (R) NOT POSSIBLE TO FORECAST THE PROGRAMME OF ESTIMATED REQUIREMENTS OF WORK OVER WHOLE OF 1946 AS REQUESTED IN ALCOM'S LETTER TO C IN C MED 27th DECEMBER 1945. THIS SHOULD NOT (R) NOT BE ALLOWED TO HOLD UP NEGOTIATIONS IN VIEW RELINQUISHING DATE OF C IN C MED'S CONTROL OF REPAIR AND DOCKING FACILITIES UNLIKELY TO BE LATER THAN 31st JANUARY. SUGGEST AGREEMENT RATHER THAN ENTERING INTO DETAILS SHOULD BE ON A BROAD BASIS AIMED AT COVERING EMERGENCIES AND ENSURING PRIORITIES FOR ALLIED MERCHANT SHIPS FOR FACILITIES AND DOCKINGS IN ITALY . AGREED. W.S.A.

=== 050930A JAN ...

REF. CONTROL OF DOCKING FACILITIES TO BE MAINTAINED.

DIST. 1-5,13-16,23(2),25. LOG. NSC (4).
T/P P/L TOD 1525 LAG 5/4

5827 MR-18

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

AGREEMENT MADE - JANUARY 1946 BETWEEN HEADQUARTERS ALLIED COMMISSION AND ITALIAN MINISTRY OF MARINE

ALLIED NAVAL

1. It is hereby agreed between Headquarters Allied Commission (on behalf of Commander - in - Chief, Mediterranean Station), Ministry of War Transport (Mediterranean), War Shipping Administration and Ministry of Marine, Rome (on behalf of the Italian Government) that:

In the use of Italian ship repair, dry-docking and ship building facilities first priority will be accorded to voyage repairs required by Allied merchant vessels engaged in [redacted] trade and essential to the operation of the vessels on the mission to which assigned. This includes casualties suffered en route which require repair in order that the vessel may proceed to the port or ports originally scheduled prior to departure from her home port or any changes in schedule since original departure.

2. It is further agreed that:

a) The following docks should only be used for short term dockings of Italian ships, there being a time limit of 10 days on each vessel's stay in the docks:

Taranto	No. 12. F.D.G.O.
Brindisi	No. 1. Dock
Venice	Piemonte Dock
Naples	No. 1. Dock
Palermo	No. 1. Dock
Genoa	No. 4. Dock
La Spezia	To be notified

b) When the Royal Navy withdraw their control from Leghorn, Trieste and Messina, the provisions in sub-paragraph (a) will apply to the dock at Leghorn, No. 1. Arsenale at Trieste, and a dock yet to be designated at Messina.

3. This agreement is made in accordance with and amplifies the interim policy laid down by the Supreme Allied Commander, Mediterranean Theater, as outlined in Headquarters, Allied Commission letter NSC/4152 of 30 November 1945, and will remain inforce for one year from date of signature. Thereafter it may be renewed by mutual consent of the parties signing or their successors for periods of six months at a time.

5826

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

MAIN NAVAL CONSTRUCTION SHIPYARDS IN ITALY OPERATING AT BEGINNING OF 1943

	APPROX. DAILY TONNAGE.
1. S. A. Ansaldo - Genoa, Sestri and Voltri	120
2. C.R.D.A. - Monfalcone	140
3. C.R.D.A. - Trieste	80
4. Navalmeccanica - Naples	10
5. Navalmeccanica - Castellamare	35
6. Odero Terni Orlando - Muggiano, Spezia.	80
7. Odero Terni Orlando - Livorno	50
8. Cantieri Navali Riuniti - Ancona	15 (?)
9. Cantieri Navali Riuniti - Palermo	15 (?)
10. Cantieri del Tirreno - Riva Trigoso (Genoa)	20
11. Cantieri del Quarnaro - Fiume	20
12. Tosi - Taranto	30
13. Breda - Marzhara, Venice	10
Total hull material worked	605 tons

The above shipyards carried out 90% of the capacity of all Italian ship building yards.

Declassified E.O. 12065 Section 3-402/NNDC NO. 795020

OFFICE OF THE

BRITISH MINISTRY OF WAR TRANSPORT

TELEPHONE 84304l Ext. 91.

Rome,

GAB/209/45/R.6.

28th December, 1945.

To: Allied Commission.

(i) Navy Sub-Commission.
(ii) Transportation (Shipping) Sub-Commission.

Subject: Control of Repairs Facilities and Drydocks at Italian Ports

References: a. Your letter December 11th, 1945 AC/20/66/Tn.6.

b. Meeting held by Capt. C.F. Mentz, USN. 27th December, 1945.

1. The following signals which have been passed recently between C. in C. Med. and Ministry of War Transport on the subject under reference are repeated below for information.

a. C in C. Med. Malta (R) C in C. Med. Naples. MWTR Med. (46a)

CONFIDENTIAL 201709A

(1) Your o61212. MWTR Italian Area has been requested to reach agreement with Italian Government through A.C. on following:

(A) Repairs to British/American owned or operated vessels to be commenced immediately even if Italian ships delayed thereby.

(B) Italian ships to remain not more than ten days at a time in one named dock at each port, including those to be released later from R.N. Control.

(C) Agreement to run continuously for one year, there after renewable for six monthly periods.

(2) Request C in C. Med's control of drydocking and repair facilities be continued until Agreement in force. 5824

b. MWTR Med.

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

b. LWTR Med. (R) C in C. Med. Naples, W.S.A. Med., PSTO MED. C.in.C.Med. (Malta)

Your 201709 being passed to WSA MED and PSTO MED.

Control will be continued as requested. Agreement should be completed with despatch as control cannot (R) cannot be continued beyond 31st January and it is desired to relinquish it at an earlier date if possible.

TOO 241601 December.

G.A. Bell.

M.W.T.R. (Italian Area)

Declassified E.O. 12065 Section 3-402/NNDC NO. 795020

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Tel. 347
Ref. AC/20/69/Tn6

UAG/mvm
27 December 1945

SUBJECT: Control of Ship Repair Facilities and Dockings in Italy

TO : Office of the Commander-in-Chief
Mediterranean Station

1. Reference your letter Med.45/829/4/18A dated 14 November 1945, attaching copy of communication of same date Med.45/829/4/18 on the above subject.

2. In this connection, while it is considered by this Headquarters that the question of priority of repairs to Allied Merchant Shipping is, in the interim period, protected by sub-para.(b) of letter dated 30 November 1945, addressed by the Chief Commissioner to the President of Council of Ministers, Rome (copy of which was enclosed in AC Navy Sub Commission letter NSC/4161 dated 4 December 1945), the Representatives of British Ministry of War Transport and United States War Shipping Administration have been requested to formulate a program of estimated requirements for a period of about twelve months with relative degree of priority for the information of the Economic Section and Navy Sub Commission prior to entering into an agreement with the Italian Government on this subject.

3. The matter is in process of preparation and you will be advised, in due course, of the arrangements arrived at.

For the Chief Commissioner:

HARLAN CLEVELAND
Acting Vice President

Copy to:
SACMED
FOIL
Navy S/C
Industries & Utilities S/C
Movements Div. (Att: Major Laraman)
MWTR (Italian Area) Rome
WSA Mediterranean

5023

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

(COPY)

OFFICE OF THE
BRITISH MINISTRY OF WAR TRANSPORT

Rome,

GAB/165/45/R.6 19th December, 1945.

To: Allied Commission, H.Q.

(Attention: Transportation (Shipping) Sub-Commission)

Subject: Control of Repair Facilities and Dockings in Italy.

1. Reference your letter 11th December, A.C./20/66/Tn.6.

2. Reply to the questions in the second paragraph of your letter are, in general:-

a. Priority is requested for

(i) any and all facilities which may be necessary to carry out repair work on Allied merchant vessels

(ii) stemming dry-docks

b. Priority is required in order that all Allied merchant vessels will receive precedence over Italian ships for repair work and dry-docking.

c. The MEDBO Repair Committee considers any agreement reached should cover the following points:-

(i) Repairs requested for Allied ships should be put in hand immediately even though Italian vessels might be held up through workmen and/or materials being diverted thereby.

(ii) That

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

(ii) That the following docks should only be used for short term dockings of Italian ships, there being a time limit of 10 days on each vessel's stay in the docks.

Taranto	No. 12, F.D.G.O.
Brindisi	No. 1. Dock
Venice	Piemonte Dock
Naples	No. 1. Dock
Palermo	No. 1. Dock
Genoa	No. 4. Dock

(iii) That when the Royal Navy withdraw their control from Leghorn, Trieste and Messina, the provisions in clause (ii) should apply to the dock at Leghorn, No. 1 Arsenals at Trieste, and a dock yet to be designated at Messina. The same provision also to apply to Spezia docks.

(iv) That the Agreement should, in the first place, run continuously for one year from the date of signature and thereafter be renewed for periods of six months as MWT/WSA, their successors or the British/American Governments should think fit. Amendments to, or termination of, the Agreement to take effect only with the mutual consent of MWT/WSA or their successors etc., and the Italian Government.

3. The MEDBO Repair Committee have in mind that when signed, there is a possibility that the Peace Treaty with Italy might render such an Agreement invalid, and if this proved to be so, it would presumably be necessary to start negotiations afresh for priority to be continued for Allied vessels requiring repairs or drydocking. The Italian Government might therefore request that the Agreement remain in force for one year or until the signing of the Peace Treaty.

4. The Italians can be assured, however, that any agreement reached to cover priority for repair facilities and dockings in Italy on behalf of Allied merchant vessels would not be used to discriminate unfairly against Italian vessels in urgent need of approved repairs necessary to keep them in service.

5. It would be appreciated if a copy of the Agreement, before it is signed, could be sent to me for perusal.

/s/ G.A. Bell
G.A. Bell.

M.W.T.R. (Italian Area)

c.c. W.S.A. (Mr. Kalloch)

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

DAO/lp
11 December 1945

Tel : 247
Ref : AB/20/65/TnG

SUBJECT: Control of ship repair facilities and bookings in Italy.

TO : British Ministry of War Transport, Mediterranean (through M.E.L.O. (Italian Area) - Rome)
United States War Shipping Administration, Mediterranean.

1. Reference Commander-in-Chief, Mediterranean Station letter Nos. 45/2C0/4/108. of 14 Nov. 1945 on the above subject.

2. In order that the Italian Government may be advised of the requirements for the repair and booking of Allied vessels in accordance with sub-para 3 of Allied Commission letter AB/20/65 of 30 Nov. 1945 (copy of which was attached to Navy C/S letter AB/4161 dated 4 Dec. addressed to you), it is requested that your Administration inform this Headquarters as early as possible of such requirements and relative degree of priority.

3. Your prompt advices will oblige.

[signature]
[illegible]
Deputy Chief, Transportation & Shipping Division.

Copies to : SACMED
C-in-C Med.
F.O.I.C.
Navy C/S - Rome ✓
Economic Section (through Supply Group)
Industry & Utilities C/S
Gov. Civ. (Shipping Br) (attn: Maj. Lawson)

NSC/4161
4.52

MARK 9/C

5821

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Declassified E.O. 12065 Section 3-402/NNDC NO. 525020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4200
8 December 1945

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

Subject: Control of Repairs and Shipbuilding Facilities - Interim policy for.

References: (a) British Ministry of War Transport ltr GAB/104/45/R.6 of 6th December 1945.

1. In connection with reference (a), copies of the Navy Sub-Commission, AC letters referred to therein were forwarded direct to the Economic Section, AC on 4 December 1945.

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

Copy to:
B.M.W.T. Rep.

8 DEC 1945

5820

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

OFFICE OF THE

BRITISH MINISTRY OF WAR TRANSPORT

(3)

TELEPHONE 843041 Ext. 91.

Rome,

GAE/104/45/R.6.

6th December, 1945.

To: HQ. A.C. Navy Sub-Commission.

Subject: (a) Control of Repair Facilities and Docking in Italy.
(b) Control of Repairs and Shipbuilding Facilities - Interim policy for.

1. Reference your

NSC/4155 4th December, 1945.
NSC/4161 4th December, 1945.

2. This office addressed a request on 27th November, 1945 to the Vice President, Economic Section, HQ. A.C., with copy to Industries and Utilities S/c. in accordance with paragraph 3 of the Commander-in-Chief Mediterranean Station letter Med.45/829/4/18 of 14th November, 1945.

3. It is suggested that copies of NSC/4155 4th December, 1945 and NSC/4161 4th December, 1945 should be sent to the Vice President, Economic Section and to the Director of Industries and Utilities S/c. for them to take action as may be necessary to facilitate the arrangements requested in C. in. C. Med's letter above mentioned.

Farrell.

G.A. Bell.

M.W.T.R. (Italian Area)

5819

c.c. V/P. Economic Section.
Director. Ind. & Util. S/c.

12195

Unclassified E.O. 12065 Section 3-402/NNNG No. 7502L

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4181
6 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: British Ministry of War Transport, Mediterranean.

Subject: Italian Ship Repair and Shipbuilding Facilities - Interim policy for.

1. Two additional copies of Headquarters Allied Commission letter NSC/4152 of 30 November 1945 are forwarded herewith as requested.

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

6 DEC 1945

3

1821-17

5818

12198

Declassified E.O. 12065 Section 3-402/NNDG NO. 785120

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4156
4 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.

Subject: Italian Ship Repair and Shipbuilding Facilities - Interim Policy for.

Enclosure: (A) Copy Headquarters Allied Commission ltr NSC/4152 of 30 November 1945.

1. Enclosure (A), which informs the Italian Government as to the interim policy adopted by the Supreme Allied Commander, Mediterranean Theater for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities in Italy, is forwarded herewith for information.

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

B

5 DEC 1945 ITN-18

5817

2197

Declassified E.O. 12065 Section 3-402/NNDG NO. 12500

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4155
4 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: British Ministry of War Transport, Mediterranean.
United States War Shipping Administration, Mediterranean.

Subject: Control of Repair Facilities and Docking in Italy.

1. The Commander-in-Chief, Mediterranean Station letter Med. 45/829/4/18A of 14 November 1945 requested the British Ministry of War Transport, Mediterranean and the United States War Shipping Administration, Mediterranean to make arrangements with Headquarters Allied Commission for the control of repair facilities and docking in Italy in accordance with the provisions of Med.45/829/4/18 of 14 November 1945.

2. Under the recently adopted interim policy for the utilization of Italian ship repair facilities, a copy of which was forwarded as enclosure (A) to Navy Sub-Commission letter NSC/4161 of 4 December 1945, the repair of Allied naval and merchant vessels takes precedence over repairs to Italian vessels in accordance with priorities established by competent Allied authorities. These data are furnished for information to facilitate the arrangements requested in Commander-in-Chief, Mediterranean Station's letters of 14 November 1945.

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

Copy to:
SACMED
CINC MED
FOIL
Economic Section, AC.

5 DEC 1945

5816

2198

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4161
4 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean Station.
Commanding General, Mediterranean Theater of Operations, United States Army.
General Headquarters, Central Mediterranean Forces.
Commander United States Naval Forces, Northwest African Waters.
General Officer Commanding, 13 Corps, Central Mediterranean Forces.
United States War Shipping Administration, Mediterranean.
British Ministry of War Transport, Mediterranean.

Subject: Italian Ship Repair and Shipbuilding Facilities - Interim policy for.

Enclosure: (A) Copy Headquarters Allied Commission ltr NSC/4152 of 30 November 1945.

1. Enclosure (A), which informs the Italian Government as to the interim policy adopted by the Supreme Allied Commander, Mediterranean Theater for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities in Italy, is forwarded herewith for information.

[illegible] BUTLER,
[illegible]IN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
FOIL
SENALUSIO, ITALY
C.G., P.B.S.
COMNOB PALERMO
Economic Section, AC
Transportation S/C, AC
Industry S/C, AC
Commerce S/C, AC
Finance S/C, AC.

5 DEC 1945

IFN-18

5815

12199

Declassified E.O. 12065 Section 3-402/NNDC NO. 75026

To: Executive Commissioner.

AFHQ, G-5 replied to NSC/3624 of 12 October 1945, by G-5 D26.4 NEI of 15 November 1945. Attention is also invited to AFHQ Log, page 182, of 15 August 1945, in which in paragraph 6(b) it is stated that no objection is raised to the Italian Government advancing funds for rehabilitation of shipyards.

Chief Commissioner's letter of 30 November 1945 to the Italian Prime Minister sets forth the policy re rehabilitation of Italian shipbuilding industry. Attention is invited to paragraph (g) in which Italian Government is requested to designate an agency of the government to discuss financial matters involving ship repair and shipbuilding facilities. Same paragraph states, "No demands will be made on Allied Governments for assisting in financing such repairs and shipbuilding work.....". Except for the above no action has been taken by the Navy Sub-Commission or Allied Commission regarding the financing of shipbuilding industry or work at the Monfalcone yard.

H. W. ZIROLI,
Commodore, USN,
Deputy Chief, NSC.

IRN-12

Declassified E.O. 12065 Section 3-402/NNDG NO. 795020

Med.45/429/3/4.

THE NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION

With the Compliments

of the

Secretary to the

Commander-in-Chief,

Mediterranean Station.

BRITISH NAVAL REQUIREMENTS OF THE ITALIAN SHIPBUILDING INDUSTRY.

Office of the Commander-in-Chief,
Mediterranean Station.
1st December, 1945.

5813

2201

Declassified E.O. 12065 Section 3-402/NNDC NO. T95020

COPY

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

~~NCC/4152~~ 8th
30 November 1945

My Dear Mr. Prime Minister:

The Supreme Allied Commander, Mediterranean Theater, without prejudice to any terms which may be imposed by the Peace Treaty with Italy, has adopted the following interim policy for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities, in Italian Government territory and Military Government territory, to facilitate the recovery of the industry in the interests of Italian economy and to alleviate unemployment:

(a) The rehabilitation of Italian ship repair and shipbuilding facilities for the repair and limited construction of Italian Merchant vessels and for other repair work in the interest of the Italian civilian economy is approved and recommended to the extent set out in the following paragraphs.

(b) The repair of Allied Naval and Merchant vessels takes precedence over repairs to Italian vessels in accordance with priorities established by competent Allied authorities.

(c) The utilization of Italian ship repair and shipbuilding facilities for the repair of Italian Merchant vessels and new construction of powerful twin screw tugs suitable for berthing and long distance towage should be accorded second priority.

(d) The completion of all Merchant vessels under construction in Italy of 5000 D.W. or loss which are over 50% complete and for which materials are either now available in Italy or can be procured through commercial channels is authorized and should be accorded third priority.

(e) Italian ship repair and shipbuilding facilities are authorized to undertake work in the interest of Italian civilian economy provided no materials or equipment of any kind intended for war purposes or conversion into warlike stores are manufactured. This work should be accorded fourth priority.

5812

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

(f) Now construction of coastal vessels of 5000 tons D.W. or less, schooners of 500 tons D.W. or less, lighters, floating cranes and miscellaneous harbour craft is authorized provided materials and equipment can be obtained in Italy and no demands are made upon Allied resources except in normal commercial channels. This work should be accorded fifth priority.

(g) The Italian Government will make arrangements for and designate an agency of the Government to discuss financial matters involving ship repair and shipbuilding facilities with Italian companies. No demands will be made on Allied Governments for assistance in financing such ship repair and shipbuilding work as may be considered as Italian Government responsibility.

(h) No construction of Naval vessels or vessels intended for conversion into Naval vessels is authorized.

(i) The utilization of Italian Government and privately owned ship repair and shipbuilding facilities for repairs to or modernization of Italian Naval vessels and for the production or repair of arms, munitions or other implements of war will continue to be controlled by the appropriate Allied authorities.

(j) In implementing the foregoing the Italian Government must ascertain through normal civil import channels to what extent materials are likely to be available. This will prevent the undesirable situation arising whereby the degree of rehabilitation achieved exceeds the supply of essential materials.

It is desired that the Italian Government take early positive steps to implement the above-stated policy and keep the Allied Commission informed as to progress made at quarterly intervals commencing January 1, 1946, indicating generally the results which have been obtained to enable co-ordination with Allied authorities if required.

Very truly yours,

/s/ Ellery W. Stone
ELLERY W. STONE
Rear Admiral, USNR,
Chief Commissioner.

Professor Ferruccio Parri,
President of the Council of Ministers,
Italian Government,
Rome, Italy.

5811

COPY

2203

Declassified E.O. 12065 Section 3-402/NNDC No. T-1502

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

SECRET

NSC/4121
29 November 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Executive Commissioner, Allied Commission.
Via: Economic Section, Hq. Allied Commission.

Subject: Italian Ship Repair and Shipbuilding Industry - Policy for.

1. As directed by the Supreme Allied Commander, Mediterranean Theater in dispatch 262122 of November, a draft letter from the Chief Commissioner to the Italian Prime Minister, stating the ship repair and shipbuilding policy adopted in NAF 1095, is forwarded herewith.

2. Subject to concurrence by the Economic Section, it is requested that the draft be forwarded to the Executive Commissioner for signature by the Chief Commissioner. It is pointed out that while paragraph 11 of Allied Commission letter NSC/3624 of 12 October 1945 recommended that the policy be made applicable to Italian Government territory, NAF 1095 makes no distinction between Italian Government territory and Military Government territory. For this reason the letter to the Prime Minister states that the policy is applicable to both. Interested Allied agencies will be informed as to the policy in separate correspondence.

3. It is requested that this matter be treated as urgent.

[illegible] WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

29 NOV 1945

IRN-12 (2) 5810

SECRET

2204

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

CONTROL OF REPAIR FACILITIES AND DOCKINGS IN ITALY.
(Commander-in-Chief, Mediterranean Station's Letter No.Med.45/829/4/18A dated 10th November 1945.)

II.

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

NAVY SUB COMMISSION,
HQ. ALLIED COMMISSION.

For information.

ROME,
20th November, 1945.

for REAR ADMIRAL.

5809

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

SECRET

Navy

WX 54590
NOV 262122

0/4395
NOV 271230A

PRIORITY

FROM CHIEF NAVAL MISSION

ACTION: NAVY WASH

INFO: 33 CMTE

SECRET.

Desired that you inform Italian Government of policy outlined in para 4 of WSF 1095.

27 NOV

DIST

ACTION: SAEC COMMISSIONER

INFO: CMTE COMMISSIONER
POLAD (A)
POLAD (S)
ECAN SECTION (2)
NAVY S/C
TH S/C
FILE

SECRET

5208

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

SECRET

Harvey

27 NOV 1945

FX54388
NOV 262142

O/4396
NOV 271230A

PRIORITY

AFHQ SIGNAL BRANCH

ACTION: AMZON WASHINGTON FOR USCC BRITISH CHIEFS OF STAFF OFFICES WITHDRAWAL FOR BRITISH CHIEFS OF STAFF INFOR ALCOM FOR 13 CORPS

DATED. This is NAF 1095.

Para 1. With the termination of hostilities and decreased Allied requirements the use of Italian ship building and ship repair facilities their rehabilitation and use by the Italians has been under review. Wide scale unemployment which may reach alarming proportions requires prompt action.

Para 2. The British Admiralty is on record in April 1945 as being adverse to early revival of the Italian Merchant ship building industry. The views of the appropriate U. S. authorities are not known.

Para 3. As the Italians have neither materials nor foreign credit for an extensive program their ship building ability is extremely limited.

Para 4. The Italian Government is therefore being informed that without prejudice to any term imposed by thepeace treaty the Supreme Allied Commander will adopt the following interim policy:

A. The rehabilitation of Italian ship repair and shipbuilding facilities for the repair and limited construction of Italian Merchant vessels and for other repair work in the interest of the Italian civilian economy is approved and recommended to the extent set out in the following paragraphs.

B. The repair of Allied Naval and Merchant vessels takes precedence over repairs to Italian vessels in accordance with priorities established by competent Allied authorities.

C. The utilization of Italian ship repair and shipbuilding facilities for the repair of Italian Merchant vessels and new construction of powerful twin screw tugs suitable for berthing and long distance towage should be accorded second priority.

D. The completion of all Merchant vessels under construction in Italy of 5000 D.W. or less which are over 50% complete and for which materials are either now available in Italy or can be procured through commercial channels is authorized and should be accorded third priority.

E. Italian ship repair and shipbuilding facilities are authorized to undertake work in the interest of Italian Civilian Economy provided no materials or equipment of any kind intended for war purposes or conversion into warlike stores are manufactured. This work should be accorded fourth priority.

F. New construction of Coastal vessels of 5000 tons D.W. or less schooners of 500 tons D.W. or less lighters floating cranes and miscellaneous harbour craft is authorized provided materials and equipment can be obtained in Italy and no demands are made upon Allied resources except in normal commercial channels. This work should be accorded fifth priority.

5307

SECRET

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

SECRET

G. The Italian Government will make arrangements for and designate an agency of the Government to discuss financial matters involving ship repair and ship building facilities with Italian companies. No demands will be made on Allied Governments for assistance in financing such ship repair and ship building work as may be considered as Italian Government responsibility.

H. No construction of Naval vessels or vessels intended for conversion into Naval vessels is authorized.

I. The utilization of Italian Government and privately owned ship repair and shipbuilding facilities for repairs to or modernization of Italian Naval vessels and for the production or repair of arms munitions or other implements of war will continue to be controlled by the appropriate Allied authorities.

J. In implementing theforegoing the Italian Government must ascertain through normal civil import channels to what extent materials are likely to be available. This will prevent the undesirable situation arising whereby the degree of rehabilitation achieved exceeds the supply of essential materials.

DISTRIBUTION

ACTION: EXEC COMMISSIONER

INFO: CHIEF COMMISSIONER
POLAD (A)
POLAD (B)
ECON SECTION (2)
NAVY S/C
TN S/C (2)
FILE

5806

SECRET

12208

Declassified E.O. 12065 Section 3-402/NNNG NO. 5 25020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4096
26 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief Commissioner, Hq. Allied Commission.

Subject: Italian Shipbuilding and Repair Industry - policy for.

Enclosure: (A) Copy AFHQ, G-5 Section ltr. 826.4 NEI of 15 November 1945.

1. Enclosure (A) is forwarded for information. It has been received from Allied Force Headquarters in reply to Headquarters Allied Commission letter NSC/3624 of 12 October 1945, which was prepared for the signature of the Chief Commissioner by the Navy Sub-Commission.

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

Copy to:
COMNAVNAW.
Hq. 13th Corps.
Economic Section, A.C.
Finance Sub-Commission, A.C.

28 Nov 1945

5205

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

SECRET

1154

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4099
26 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Allied Force Headquarters.

Subject: Request for AFHQ Letter.

Reference: (a) AFHQ G-5 ltr. 826.4 MEI of 15 November 1945.

1. It is requested that the Navy Sub-Commission be furnished five copies of Allied Force Headquarters letter, LOG P 182 of 15 August 1945, which is mentioned in paragraph (2) of reference (a).

H. St. J. Butler

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

AG LIB 1st Ind /rjb

HEADQUARTERS MTOUSA, APO 512, 7 December 1945

TO: Commanding Officer, Navy Sub-Commission, Hq. Allied Commission

A.W.K.

Incls
As requested

IR 5804

SECRET

2 2 1 C

Declassified E.O. 12065 Section 3-402/NNDG NO. 795020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4089
26 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Allied Force Headquarters.

Subject: Request for AFHQ Letter.

Reference: (a) AFHQ G-5 ltr. 826.4 NEI of 15 November 1945.

1. It is requested that the Navy Sub-Commission be furnished five copies of Allied Force Headquarters letter, Log P 182 of 15 August 1945, which is mentioned in paragraph (2) of reference (a).

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

28 MAY 1945

WWW

B

5803

IRM 18

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Navy S/A
17 NOV 1945

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 826.4 NEI

15 November 1945

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

TO : Headquarters, Allied Commission, APO 394.

1. Reference is made to your letter, subject as above, file NSC/3024 dated 12 October 45, with special reference to the first seven paragraphs therein which refer to the Monfalcone Shipyards.

2. Your attention is invited particularly to paragraph 6 of AFHQ letter, Log P 182 of 15 August 45. Except for sub-paragraph b thereof the policy announced therein is adhered to until a differing policy is determined. In connection with sub-paragraph b the statements made in your paragraphs 4, 5, 6, and 7 are noted. There is no necessity however for the shipbuilding yards at MONFALCONE being required to maintain and equip either Allied warships or merchant ships or Italian warships, or any known necessity for their being required for Italian merchant ships. The rehabilitation done would serve primarily to make work and secondarily to construct small craft and finish certain specified unfinished work.

3. The remainder of your letter raises issues which involve a change of present policy. Such a change in policy is envisaged by C-in-C Med's letter to the Supreme Allied Commander, reference Med. 45/829/4/18 dated 21 October 45, a copy of which was forwarded to you. It is hoped that you will be furnished with new instructions on this subject during the course of the next few days. Until you receive such instructions, it is desired that you give no new policies with reference to shipbuilding and repair to the Italian Government.

A. L. KEBLEN
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

Copy to:
C-in-C Med.

5802

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

1112

Office of the Commander-in-Chief,
Mediterranean Station.
14th November, 1945.

Med.45/829/4/18A.
THE MINISTRY OF WAR TRANSPORT REPRESENTATIVE,
MEDITERRANEAN.
THE WAR SHIPPING AIMINISTRATION, MEDITERRANEAN.
(Copy to each)
(Copies to:
Headquarters, Allied Commission.
The Flag Officer, Italy and Liaison).

CONTROL OF REPAIR FACILITIES AND DOCKINGS IN ITALY.

It is requested that appropriate action may be taken in accordance with the attached copy of Med.45/829/4/18 dated 14th November 1945, and that arrangements made may be communicated in due course.

FLAG OFFICER ITALY & LIAISON
Date 23 NOV 1945
No C.912/1112
ROME

Peter Carteret

for ADMIRAL

Enclosure:

The Commander-in-Chief, Mediterranean's Med.45/829/4/18 dated 14th November, 1945.

5801

Office of the Commander-in-Chief,
Mediterranean Station.
14th November, 1945.

Med.45/829/4/18.
THE SUPREME ALLIED COMMANDER, MEDITERRANEAN.
(Copies to:
The Secretary of the Admiralty.
(Submission No.5001/Med.45/829/4/18)
Headquarters, Allied Commission,
The Commander, United States Naval Forces, North West African Waters.
The Flag Officer, Italy and Liaison.
The Vice Admiral, Malta and Central Mediterranean.
The Ministry of War Transport, London.
The Ministry of War Transport Representative, Mediterranean.
The War Shipping Administration, Mediterranean.
The Principal Sea Transport Officer, Mediterranean.)

CONTROL OF REPAIR FACILITIES AND DOCKINGS IN ITALY.

Further to Med.45/829/4/18 dated 21st October 1945, (copies of which are being forwarded to the Ministry of War Transport, London, and the Principal Sea Transport Officer, Mediterranean), it is intended to relinquish overall control of repair and docking facilities except at Leghorn, Messina, and Trieste on the 1st January 1946, that being the target date for the closing down of Royal Navy repair facilities at Taranto.

2. From that date requirements for merchant ships will be handled in accordance with normal commercial practice except in the case of dockings at the three ports named above in respect of which application will be made direct to the appropriate local naval authorities with copy to the Commander-in-Chief, Mediterranean, and the Flag Officer, Italy and Liaison.

3. It is essential that an arrangement should be made to come into force on the 1st January 1946, and to continue so long as necessary after the Peace Treaty whereby some priority is given for docking Allied merchant ships in Italy as otherwise it is feared that dry docks will be filled with long term repairs on very old Italian merchant ships. The Ministry of War Transport Representative, Mediterranean and the War Shipping Administration, Mediterranean, are therefore being requested to approach Headquarters, Allied Commission direct with a view to completing such an agreement with the Italian Government prior to control being relinquished by the Commander-in-Chief, Mediterranean. 5800

4. The arrangements outlined above were discussed at a recent

Declassified E.O. 12065 Section 3-402/NNDC No. 165026

The Flag Officer, Italy and Liaison.
The Vice Admiral, Malta and Central Mediterranean.
The Ministry of War Transport, London.
The Ministry of War Transport Representative, Mediterranean.
The War Shipping Administration, Mediterranean.
The Principal Sea Transport Officer, Mediterranean.)

CONTROL OF REPAIR FACILITIES AND DOCKINGS IN ITALY.

Further to Med.45/829/4/18 dated 21st October 1945, (copies of which are being forwarded to the Ministry of War Transport, London, and the Principal Sea Transport Officer, Mediterranean), it is intended to relinquish overall control of repair and docking facilities except at Leghorn, Messina, and Trieste on the 1st January 1946, that being the target date for the closing down of Royal Navy repair facilities at Taranto.

2. From that date requirements for merchant ships will be handled in accordance with normal commercial practice except in the case of dockings at the three ports named above in respect of which application will be made direct to the appropriate local naval authorities with copy to the Commander-in-Chief, Mediterranean, and the Flag Officer, Italy and Liaison.

3. It is essential that an arrangement should be made to come into force on the 1st January 1946, and to continue so long as necessary after the Peace Treaty whereby some priority is given for docking Allied merchant ships in Italy as otherwise it is feared that dry docks will be filled with long term repairs on very old Italian merchant ships. The Ministry of War Transport Representative, Mediterranean and the War Shipping Administration, Mediterranean, are therefore being requested to approach Headquarters, Allied Commission direct with a view to completing such an agreement with the Italian Government prior to control being relinquished by the Commander-in-Chief, Mediterranean. 5800

4. The arrangements outlined above were discussed at a recent meeting of the Mediterranean Shipping Board Repair Committee and agreement with them was obtained in principle.

Peter Cazalet

for ADMIRAL

Declassified E.O. 12065 Section 3-402/NND NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

Ref: 5009/224/NO

6 November 1945.

My dear Mr. Prime Minister,

The Supreme Allied Commander, Mediterranean Theatre, adopted some months ago an interim policy for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities to provide for the recovery of the industry in the interests of Italian economy and to alleviate unemployment. This policy is without prejudice to any terms which may be imposed by the Peace Treaty with Italy. A letter was addressed to your predecessor setting forth this policy and in which specific conditions were outlined with the view to utilising Italian ship repair and shipbuilding facilities in the most practicable manner advantageous to Italian economy and Allied interests.

I am enclosing herewith a copy of the above-mentioned letter dated 30 November 1945 addressed to your predecessor. In this letter it was requested that the Italian Government take certain steps to implement the policy set forth by the Supreme Allied Commander and to inform the Allied Commission periodically as to progress at quarterly intervals with respect to the coordination and implementation of this policy.

I should be very grateful, my dear Mr. Prime Minister, if I could be informed as to what steps have been taken to implement the above stated policy and the state of progress of ship repair and shipbuilding facilities since January 1st, 1946.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USN
Chief Commissioner

ZAN-18.

Mr. Alcide De Gasperi,
President of the Council of Ministers,
Italian Government.
ROME.

Copy to: Chief Commissioner.
Navy S/O.

5709
Navy Sub-commission, Hq. AC
7 NOV 1946

12218

Declassified E.O. 12065 Section 3-402/NNDG NO. 525020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

N3C/3865
27 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Executive Commissioner, Hq. Allied Commission.

Subject: Italian Shipbuilding and Repair Industry - Policy.

Enclosure: (A) Copy Allied Force Headquarters ltr. G-5: 826.4 NEI of 20 October 1945.

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

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

Copy to:
Chief Commissioner.
Finance S/C, A.C.
Industry S/C, A.C.

B

29 OCT 1945 IRN-17

5798

Med.45/[illegible]

THE SUPREME [illegible]

(Cipher)

The Secretary of War (Admiralty)

(Summarised [illegible]

(Ref: The [illegible]

dated [illegible]

The Commander, United States Naval Forces, North West African Waters. (Administration.)

Headquarters, Allied Commission.

The Ministry of War Transport Representative, Mediterranean.

The War Shipping Administration, Mediterranean.

The Naval Officer, Trade and Liaison.

The Vice Admiral, Malta and Central Mediterranean)

BRITISH WAR REQUIREMENTS OF THE ITALIAN SHIPBUILDING INDUSTRY

In Med.Telegram No.[illegible] dated [illegible] (sent to 12 by air, admiralty only) the Commander-in-Chief, Mediterranean recommended that the following policy should be applied to Italy's present and potential shipyards:-

"(a) Assist and encourage the Italians to restore facilities which are required for the immediate war effort.

(c) First priority is accorded to all ship repairs. Yards which were formerly engaged only on ship construction are taking an increasing share in this work. This policy to be extended as quickly as possible.

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

2. The following directive has recently been received from

Admiralty.

5797

Declassified E.O. 12065 Section 3-402/NNDG NO. T 25020

(Ref: The Commander-in-Chief, Levant's [illegible] signal timed 12th September 1943)

The Commander, United States Naval Forces, North West African Waters. (Administration)
Headquarters, Allied Commission.
The Ministry of War Transport Representatives, Mediterranean.
The War Shipping Administration, Mediterranean.
The Flag Officer, Italy and Liaison.
The Vice Admiralty, Malta and Central Mediterranean)

BRITISH NAVAL REQUIREMENTS OF THE ITALIAN SHIPBUILDING INDUSTRY

In Med. 8214/4/43 dated 26th March 1943 (sent to C-in-C by all addressees) the Commander-in-Chief, Mediterranean recommended that the following policy should be applied to Italy's naval and private shipyards:-

"(a) Assist and encourage the Italians to restore facilities which are required for the immediate war effort.

(b) First priority is accorded to all unit repairs. Yards which were formerly engaged only on ship construction are taking an increasing share in this work. This policy to be extended as quickly as possible.

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

2. The following directive has recently been received from 5797 Admiralty.

"....Such ports as Taranto, Brindisi, Naples, Trieste, Leghorn and Messina should be kept in use for repairs to H.M. ships and naval and civilian shipping staffs should be withdrawn as soon as possible."

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 respectively. Thereafter, except for Messina, Leghorn and Trieste, Royal Naval requirements of Italian ports is will be limited 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 Inshore Squadron. No there is reserve.

Declassified E.O. 12065 Section 3-402/NNDG NO. 15020

3. Subject to the foregoing and the respective requirements of the Commander, United States Naval Forces, North West African Waters, the Ministry of War Transport Representative, and the War Shipping Administration which these authorities have been requested to communicate to you, no Allied requirement of the resources of Italian shipyards and associated industries can be foreseen.

4. The foregoing facts are communicated in order that any action which it may be deemed necessary to take to counter possible unemployment and resultant unrest may be initiated. In guiding the Italian authorities in this matter and pending the signature of the Peace Treaty it may be necessary in order to safeguard Allied commercial interests to impose limitations on the types of any merchant vessels which the Italians may require to build. The Ministry of War Transport Representative and the War Shipping Administration, Mediterranean, have been requested to communicate to you their views on this subject.

for ADMIRAL

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Italian shipyards and associated industries can be foreseen.

4. The foregoing facts are communicated in order that any action which it may to deemed necessary to take to counter possible unemployment and resultant unrest may be initiated. In guiding the Italian authorities in this matter and pending the signature of the Peace Treaty it may be necessary in order to safeguard Allied commercial interests to impose limitations on the types of any merchant vessels which the Italians may require to build. The Ministry of War Transport Representative and the War Shipping Administration, Mediterranean, have been requested to communicate to you their views on this subject.

for ADMIRAL

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

BRITISH NAVAL REQUIREMENTS OF THE ITALIAN SHIPBUILDING INDUSTRY.

(The Commander-in-Chief, Mediterranean's Med.45/829/4/18 dated 21st October, 1945)

II.

Med.45/829/4/18A.
THE COMMANDER, UNITED STATES NAVAL FORCES,
NORTH WEST AFRICAN WATERS (ADMINISTRATION).
THE MINISTRY OF WAR TRANSPORT REPRESENTATIVE,
MEDITERRANEAN.
THE WAR SHIPPING ADMINISTRATION, MEDITERRANEAN.
(Copy to each)

Addressees are requested to take action on paragraph 3 and (negative the Commander, United States Naval Forces, North West African Waters), on paragraph 4 of Minute I, and to forward copies of their communications to the Commander-in-Chief, Mediterranean.

H. Packer

for ADMIRAL

MEDITERRANEAN.
21st October, 1945.

5795

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

NAVAL 5194 51 C

(SECRET)

AFHQ
G-5 Section
APO 512

MJC/ejr

G-5: 826.4 NEI

20 October 1945

SUBJECT: Italian Shipbuilding and Repair Industry - Policy.

TO : Headquarters, Allied Commission, APO 394.

Your letter, NSC/3624 of 12 October 1945 subject as above, was received at AFHQ on 18 October 1945. The questions raised are now under consideration and you will be advised in due course. Owing to the large field covered by the problem it is not possible to estimate when a final reply can be expected.

For the Assistant Chief of Staff, G-5:

M. J. GLENN
Colonel

21 OCT 1945

Copy to: C-in-C Med.
COMNAVNAV.
XIII Corps.

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

SECRET

SUBJECT FILE COPY

SECRET

NSC/3624

12 October 1945.

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

TO : Allied Force Headquarters, G-5 Section.

1. In reply to AFHQ letters of 27 August 1945 and 12 September 1945, two problems are raised: first, the immediate limited reactivation of the shipbuilding work at Monfalcone to relieve unemployment and prevent local disturbances, and second, the establishment of an interim policy for Italy with respect to the reactivation of the shipbuilding industry as a whole.

2. The conclusions made in sub-paragraphs 6(c) and (d) of AFHQ letter Log.P.182 of 15 August 1945 are concurred in. Sub-paragraph 6(a), which concludes that special efforts for the rehabilitation of Monfalcone, with Allied assistance, as a shipbuilding yard are not justified, is not concurred in. It is not considered that this policy is sound, for the reason that the policy of the Allied governments must be to restore normal economic conditions in Italy. Sub-paragraph 6(b), which states that there is no objection to the Italian Government advancing funds for the rehabilitation of the Monfalcone Shipyard, is not concurred in as the Italian Government has no jurisdiction in Venezia Giulia, which is Allied Military Government territory.

3. By copy of this letter, Headquarters XIII Corps, in compliance with paragraph 4 of AFHQ letter of 12 September 1945, is informed that the Allied Commission concurs in the proposals made in paragraph 2 thereof with respect to the immediate situation at Monfalcone, as follows:

(a) Employ a limited amount of labor in the repair of Monfalcone Shipyard.
(b) Adopt a shorter working day, with rotary shift system in Venice and Trieste.
(c) Transfer some 800 workers daily from Monfalcone to Trieste.
(d) Train riveters.
(e) Salvage and repairs to tanker "Antonio Lotte".
(f) Completion of 4 minesweepers and tanker on the Stocks at Monfalcone.

4. By copy of this letter, Headquarters XIII Corps is requested to furnish additional data on the immediate funds required to finance the above program and the proposal to make repairs to the Monfalcone Yard under arrangements made to repair bomb damage. Sub-paragraph 6(b) of AFHQ letter Log.P.182 of 15 August 1945 states that there is no objection to the Italian Government advancing funds for the rehabilitation of shipbuilding yards. Sub-paragraph 5(b), however, states it would cost 40,000,000 lire to restore Monfalcone to one-third capacity and it is believed that the Jugoslavs have no money for such a project and that it would be unreasonable to expect the Italian Government to produce the necessary funds when it is doubtful if the area in question will be returned to Italy. In this connection neither the Jugoslav nor the Italian Government has any financial jurisdiction in AMG Venezia Giulia and therefore any rehabilitation of the Shipyard while Venezia Giulia remains under AMG should be financed by AMG.

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12224

Declassified E.O. 12065 Section 3-402/NNDC NO. 795020

SECRET

NSC/3624
12 October 1945

SECRET

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

5. In reply to paragraph 7 of NAF 320 of 1943, the Combined Chiefs of Staff in FAN 243 of 1943 to the Allied Commander-in-Chief, Mediterranean Theater established a policy that every effort should be made to place the burden of expense and operation of Italian merchant vessels upon Italy. When funds are not available from Italian sources for the use of Italian shipbuilding resources, Allied Military Financial Agency, now Allied Financial Agency, was authorized, pending a final settlement, to advance the cost if in the interest of military necessity. It would therefore appear that funds may be advanced in lire, chargeable to the Italian Government in the event the Supreme Allied Commander, Mediterranean determines that the program outlined in paragraph 3 above for Monfalcone must be carried out in the interest of military necessity.

6. The Finance Sub-Commission, Hq. AC does not make direct advances to Italian industry through its sub-section, the Allied Financial Agency. If it is found desirable for reasons of military necessity to rehabilitate the Monfalcone Shipyard during the AMG period in Venezia Giulia, the Finance Division of AMG Venezia Giulia will provide the necessary funds. These funds will come from the same source as all other State expenditures in Venezia Giulia, i.e. by an advance from the central bank(the Banca d'Italia). The amount of state debt represented by this and similar advances will represent an obligation to be taken over by the power which is finally awarded sovereignty over the area.

7. A decision that the advance of funds for the operation of the Monfalcone Shipyard is required in the interest of military necessity could be supported under sub-paragraphs 4(b) and (d) of AFHQ Secret letter AG 386.3/ 087 GEG-O of 2 August 1945, which directs the Allied Commission to encourage the manufacture of equipment and material directed by the Allies as being necessary for the maintenance of the interim Italian Army and to insure the operation of industries required for the production or repair of arms, munitions or other implements of war, only to the extent required by the Allied armed forces and merchant services. To alleviate the situation at Monfalcone, this authority properly could be invoked. Upon receipt of further comments from Allied Force Headquarters and Headquarters XIII Corps, the Allied Commission will take such action as may be necessary with respect to financing the work at Monfalcone.

8. The situation at Monfalcone indicates the urgent necessity for the formulation of a policy with respect to the rehabilitation of the Italian shipbuilding industry. Sub-paragraph G(2) of the report submitted by the commission appointed to investigate the condition at Monfalcone to the Chief Administrative Officer, Allied Force Headquarters, in letter FS/6.00 of 27 July 1945 refers to the policy of the Allied governments in regard to merchant shipbuilding in Italy. Sub-paragraph J(2) further states that the construction of any tonnage in these yards, if reconstructed, is a matter of high policy. The Allied Naval Commander-in-Chief, Mediterranean letter Med.829/4/18 of 24 March 1944, a copy of which is forwarded herewith as enclosure 1, established a general policy for naval and private shipyards under Allied control. Paragraph 3 thereof states that the policy is chiefly concerned with the immediate war effort, and not the general rehabilitation of the Italian shipbuilding yards. No policy is known to have been formulated governing the ship repair and shipbuilding activities in Italy now that hostilities have terminated.

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Declassified E.O. 12065 Section 3-402/NNDG NO. 795020

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SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

9. The Italian Ministry of Marine in October 1944 requested authority to complete a 2,000-ton tanker under construction at Ancona. The Ministry further requested authority to complete two 2,000-ton coastal vessels at Castellammare. The Transportation Sub-Commission, AC has recommended the completion of a 4,000-ton refrigerating vessel at Taranto. While demands for materials for shipbuilding were submitted to Allied Force Headquarters by the Allied Commission in letter AC-TC 92-45 MGS-295-TC of 24 March 1945, and subsequently forwarded to the Combined Chiefs of Staff by AFHQ(C.A.O.)letter of 7 May 1945, no authorization has been granted by the Commander-in-Chief, Mediterranean as required by paragraph 5 of enclosure 1, for the completion of any of these vessels. The Industry Sub-Commission, AC is sponsoring a program for the construction of coastal vessels, tugs and lighters as indicated in enclosure 2.

10. In April 1945 the Commander-in-Chief, Mediterranean was informed by the British Admiralty that the Admiralty, on general grounds and in particular for the protection of British shipbuilders, are adverse to promoting the early revival of the Italian merchant shipbuilding industry and are unwilling to supply materials therefor. While no policy is known to have been indicated by the United States, the British position is apparently at variance with the action taken by the Allied Commission and Allied Force Headquarters in submitting demands to the United States for materials to complete the 2,000-ton tanker at Ancona and for a 2,500-ton tanker at Castellammare not referred to previously.

11. An Allied policy is required and in the meantime it is proposed, with concurrence of Allied Force Headquarters, to inform the Italian Government that interim Allied policy relative to ship repair and shipbuilding facilities in Italian Government territory is as follows:

(a) The rehabilitation of Italian ship repair and shipbuilding facilities for the repair of Italian merchant vessels and other repair work in the interest of the Italian civilian economy is approved and recommended.

(b) The utilization of Italian ship repair and shipbuilding facilities for the repair of Italian merchant vessels must be accorded first priority.

(c) The completion of all merchant vessels under construction in Italy, of 5,000-tons D.W. or less, which are over 50% complete and for which materials are either now available in Italy or can be procured through commercial channels is authorized and should be accorded second priority.

(d) Italian ship repair and shipbuilding facilities are authorized to undertake work in the interest of Italian civilian economy provided no materials or equipment of any kind are manufacture, intended for war purposes or conversion into warlike stores. This work should be accorded third priority.

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Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

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NSC/3624
12 October 1945

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

(e) New construction of coastal vessels of 5,000-tons D.W. or less, schooners of 500-tons D.W. or less, tugs, lighters, floating cranes and miscellaneous harbor craft, is authorized provided materials and equipment can be obtained in Italy and no demands are made upon Allied resources except in normal commercial channels. This work should be accorded fourth priority.

(f) The Italian Government will make arrangements for and designate an agency of the Government to discuss financial matters involving ship repair and shipbuilding facilities with Italian companies. No demands on Allied governments for assistance in financing ship repair and shipbuilding work will be made, which is considered to be an Italian Government responsibility.

(g) No construction of naval vessels or vessels intended for conversion into naval vessels is authorized.

(h) The utilization of Italian Government and privately owned ship repair and shipbuilding facilities for repairs to or modernization of Italian Naval vessels and for the production or repair of arms, munitions or other implements of war is under the Allied Naval Commander-in-Chief, Mediterranean and the Navy Sub-Commission, Allied Commission.

(i) The repair of Allied naval and merchant vessels takes precedence over repairs to Italian vessels in accordance with priorities established by competent Allied authorities.

12. It has been suggested that the construction of merchant vessels of 5,000 tons D.W. or over should not be undertaken without the express approval of the Allied Commission. This appears to be a type of control contrary to the precepts of FAN 487. At most the Allied Commission could ask the Italian Government for notification of their intentions in this respect but further restriction would be unwise. Moreover, with the proviso that the Italian Government can expect no supply of materials from the United Kingdom, it would seem that the re-establishment of the shipbuilding industry in Italy, which will assist in the reduction of unemployment, can scarcely be prejudicial to the British industry at this particular phase after the war. It would rather appear that the rehabilitation of any shipbuilding industry in Europe will assist in the vital question of transportation. It is admitted that the pre-war Italian shipbuilding industry, so far as large ships were concerned, was almost wholly subsidised and therefore uneconomical and that the country relied on imported riveters; these facts by themselves may be sufficient restriction in the industry, but it cannot be admitted that in its present state or even in the near future the revival of shipbuilding in Italy would seriously jeopardise that of the British Empire.

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

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NSC/3624
12 October 1945

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

13. Approval by Allied Force Headquarters of the policy stated in paragraph 11 above is requested.

ELLERY W. STONE
Rear Admiral, USNR,
Chief Commissioner.

Encl. 1
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Copy to:
CINC MED
COMNAVNAW
Hq XXII Corps
Economic Section
Finance S/C
} Indicated on individual copies only

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3752
11 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Executive Commissioner, Allied Commission.

Subject: Italian Shipbuilding Industry.

Reference: (a) Executive Commissioner's ltr. 6009/112/EC of 5 October 1945.

1. Enclosed please find NSC/3624 (for signature of Chief Commissioner) with the changes requested in reference (a).

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

11 OCT 1945

IRW-G

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Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 5009/112/EC

5 October 1945

SUBJECT: Italian Shipbuilding Industry

TO : Navy Subcommission

1. Your NSC/3624 (for signature of Chief Commissioner) is returned to incorporate changes made by Executive Commissioner (which are attached).

2. Introduction of paragraph 11 is revised. Sub-paragraph "g" is eliminated.

3. New paragraph 12 is added and paragraph 12 is changed to paragraph 13.

E.M. White, Capt
for Chief Staff Officer
To Executive Commissioner

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Declassified E.O. 12065 Section 3-402/NNDC NO. 135020

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HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commisedon APO 394

NSC/3696
1 October 1945.

MEMORANDUM

From: Navy Sub-Commission, Hq. Allied Commission.
To: Finance Sub-Commission, Hq. Allied Commission.

Subject: Italian Shipbuilding and Repair Industry - Policy for.

Reference: (a) Executive Commissioner ltr 5009/103/EC of 29 Sept.1945.
(b) Finance S/C Secret ltr 13076/F of 27 Sept. 1945.

1. The Executive Commissioner in reference (a) requests that the objections made by the Finance Sub-Commission in reference (b) to the proposed draft letter on a policy for the Italian shipbuilding and repair industry be reconciled. Accordingly it is suggested that the following revisions of Navy Sub-Commission secret letter NSC/3624 of 21 September be made:

(1) Paragraph 2, line 1, delete "(b)".

(2) Add new sentence to paragraph 2 as follows:
"Sub-paragraph 6(b), which states that there is no objection to the Italian Government advancing funds for the rehabilitation of the Monfalcone Shipyard, is not concurred in as the Italian Government has no jurisdiction in Venezia Giulia, which is Allied Military Government territory."

(3) Paragraph 4, add sentence:
"In this connection neither the Jugoslav nor the Italian Government has any financial jurisdiction in AMG Venezia Giulia and therefore any rehabilitation of the Shipyard while Venezia Giulia remains under AMG should be financed by AMG."

(4) Add new paragraph 6:
"The Finance Sub-Commission, Hq. AC does not make direct advances to Italian industry through its sub-section, the Allied Financial Agency. If it is found desirable for reasons of military necessity to rehabilitate Monfalcone during the AMG period in Venezia Giulia, the Finance Division of AMG Venezia Giulia will provide the necessary funds. These funds will come from the same source as all other State expenditures in Venezia Giulia, i.e. by an advance from the central bank(the Banca d'Italia). The amount of state debt represented by this and similar advances will represent an obligation to be taken over by the power which is finally awarded sovereignty over the area".

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Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

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NSC/3696
1 October 1945

Subject: Italian Shipbuilding and Repair Industry - Policy for.

(5) Re-number paragraph 6 as paragraph 7 and change the first sentence to read as follows:

"A decision that the advance of funds for the operation of the Monfalcone Shipyard is required in the interest of military necessity could be supported----------

(6) Re-number paragraphs 7, 8 and 9 as 8, 9 and 10 respectively.

(7) Paragraph 10 re-number as paragraph 11 and amend the first sentence to read as follows:

"Subject to concurrence by Allied Force Headquarters, it is proposed to inform the Italian Government that the Allied policy relating to ship repair and ship-building facilities in Italian Government territory is as follows:"

(8) Re-number paragraph 11 as paragraph 12.

[illegible] F. BOLTER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

1 RN-18

1 OCT 1945

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HEADQUARTERS ALLIED COMMISSION
APO 394
Finance Sub-Commission

Ref: 13076/F

27 September 1945

SUBJECT: Monfalcone Shipyards
Shipbuilding and Repair Industry in Italian Government Territory

TO : Executive Commissioner

1. Reference attached file.

2. Finance Sub-Commission cannot concur in Navy Sub-Commission's letter as it stands, for the following reasons:

(a) Para 2 of the proposed letter states that sub-para 6(b) of AFHQ letter Log.P.182 of 15 August 1945 is agreed.
The sub-para in question states that the Italian Government may advance funds to Monfalcone. This is impossible, as you have already pointed out in your Minute 2 of 31 August, as the Italian Government has no jurisdiction in AMG Venezia Giulia.

(b) Para 4 of the proposed letter refers to either the Yugoslav or the Italian Government financing the 40 million lire cost of restoring Monfalcone to one-third capacity. It should be pointed out to AFHQ that at the present time neither the Yugoslav nor the Italian Government has any financial jurisdiction in AMG Venezia Giulia, and that therefore any rehabilitation of the shipyards while Venezia Giulia remains under AMG would be financed by AMG.

(c) Para 5 of the proposed letter speaks of the financing of Italian shipyards by the Allied Financial Agency. It should be noted that the directive referred to dates from 1943. The Finance Sub-Commission does not make direct advances to Italian industry through its sub-section, the Allied Financial Agency. If it is found desirable for reasons of military necessity to rehabilitate Monfalcone during the AMG period in Venezia Giulia, the Finance Division of AMG Venezia Giulia will provide the necessary funds. These funds will come from the same source as all other State expenditrues in Venezia Giulia, i.e. by an advance from the central bank (the Banca d'Italia). The amount of state debt represented by this and similar advances will represent an obligation to be taken over by the power which is finally awarded scvereignty over the area.

3. Finance Sub-Commission is not competent to express an opinion upon either the political and economic necessity of rehabilitating Monfalcone, or the general policy for Italian shipbuilding, which is enunciated in para 10 of Navy Sub-Commission's letter. We do, however, concur in sub-para 10 (f).

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4. As regards sub-para 10(j), it should be pointed out that abolition or revision of the Armistice terms would change the position with regard to the building of or repair of Allied vessels. Such work would then have to be paid for in sterling. The Italians have already claimed that it was not intended under the

Declassified E.O. 12065 Section 3-402/NNDC NO. 13502

TO : Executive Commissioner

1. Reference attached file.

2. Finance Sub-Commission cannot concur in Navy Sub-Commission's letter as it stands, for the following reasons:

(a) Para 2 of the proposed letter states that sub-para 6(b) of AFHQ letter Log.P.182 of 15 August 1945 is agreed.
The sub-para in question states that the Italian Government may advance funds to Monfalcone. This is impossible, as you have already pointed out in your Minute 2 of 31 August, as the Italian Government has no jurisdiction in AMG Venezia Giulia.

(b) Para 4 of the proposed letter refers to either the Yugoslav or the Italian Government financing the 40 million lire cost of restoring Monfalcone to one-third capacity. It should be pointed out to AFHQ that at the present time neither the Yugoslav nor the Italian Government has any financial jurisdiction in AMG Venezia Giulia, and that therefore any rehabilitation of the shipyards while Venezia Giulia remains under AMG would be financed by AMG.

(c) Para 5 of the proposed letter speaks of the financing of Italian shipyards by the Allied Financial Agency. It should be noted that the directive referred to dates from 1943. The Finance Sub-Commission does not make direct advances to Italian industry through its sub-section, the Allied Financial Agency. If it is found desirable for reasons of military necessity to rehabilitate Monfalcone during the AMG period in Venezia Giulia, the Finance Division of AMG Venezia Giulia will provide the necessary funds. These funds will come from the same source as all other State expenditrues in Venezia Giulia, i.e. by an advance from the central bank (the Banca d'Italia). The amount of state debt represented by this and similar advances will represent an obligation to be taken over by the power which is finally awarded scvereignty over the area.

3. Finance Sub-Commission is not competent to express an opinion upon either the political and economic necessity of rehabilitating Monfalcone, or the general policy for Italian shipbuilding, which is enunciated in para 10 of Navy Sub-Commission's letter. We do, however, concur in sub-para 10 (f).

4. As regards sub-para 10(j), it should be pointed out that abolition or revision of the Armistice terms would change the position with regard to the building of or repair of Allied vessels. Such work would ther have to be paid for in sterling. The Italians have already claimed that it was not intended under the Armistice for British vessels to be built or repaired in Italian yards unless directly employed with the war effort in Italy.

5. As a general criticism, we do not find it easy to distinguish from Navy S/C letter when they are discussing AMG Venezia Giulia and when Italian Government territory. As you are aware, there is a very great difference; and I suggest that the letter which in any event has to be re-written should make this distinction more sharply.

/s/ A. P. Grafftey-Smith
Brigadier
Joint Director
Finance Sub-Commission

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

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HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 5009/103/EC

29 September 1945

SUBJECT: Monfalcone Shipyards

TO : Navy Subcommission
Finance Subcommission

1. Navy S/C Ref. NSO/3638 of 24 September.
Finance S/C Ref. 13076 of 27 September.

2. Draft of letter from Chief Commissioner to AFHQ is returned to Navy Subcommission to reconcile with objections of Finance Subcommission, as expressed in above reference, before transmission of proposed letter to the Chief Commissioner.

E. M. White
For Chief Staff Officer
To Executive Commissioner

Copy to: Economic Sec

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Declassified E.O. 12065 Section 3-402/NNDC NO. 795020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

SECRET

NSC/3638
24 September 1945

MEMORANDUM

From: Navy Sub-Commission, Hq. Allied Commission.
To: Executive Commissioner, Allied Commission.
Via: Economic Section, Hq. Allied Commission.

Subject: Italian Shipbuilding and Repair Industry - Policy for.

1. The attached draft letter NSC/3624 of 21 September 1945, on the Italian shipbuilding and repair industry, is forwarded herewith.

2. Admiral Warren desires that the letter be reviewed by Brigadier Anderson prior to submission to the Chief Commissioner.

3. In the event the letter is approved, it is recommended that it be submitted to the Finance Sub-Commission, AC prior to final signature.

H. ST. L. BUTLER,
[illegible], U. S. NAVY,
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

23 SEP 1945

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

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HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

NCC/3624 27 September 1945.

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

TO : Allied Force Headquarters, G-5 Section.

1. In reply to AFHQ letters of 27 August 1945 and 12 September 1945, two problems are raised: first, the immediate limited reactivation of the shipbuilding work at Monfalcone to relieve unemployment and prevent local disturbances, and second, the establishment of an interim policy for Italy with respect to the reactivation of the shipbuilding industry as a whole.

2. The conclusions made in sub-paragraphs 6(b), (c) and (d) of AFHQ letter Log.P.182 of 15 August 1945 are concurred in. Sub-paragraph 6(a), which concludes that special efforts for the rehabilitation of Monfalcone, with Allied assistance, as a shipbuilding yard are not justified, is not concurred in. It is not considered that this policy is sound, for the reason that the policy of the Allied governments must be to restore normal economic conditions in Italy.

3. By copy of this letter, Headquarters XIII Corps, in compliance with paragraph 4 of AFHQ letter of 12 September 1945, is informed that the Allied Commission concurs in the proposals made in paragraph 2 thereof with respect to the immediate situation at Monfalcone, as follows:

(a) Employ a limited amount of labor in the repair of Monfalcone Shipyard.
(b) Adopt a shorter working day, with rotary shift system in Venice and Trieste.
(c) Transfer some 800 workers daily from Monfalcone to Trieste.
(d) Train riveters.
(e) Salvage and repairs to tanker "Antonio Lotte".
(f) Completion of 4 minesweepers and tanker on the Steeks at Monfalcone.

4. By copy of this letter, Headquarters XIII Corps is requested to furnish additional data on the immediate funds required to finance the above program and the proposal to make repairs to the Monfalcone Yard under arrangements made to repair bomb damage. Sub-paragraph 6(b) of AFHQ letter Log.P.182 of 15 August 1945 states that there is no objection to the Italian Government advancing funds for the rehabilitation of shipbuilding yards. Sub-paragraph 5(b), however, states it would cost 40,000,000 lire to restore Monfalcone to one-third capacity and it is believed that the Jugoslavs have no money for such a project and that it would be unreasonable to expect the Italian Government to produce the necessary funds when it is doubtful if the area in question will be returned to Italy.

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Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

SECRET

NEC/3424
21 September 1945

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

5. In reply to paragraph 7 of HAF 380 of 1943, the Combined Chiefs of Staff in FAN 243 of 1943 to the Commander-in-Chief, Mediterranean established a policy that every effort should be made to place the burden of expense and operation of Italian merchant vessels upon Italy. When funds are not available from Italian sources for the use of Italian shipbuilding resources, Allied Military Financial Agency, now Allied Financial Agency, was authorized, pending a final settlement, to advance the cost if in the interest of military necessity. It would therefore appear that funds may be advanced in lire, chargeable to the Italian Government in the event the Supreme Allied Commander, Mediterranean determines that the program outlined in paragraph 3 above for Monfalcone must be carried out in the interest of military necessity.

6. The above decision could be supported under sub-paragraphs 4(b) and (d) of AFHQ Secret letter AG 380.3/GAX OPS-D of 2 August 1945, which directs the Allied Commission to encourage the manufacture of equipment and material directed by the Allies as being necessary for the maintenance of the interim Italian Army and to insure the operation of industries required for the production or repair of arms, munitions or other implements of war, only to the extent required by the Allied armed forces and merchant services. To alleviate the situation at Monfalcone, this authority properly could be invoked. Upon receipt of further comments from Allied Force Headquarters and Headquarters XIII Corps, the Allied Commission will take such action as may be necessary with respect to financing the work at Monfalcone.

7. The situation at Monfalcone indicates the urgent necessity for the formulation of a policy with respect to the rehabilitation of the Italian shipbuilding industry. Sub-paragraph 8(2) of the report submitted by the commission appointed to investigate the condition at Monfalcone to the Chief Administrative Officer, Allied Force Headquarters, in letter PS/6.00 of 27 July 1945 refers to the policy of the Allied governments in regard to merchant shipbuilding in Italy. Sub-paragraph 3(2) further states that the construction of any tonnage in these yards, if reconstructed, is a matter of high policy. The Commander-in-Chief, Mediterranean letter No1.829/4/18 of 24 March 1944, a copy of which is forwarded herewith as enclosure 1, established a general policy for naval and private shipyards under Allied control. Paragraph 3 thereof states that the policy is chiefly concerned with the immediate war effort, and not the general rehabilitation of the Italian shipbuilding yards. No policy is known to have been formulated governing the ship repair and shipbuilding activities in Italy now that hostilities have terminated.

8. The Italian Ministry of Marine in October 1944 requested authority to complete a 2,000-ton tanker under construction at Ancona. The Ministry further requested authority to complete two 2,000-ton coastal vessels at Castellammare. The Transportation Sub-Commission, AC has recommended the completion of a 4,000-ton refrigerating vessel at Taranto. While demands for materials for shipbuilding were submitted to Allied Force Headquarters by the Allied Commission in letter AC-TU 98-45 MIS-295-76 of 24 March 1945, and subsequently forwarded to the Combined Chiefs of Staff by AFHQ(C.A.O.)letter of 7 May 1945, no authorization has been granted by the Commander-in-Chief, Mediterranean as required by paragraph 5 of enclosure 1, for the completion of any of these vessels. The Industry Sub-Commission, AC is sponsoring a program for the construction of coastal vessels, tugs and lighters as indicated in enclosure 2.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

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NAF/3624
21 September 1945

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

9. In April 1945 the Commander-in-Chief, Mediterranean was informed by the British Admiralty that the Admiralty, on general grounds and in particular for the protection of British shipbuilders, are adverse to promoting the early revival of the Italian merchant shipbuilding industry and are unwilling to supply materials therefor. While no policy is known to have been instituted by the United States, the British position is apparently at variance with the action taken by the Allied Commission and Allied Force Headquarters in submitting demands to the United States for materials to complete the 2,000-ton tanker at Ancona and for a 2,500-ton tanker at Castellammare not referred to previously.

10. Subject to concurrence by Allied Force Headquarters, it is proposed to inform the Italian Government that the Allied policy relating to ship repair and shipbuilding facilities is as follows:

(a) The rehabilitation of Italian ship repair and shipbuilding facilities for the repair of Italian merchant vessels and other repair work in the interest of the Italian civilian economy is approved and recommended.

(b) The utilization of Italian ship repair and shipbuilding facilities for the repair of Italian merchant vessels must be accorded first priority.

(c) The completion of all merchant vessels under construction in Italy, of 5,000-tons D.W. or less, which are over 50% complete and for which materials are either now available in Italy or can be procured through commercial channels is authorized and should be accorded second priority.

(d) Italian ship repair and shipbuilding facilities are authorized to undertake work in the interest of Italian civilian economy provided no materials or equipment of any kind are manufactured, intended for war purposes or conversion into warlike stores. This work should be accorded third priority.

(e) New construction of coastal vessels of 5,000-tons D.W. or less, schooners of 500-tons D.W. or less, tugs, lighters, floating cranes and miscellaneous harbor craft is authorized, provided materials and equipment can be obtained in Italy and no demands are made upon Allied resources except in normal commercial channels. This work should be accorded fourth priority.

(f) The Italian Government will make arrangements for and designate an agency of the Government to discuss financial matters involving ship repair and shipbuilding facilities with Italian companies. No demands on Allied governments for assistance in financing ship repair and shipbuilding work will be made, which is considered to be an Italian Government responsibility.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

SECRET

AFHQ/1624
21 September 1945

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

(c) The construction of vessels of over 5,000-tons D.W. will not be undertaken without express approval from the Allied Commission.

(h) No construction of naval vessels or vessels intended for conversion into naval vessels is authorized.

(i) The utilization of Italian Government and privately owned ship repair and shipbuilding facilities for repairs to or modernization of Italian Naval vessels and for the production or repair of arms, munitions or other implements of war is under the Allied Naval Commander-in-Chief, Mediterranean and the Navy Sub-Commission, Allied Commission.

(j) The repair of Allied naval and merchant vessels takes precedence over repairs to Italian vessels in accordance with priorities established by competent Allied authorities.

12. Approval by Allied Force Headquarters of the policy stated in paragraph 10 above is requested.

DRAFT

ELLERY W. STONE
Rear Admiral, USN,
Chief Commissioner.

Encl. 1
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Copy to:
CCSMC (2)
CINCNAVMED
Hq. XXXI Corps

Prepared by 5775
H. St. J. Butler
Capt RN

SECRET
SECURITY INFORMATION

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ALLIED FORCE HEADQUARTERS

Log. Plans Section

Log. P. 182

15 Aug 45

To: A/CAC

SUBJECT: Future of MONFALCONE Shipyards

The following study is submitted in reply to your Minute 2 at Tab 'F'.

BACKGROUND

1. GOC Eighth Army and GOC XIII Corps have both expressed grave concern regarding the situation in the MONFALCONE Shipyard and have recommended that work continue in the shipyard and that raw materials be provided for the purpose. (Tabs 'A', 'B' and 'C' refer).

2. The late CAC appointed a commission to examine the situation and answer a questionnaire (Tab 'D'). The report of the investigating commission, including answers to the questionnaire, is at Tab 'E'.

PROBLEM

3. The problem resolves itself into one of whether work should be continued in the MONFALCONE Shipyards or not.

ARGUMENTS OF HQ XIII CORPS FOR CONTINUATION OF WORK

4. HQ XIII Corps urge that work should be continued at the shipyards and that the necessary materials should be made available. They point out that discontent and political agitation are already apparent. If the shipyards are closed down, HQ XIII Corps consider that discontent may assume serious proportions and that the blame will be laid on the Allied Authorities. On the other hand Allied assistance in connection with the resumption of shipbuilding work would, in the opinion of HQ XIII Corps, have a most beneficial effect in confounding hostile propaganda and build up confidence in AMG.

ARGUMENTS FOR CLOSING OF MONFALCONE SHIPYARDS

5. Arguments for closing the MONFALCONE shipyards come largely from the report of the Commission appointed to investigate the matter and are as follows:-

a. The yards and works are incapable of production at the moment except for minor work on small craft. They must, therefore, be partially rehabilitated at least before ship building can be resumed.

b. It would cost 40,000,000 lire to restore the works to pre third

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Declassified E.O. 12065 Section 1-402/NNDC No. 125020

BACKGROUND

1. GOC Eighth Army and GOC XIII Corps have both expressed grave concern regarding the situation in the MONFALCONE Shipyard and have recommended that work continue in the shipyard and that raw materials be provided for the purpose. (Tabs 'A', 'B' and 'C' refer).

2. The late CAC appointed a commission to examine the situation and answer a questionnaire (Tab 'D'). The report of the investigating commission, including answers to the questionnaire, is at Tab 'E'.

PROBLEM:

3. The problem resolves itself into one of whether work should be continued in the MONFALCONE Shipyards or not.

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a. The yards and works are incapable of production at the moment except for minor work on small craft. They must, therefore, be partially rehabilitated at least before ship building can be resumed.

b. It would cost 40,000,000 lire to restore the works to one third capacity. It is believed that the Jugoslavs have no money to sink into such a project and it would be unreasonable to expect the Italian Government to produce the necessary funds when it is doubtful if the area in question will be returned to ITALY.

c. If the works were restored to one third capacity, they would only employ 2,000 men out of the 4,200 men at present carried on the owners books.

d. The Allied Military authorities have no requirement for the MONFALCONE Shipyards and in the past have not undertaken the rehabilitation of any shipyard in ITALY which was not required for military or naval purposes.

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Declassified E.O. 12065 Section 3-402/NNDC No. 75226

e. MMT have in view a considerable programme of ship repair and conversion at TRIESTE and VENICE which requires more skilled labour than is available at these two ports. Many of the skilled personnel could be moved from MONFALCONE to these areas where skilled work would be available for them.

f. The Jugoslavs are claiming as war booty certain sunken and damaged craft now at MONFALCONE which might be repaired there if the yards were rehabilitated.

g. The MONFALCONE yards are ship building yards and not ship repair yards. Riveters are essential in ship building and they are required in considerable numbers. To-day there are only about 50 riveters at MONFALCONE and recruitment of more, the management of the works admit, would be of the greatest difficulty. In pre-war days there were 350 riveters at the yards but these have mainly dispersed.

CONCLUSION

6. It is concluded that :

a. Special efforts for the rehabilitation of the MONFALCONE ship yards as ship building yards are not justified and no Allied assistance should be given which would result in the rehabilitation of the yards as ship building yards.

b. There is no objection to the Italian Government advancing funds for the rehabilitation of the ship building yards if that government desires to make such advances.

c. There is no objection to the construction of small craft or completion of such unfinished craft as are now in the yards providing this can be done without the importation of additional materials or the advancement of special funds from Allied sources for the rehabilitation of the ship yards.

d. AFHQ and HQ XIII Corps should take such steps as are practicable to provide work for those surplus employees formerly employed at the MONFALCONE yards in connection with the MMT programme in TRIESTE and VENICE.

RECOMMENDATION

7. That this study be forwarded to HQ XIII Corps and AFHQ for comment.

5776

A.M. [illegible],
Colonel,

Declassified E.O. 12065 Section 3-402/NND No. 1502

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d. AMGOT and HQ XIII Corps should take such steps as are practicable to provide work for those surplus employees formerly employed at the MONFALCONE yards in connection with the M/T programme in TRIESTE and VENICE.

RECOMMENDATION

7. That this study be forwarded to HQ XIII Corps and AMGOT for comment.

5776

A.L. MILNE,
Colonel,
Log. Plans.

Concurrences : C-in-C Med
G-4 (Mov & Tn)
G-5
US FCLAD
British Resmin
MEDBC

Declassified E.O. 12065 Section 3-402/NNDC NO. T-2520

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

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

24th March, 1944.

Med.829/4/18.

THE ALLIED CONTROL COMMISSION, ITALY.

(Copies to:- The Flag Officer, Taranto and Adriatic.
(Ref.1048/8 of 8th March, 1944).
The Flag Officer, Western Italy.
(Ref.437 dated 17th February, 1944).
The Commodore Superintendent, Taranto.
The Commander, U.S. Naval Forces, Northwest African Waters.
The Ministry of War Transport Representative, Mediterranean.
The Chief Administrative Officer, Allied Force Headquarters.
W.S.A.)

REPORT ON SHIPBUILDING YARDS IN ITALY.

The reports of the sub-commission of Italian experts on the ship building and repairing facilities in occupied and unoccupied Italy (excluding Sicily) deal primarily with the private shipyards. With the exception of Franco Tosi Yard at Taranto, and Navale Meccanica at Castellamare, all the large ship building yards are situated in Northern Italy. There are no facilities for the mamufacture of main machinery installations, large forgings and castings in Southern Italy.

2. The following is the general policy worked to in the Naval and private shipyards already under Allied control:-

(a) Assist and encourage the Italians to restore facilities which are required for the immediate war effort.

(b) First priority is accorded to all ship repairs. Yards which were formerly engaged only on ship construction are taking an increasing share in this work. This policy to be extended as quickly as possible.

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

(d) It is considered that surplus skilled labour in ship building yards should be transferred to large ship repairing centres, e.g. Naples, Taranto and Brindisi. This additional labour would assist in the introduction of regular day and night shifts, which is necessary to speed repairs, and get the maximum value out of the available docks.

NOTE:- Towards the end of March all the dry docks at Naples will probably be in operation. A new caisson for No.3 dock has been expeditiously constructed at Castellamare.

3. It will be seen that the above stated policy is chiefly concerned with the immediate war effort, and not the general rehabilitation of the Italian ship-building industry.

4.....

COPY

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

4. Arrangements are made with the British Admiralty for the supply of repair materials to meet this programme. Italian stocks of ship repair materials should continue to be reserved for this work.

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

6. The following technical officers on the staff of the Commander-in-Chief, Mediterranean have an office in Naples addressed c/o The Flag Officer, Western Italy, Navy House, Naples :-

Principal Base Engineer Officer:- Captain (E) C.M. Morrell O.E.E., (P.B.E.O.) Royal Navy.
Principal Base Constructor Officer:- Constructor Commander J.A. Mavor, (P.B.C.O.) (Italy) Royal Navy.

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

7. The Commodore Superintendent, Taranto (Commodore J. Powell, D.S.O., Royal Navy) is responsible for all ship repair and shipbuilding activities in the "Heel" ports viz. Taranto, Brindisi, and Bari.

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

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

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

/s/ J. H. D. Cunningham
ADMIRAL

COPY

5774

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Programme for the building of Coastal Vessels, Tugs and Lighters.

Hull Material - Wood.

1. Motor schooners (approximate characteristics)

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

2. Tugs

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

3. Floating Cranes

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

Enclosure 2.

Declassified E.O. 12065 Section 3-402/NNDC NO. 72502U

TO. Ministry of Marine

FROM. NSC.

U/C.

Your serial 975 of 26th February refers. Plan to look tankers Poseidone and Principe di Piemonte simulaneously at Venice for period of 50 days a proved. Indicate exact dates arrival and departures frc dirydock.

.....04092SA March....

Dist 1-4 25 NSC log.

T/P P/L FCD I/ SL 4/3.

5772

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Directorate General of the Merchant Marine)
To : A.C. - N.S.C. - Rome
and for Info. to : Transportation Sub Commission - Rome
Date: 26th February 1946
Ref.: 975

Subject: Docking at Venice of ships "POSEIDONE" and "LIDO"

The "Cantieri Riuniti dell'Adriatico" Co. has drawn our attention to the fact that they need to dock the tanker "Poseidone" and the ss. "Lido" simultaneously in the "Principe di Piemonte" dock at Venice at the end of the month in order to carry out important repairs to the hulls, repairs which will require about 50 days to complete.

This is at variance with the arrangements already made and forwarded for the approval of the C.-in-C. but in view of the urgent need to return the ships to service at the earliest possible, and of the impossibility of having the repairs done elsewhere, it is requested that consideration may be given to the possibility of authorising the said two ships to enter the "Principe di Piemonte" dock for the period necessary for these repairs to be done, i.e. for about 50 days, the arrangements being amended to allow of this.

for THE MINISTER

GGE/P.
28

(18)

5771

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

Roma 20 FEBBRAIO 1946 XXIV

Ministero della Marina
DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Alla COMISSIONE ALLEATA
Navy Sub-Commission
Roma

e p.c.: ALLA TRANSPORTATION
SUB-COMMISSIONE
ROMA

Divisione U.T.2
Sez. 1ª 975 Allegati

OGGETTO Immissione in bacino a Venezia delle Navi POSEIDONE e LIDO.

URGENTISSIMO

La Soc. Cantieri Riuniti dello Adriatico ha fatto presente che per la fine del mese avrebbe bisogno di immettere contemporaneamente nel bacino "Principe di Piemonte" a Venezia, la motocisterna POSEIDONE e il piroscafo LIDO, per poter eseguire importanti lavori di riparazione agli scafi, lavori che richiederanno circa 50 giorni.

Ciò sarebbe contrario alle disposizioni già concretate e ora inviate alla approvazione del C.i C., ma data l'urgenza che le due navi entrino al più presto in servizio, e l'impossibilità di far eseguire i lavori altrove, si prevoler esaminare la possibilità di autorizzare,

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Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

in deroga alle disposizioni di cui si è fatto cenno, che le due navi sopracitate possano essere immesse nel bacino "Principe di Piemonte" per il periodo necessario all'esecuzione dei lavori, ossia per circa 50 giorni.

P IL MINISTRO

12251

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

NSC/5609
31 October 1946.

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Mercantile Marine.

Subject: Transfer of Tanker Under Construction at Anzaldo Sestri (Construction No. 361) in Exchange for Two Dry-Cargo Vessels From Seven to Nine Thousand Tons D.W.

Reference: (a) MofMercMarine ltr. 1380 of 21 October 1946.

1. I have been directed to inform you that the transfer of the Italian-owned tanker now under construction at Anzaldo Sestri Yards in exchange for two dry-cargo vessels, not exceeding twenty years of age, from seven to nine thousand tons deadweight to a Norwegian firm, said interchange to become effective on the simultaneous transfer of the two aforementioned vessels to the Italian Flag, has been approved by the Commander-in-Chief, Mediterranean Station, and the Supreme Allied Commander, Mediterranean.

W. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A. C.

IRN 18

1 NOV 1946

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17

Declassified E.O. 12065 Section 3-402/NNDC NO. T 25020

736914 Wt. 30147/D80F1 15,000,000 11/44 MP 51-5449

S. 1320d.
(Established—May, 1918)
(Revised—June, 1944)

NSC ROME (R) AICOM ROME CINC MED AFHQ.

Unclassified.

FROM G-5 PD. REFERENCE YOUR 23091 8.
APPROVAL GRANTED FOR TRANSFER OF PUNTA VACNO.

....29 1721A/Oct.....

DIST: O-4 10 15(4) 16 21 Info.
Ref: Request authority transfer Punta Vagno.
W/P(RAAC) P/L TOR A.M. 30th: RF 30/10

5768

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

736914 WD. 30147/08071 15,000,000 1/44 MP 51-5349

S. 1320d.
(Established—May, 1939)
(Revised—June, 1943)

SACMED (R) CINC MED

NAVSURFCOM

Important Unclassified.

Request your approval My 230918. Cinc Med 271250 Refers.

---------- 25 1120Z/3d ----------

Dist: 0-5 10 15(4) 16 21 Info.
Ref(1) Transfer of Punta Vega
(2) No objection subject con current SACMED.
C&W T/F(RADC) F/L T/O A.M. 28th: SF 28/10

For Comm. (Capt Kinsella)
Secured telephone approval from
Sacmed Oct 30th

5767

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

736914 Wt. 30147/D8071 15,000,000 11/44 HP 51-5349

S. 1320d.
(Established—May, 1930)
(Revised—June, 1944)

NAVSUBCOM (R) SACMED CINC MED.

Unclassified.

Your 230918A.
No objection subject to concurrence of SACMED.

.....27 1250A/Oct.....

Ref: Transfer of Punta Vagnc
Disk: 0-5 10 15(4) 16 21 LOL
C&W F/X TOR 1.M. 28th: RF 28/10

5766

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

736914 Wt. 30147/D8071 15,000,000 11/44 HF 51-5249

S. 1320d.
(Established—May, 1910)
(Revised—June, 1944)

C in C Med (R) SACMED from NAVSUBCOM

Unclassified

Request authority for Italian Ministry of mercantile marine to transfer to Norwegian private firm Italian owned tanker "PUNTA VAGNO" 9000 tons now under construction Ansaldo Sestri, Genoa, 80 percent complete, in return for two dry cargo vessels from seven to nine thousand tons to be furnished by Norwegian firm effective on simultaneous transfer to Italian flag of the two cargo vessels. Ministry considers transfer advantageous of Italian merchant marine and economy. Option on tentative agreement between Italian owners and Norwegian firm expires 30th October.

.....MG 29 0918 A Oct

C&W P/L DEFC AM 25 - 10 - 46
0 - 4 10 15 16 21

5765

Declassified E.O. 12065 Section 3-402/NNDC NO. 795020

T R A N S L A T I O N

Rome, 21st October, 1946

ALLIED COMMISSION,
Navy Sub-Commission
Attn: Capt. MENZ, U.S.N.

SUBJECT : Interchange of Ansaldo construction N° 361, against two dry-cargo vessels from 7 to 9,000 Tons DW.

1. This Ministry have submitted to the Italian Shipping Board the following proposal:

" Interchange of Ansaldo Sestri construction N°361 and concerning an Italian owned
" tanker type vessel of 9,000 Tons DW, to be called "PUNTA VAGNO", against two
" foreign dry-cargo vessels, not exceeding 20 years of age, and from 7 to 9,000
" Tons DW."

2. The Norwegian firm interested in this deal would buy on the international market the two a/m dry-cargo vessels subject to the approval, as to their suitability, of the Italian parties concerned and would be responsible for their transfer to Italian flag and ownership.

3. The above Norwegian firm would be bound also to entrust the completing of construction and any eventual alteration on the tanker's specification to Ansaldo Shipyard and to pay the relative cost, in foreign currency.

4. The interchange would become effective and the transfer of flag of "PUNTA VAGNO" would be authorized by this Ministry only on a simultaneous transfer to the Italian flag and ownership of the two a/m cargo vessels.

5. This Ministry consider that the subject interchange is advantegeous to the Italian economy without diminishing in any way the assets of the Italian Merchant Marine.

6. The Italian Shipping Board have now informed through their Secretariat (British Ministry of Transport) that the competent Allied Maritime Authorities have no objection to the proposed interchange (see BMOT/letter dated 21st inst, attached hereto).

7. Therefore you are requested kindly to ask the Supreme Allied Commander, Mediterranean for His formal concurrence to the subject deal.

5764

8. Considering that the option on the tentative agreement reached between the Italian Owners and the Norwegian firm closes on October 30th, it would be very much appreciated if the matter could be treated as urgent.

THE MINISTER

Declassified E.O. 12065 Section 3-402/NNDC NO. T 25020

Ministero
della Marina Mercantile

Roma, 21 Ottobre 1946

Al ALLIED COMMISSION
NAVY SUB-COMMISSION
Attn: Capt. MENZ, U.S.N.

Divisione Sez. Prot. N° 1380 Gab. Allegati 3

Risposta al Foglio del
Div. Sez. N°

OGGETTO Permuta della costruzione Ansaldo N.361 con 2 navi da carico da 7/9000 tonn. DW.

1. Questo Ministero ha sottoposto all' Italian Shipping Board la seguente proposta :

" Permuta della costruzione Ansaldo Sestri N.361 riguardante una petro-
" liera di circa 9000 tonn. DW, da denominarsi PUNTA VAGNO, di proprie-
" tà di armatori nazionali, con due navi da carico estere non eccedenti
" i 20 anni di età della portata dalle 7 alle 9000 tonn. DW.

2. La Ditta norvegese interessata in tale accordo acquisterebbe sul mercato internazionale le due navi da carico su menzionate soggette all'approvazione della controparte italiana nei riguardi della loro convenienza, e s'impegnerebbe a farne effettuare il trasferimento di bandiera e di proprietà agli italiani.

3. La Ditta norvegese di cui sopra s'impegnerebbe altresì a far completare la costruzione ed eseguire le eventuali modifiche alla specifica della petroliera allo stesso Cantiere Ansaldo pagandone il relativo costo in valuta pregiata.

4. La permuta diverrebbe effettiva ed il trapasso di bandiera della petroliera PUNTA VACNO verrebbe autorizzato da questo Ministero solo quando fosse effettuato il contemporaneo trasferimento alla bandiera e proprietà italiana delle 2 navi da carico su menzionate.

5. Questo Ministero ritiene la permuta in questione vantaggiosa per l'economia nazionale senza diminuire in alcun modo l'attivo della Marina Mercantile Italiana.

6. L'Italian Shipping Board ha ora fatto conoscere, a mezzo del proprio Segretariato (British Ministry of Transport) che nulla osta da parte delle competenti Autorità Marittime Alleate alla permuta in questione (vedi lettera B.M.O.T., in data 21 corr., allegata).

7. Si prega pertanto codesta Navy Sub-Commission voler richiedere al Supreme Allied Commander, Mediterranean la sua approvazione alla permuta sottoposta. 5763

8. In relazione all'opzione scadente il 30 ottobre c.a.,esistente nell'accordo preventivo tra gli Armatori italiani e la Ditta norvegese, si prega voler dare alla pratica carattere di particolare urgenza.

IL MINISTRO

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPIA

BRITISH MINISTRY OF TRANSPORT

A.P.O. S.551 C.M.F.

Ref : GAR/990/46/20.e

21st October, 1946

To Presidenza CO.GE.NA., Rome
From Ministry of Transport Representative (Italian Area), Rome
Subject : Motor Tanker "PUNTA VACNO".

Reference is made to Minute No.82 of the Meeting of the Italian Shipping Board of the 11th October.

The proposal submitted to the Board involving the transfer of the "PUNTA VACNO" to the Norwegian flag has been considered by the Allied Shipping Authorities who assume the proposal has been very carefully considered by the Ministry of Merchant Marine with the Italian Authorities responsible for the future import of petroleum products, also that the shortage of tanker tonnage on the Italian flag taken fully into account.

It is assumed the Italian Authorities are satisfied that the acquisition of two dry cargo ships in the exchange for the tanker is advantageous to the Italian economy and, when the exchange become effective, it will not diminish the assets of the Italian merchant fleet.

On the clear understanding of the foregoing on the part of the Italian Authorities, the Allied Shipping Authorities have no objection to the transfer of the "PUNTA VACNO" from the Italian flag subject to SACMED's concurrence and clearance through diplomatic channels.

sgd. G.A. Bell,

Ministry of Transport Representative
(Italian Area)

5762

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

ROMA, 10 Ottobre 1946

6031

Spett. S.A.di Navigazione
"Mare Nostrum"

G e n o v a

Convenzione tra codesta Società e i sigg. Simonsen e Astrup di Oslo

In relazione alle comunicazioni verbali e al testo della convenzione in data 6 settembre u.s. tra la "Mare Nostrum" e i sigg. Simonsen e Astrup di Oslo, relativa alla permuta della motocisterna 361 "Punta Vagno" in costruzione presso i Cantieri Ansaldo di Genova-Sestri con due navi da carico di 7.000 + 9.000 T.D.W. (di circa 20 anni di età, di buone caratteristiche commerciali e di favorevoli condizioni rispetto alla classifica), questo Ministero rilascerà senz'altro il necessario nulla osta al trapasso di bandiera, purchè:

a) il detto trapasso avvenga contestualmente alla permuta con le due navi da carico;

b) la permuta venga autorizzata dall'I.S.B. e dal SACMED.

IL MINISTRO
f.to: Aldisio

p.c.c.
m/

5761

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

NSC/5465
20 September 1946.

MEMORANDUM FOR EXECUTIVE COMMISSIONER.

Subject: Purchase of Italian Vessels - Procedure for.

1. By virtue of the Armistice Terms still in effect, no Italian merchant shipping may be sold or transferred to a foreign government or non-Italian individuals without Allied approval.

2. Articles 14 and 15 of the Armistice Terms apply with regards to merchant shipping. However, it would seem that the basis for the aforementioned articles and other provisions of the Armistice Terms are outdated in that the conditions then prevalent no longer exist.

3. It is recommended that in the future when the question arises for the sale or transfer of an Italian merchant vessel, either under construction or already in commission, the Italian Ministry of Mercantile Marine first give their approval of such sale or transfer to a foreign government or foreign firm, prior to any action being taken in the matter by the Allied Commission (Navy Sub-Commission). It would seem to be not in the Allied interests to appear to force the Italian Government to consummate a sale or transfer of merchant shipping to foreign governments or foreign firms.

4. On the other hand an occasional sale or transfer of Italian shipping to a foreign government or foreign firm might be definitely in the interest of rehabilitation of Italian shipping and Italian economy. In such cases the Allied authorities would have no objection to such a sale or transfer.

5. Thus it is recommended in the future that once a written request has been received from the Ministry of Mercantile Marine, the Allied Commission then should obtain authority from Commander-in-Chief, Mediterranean and Supreme Allied Commander, recommending in each case, approval or disapproval.

6. The above should apply for all vessels in Italy, except for Venezia Giulia. Vessels under construction or ownership in this area must first have the approval of AMG, 13th Corps, prior to approval by CinCMed and/or SACMed for sale or transfer.

7. Commander-in-Chief, Mediterranean is now being requested to consider an overall policy with regard to transfer of Italian vessels to a foreign government or foreign firm.

G. F. MENTZ,
Captain, U. S. Navy,
Chief Staff Officer.

5760
20 SEP 1946

4/9/46

Memo for Commodore Ziroli.

In accordance with FAN 658, Italian vessels which are under construction and which are 50% complete may be completed in the interest of Italian economy.

2. Furthermore, in accordance with Armistice Terms the Italian Navy and Mercantile Marine surrendered to the United Nations and subsequently came under the control of the Commander-in-Chief, Mediterranean Station for the SACMED on behalf of the United Nations.

3. Ships under construction constitute an Italian asset and as such, belong to the United Nations without prejudice to the establishment of their ultimate ownership as the result of the Peace Treaty.

4. No Italian vessel, or recently completed vessel, may therefore be disposed of to a Foreign Government or private agency without the consent of the SACMED.

5. The channel of approach for obtaining the SACMED's approval in such matters, is through CO.GE.NA. the Italian Government agency for dealing with Italian Merchant Shipping, under the Italian Ministry of Marine (Mercantile Marine Branch) who will screen the request and will have to certify that the vessel in question is surplus to Italian requirements, and that no German interests are involved. In this connection it is very very doubtful, in fact, most improbable, that the Italian Government would declare the vessel surplus to requirements in view of the present extreme shortage of Italian shipping.

6. The question will then come up before the Italian Shipping Board composed of representatives from the British Ministry of Transport, United States War Shipping Administration, SACMED, Commander in Chief, Med. Station and the Italian Government.

7. In the event that the Norwegian Government intend to take the matter up, then I suggest that they approach the Italian Government via channels through which they communicate at present. Otherwise the Norwegian firm interested could apply direct to COGE.NA. or the Italian Mercantile Marine.

Respectfully.

5759

Declassified E.O. 12065 Section 3-402/NNDG NO. 125020

2. Furthermore, in accordance with Armistice Terms the Italian Navy and Mercantile Marine surrendered to the United Nations and subsequently came under the control of the Commander-in-Chief, Mediterranean Station for the SACMED on behalf of the United Nations.

3. Ships under construction constitute an Italian asset and as such, belong to the United Nations without prejudice to the establishment of their ultimate ownership as the result of the Peace Treaty.

4. No Italian vessel, or recently completed vessel, may therefore be disposed of to a Foreign Government or private agency without the consent of the SACMED.

5. The channel of approach for obtaining the SACMED's approval in such matters, is through CO.GE.NA. the Italian Government agency for dealing with Italian Merchant Shipping, under the Italian Ministry of Marine (Mercantile Marine Branch) who will screen the request and will have to certify that the vessel in question is surplus to Italian requirements, and that no German interests are involved. In this connection it is very very doubtful, in fact, most improbable, that the Italian Government would declare the vessel surplus to requirements in view of the present extreme shortage of Italian shipping.

6. The question will then come up before the Italian Shipping Board composed of representatives from the British Ministry of Transport, United States War Shipping Administration, SACMED, Commander in Chief, Med. Station and the Italian Government.

7. In the event that the Norwegian Government intend to take the matter up, then I suggest that they approach the Italian Government via channels through which they communicate at present. Otherwise the Norwegian firm interested could apply direct to CO.GE.NA. or the Italian Mercantile Marine.

Respectfully.

~~Hait. It~~ 5759
~~Hait. It~~
Lieut (S) RNVR.

(16)

JAN-18

Declassified E.O. 12065 Section 3-402/NNDC NO. 75528

Ext.482. HEADQUARTERS ALLIED COMMISSION WPS/vr
APO 394
Transportation and Shipping Branch

AC/650/Tn.1 10 April 1946

Memorandum.

To : Navy Sub-Commission
HQ., AC.
Attention : Captain Mentz.

1. Reference is made to the recent press release relative to the loss of Contract by Trieste Shipyards to build a 17,000 ton liner for a Norwegian Shipping Company.

2. Lt.Col.Bickersteth of A.M.G. XIII Corps at Venezia-Giulia was contacted and he furnished the following information on the subject :

a. The contract for the construction of the ship has not yet been made. However, a representative of the Monfalcone yards had gone to Norway to endeaver to close the contract.

b. That A.M.G. XIII Corps had not cleared the proposed contract but they thought the Italian Ministry of Marine in Rome had cleared it. The Italian Ministry of Marine was contacted and they advised that they had not cleared any construction contract at Trieste as they have no authority in A.M.G. Territory, but have had several discussions with Norwegian officials on the matter but would definitely clear with the Navy Sub-Commission A.C., before any definite steps are taken.

c. A.M.G. XIII Corps is encouraging the contract as they interpret the present policy of the Supreme Allied Commander as not including the construction of ships for an Allied country.

d. No construction has started on the ship as there never has been a contract.

5758

Declassified E.O. 12065 Section 3-402/NNDC No. 78502

Attention : Captain Mentz.

1. Reference is made to the recent press release relative to the loss of Contract by Trieste Shipyards to build a 17,000 ton liner for a Norwegian Shipping Company.

2. Lt.Col.Bickersteth of A.M.G. XIII Corps at Venezia-Giulia was contacted and he furnished the following information on the subject :

a. The contract for the construction of the ship has not yet been made. However, a representative of the Monfalcone yards has gone to Norway to endeaver to close the contract.

b. That A.M.G. XIII Corps had not cleared the proposed contract but they thought the Italian Ministry of Marine in Rome had cleared it. The Italian Ministry of Marine was contacted and they advised that they had not cleared any construction contract at Trieste as they have no authority in A.M.G. Territory, but have had several discussions with Norwegian officials on the matter but would definitely clear with the Navy Sub-Commission A.C., before any definite steps are taken.

c. A.M.G. XIII Corps is encouraging the contract as they interpret the present policy of the Supreme Allied Commander as not including the construction of ships for an Allied country.

d. No construction has started on the ship as there never has been a contract.

5758

WALTER P. SCOGGINS
Lt.Colonel, QMC.
Director.

Copy to : Economic Section.
Exec. Commissioner.

IRM-1F

Declassified E.O. 12065 Section 3-402/NNDC No. T-6502

Declassified E.O. 12065 Section 3-402/NNDC NO. 125026

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Ref: ES/600

8 April 1946

SUBJECT: Shipbuilding Agreement

TO : Lt. Col. W. F. Scoggins, Director
Transportation & Shipping Branch

1. Capt. Mentz informs me that he drew up a shipbuilding agreement in December and turned same over to the Economic Section. Transportation Branch, please inform Capt. Mentz of the present status of this agreement.

2. Capt. Mentz has read press dispatches regarding the construction of a 17,000 ton vessel under a contract with Norwegians in the Montalcone yards. The press releases have stated that the Allies are encouraging this contract.

3. Capt. Mentz, aware of the terms of the agreement, knows that such a contract should clear through the Navy Sub-Commission. Therefore he wishes to know:

(a) What agency cleared the contract;

(b) Who is encouraging the contract;

(c) What is the present status of the construction.

4. Transportation Branch please obtain the necessary information and inform Capt. Mentz.

CHARLES W. WALTON
Colonel, AC
Acting Vice President

CC: Lt. Col. Timmons
Capt. Mentz

5757

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

Navy S/C

TEL. No. [redacted] 29794 Ext 45

SUBJECT MONFALCONE Shipyards
French tankers construction.

Date 9 Febr 46

FILE No. 13/AMG/Ec. 47-1/237

TO : HQ Allied Commission, Navy Sub-Commission.

1. Further to your letter NSC/4236 of 14 Dec 45 the matter of the contract made by the French Minister of Mercantile Marine with the Monfalcone shipyards for the construction of four 15.000 ton tankers, has been investigated by Industry Division, this Headquarters.

2. It would appear that the shipyard company, CANTIERI RIUNITI DELL'ADRIATICO have already been approached by the French Authorities through the Italian Navy Department, and have replied to them.

3. For information a copy of CANTIERI RIUNITI letter of 26 Jan 46 addressed to the MINISTERO DELLA MARINA, in Rome, setting out receipts and expediture in the above mentioned contract, is enclosed.

For the Senior Civil Affairs Officer

Norman Lister Lieut RA.

[redacted] NORMAN J. LISTER
for

D.S. BICKERSTETH
LIEUT COLONEL
ECONOMICS

ENCLOSURE

(11)

5756

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

MINISTRY OF MARINE
(Directorate General
of Mercantile Marine)
ROME

12301/SEC 26th January, 1946

Subject: Shipyards at Monfalcone - constructions of 4 petrol tankers (15000 tons each) for France

In reply to your letter No.5844 dated 14th December last we have the honour to inform you as follows :

1) For the execution of the contract made with the French Ministry of Mercantile Marine on 3rd April 1940, which contract can not be now carried out, the materials listed in the attached inventory were bought for the 4 motor-tankers concerned, total cost being ..... L. 36.106.030.--

2) From the above materials
- The German Authorities requisitioned to the value of ..... L. 12.583.559.--
- Receipts of .. L. 26.978.878.-
- Materials were destroyed by bombardment, valuing ..... L. 4.903.606.--
- Receipt from sale of scrap L. 5.298.921.-
- Resold in New York, since blocked by the Authorities of that country. Materials to the value of ..... L. 7.821.582.--
- Net return from expenditure being L. 6.183.961.-
- Materials remain in our possession to value of ..... L. 8.211.503.--

Carry fwd. L. 33.520.250.--

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IFN 18

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Declassified E.O. 12065 Section 3-402/NNDC NO. 795020

Bt. fwd.	L.	33.520.250.--
- Materials, condition unknown, are deposited with third-party sub-contractors, value	L.	2.585.780.--
Total as above	L.	36.106.030.--

The above prices relate to the invoice prices, increased on the amounts of any expenses directly concerned with the supply of these materials.

3) Work was carried out for ..... L. 2.062.626.--

4) The following costs have also been borne :

a) for representatives' compensation	L.	626.244
b) for banker's securities ..	L.	2.743.205
c) Premium to Conave and other shipyards	L.	3.762.400
d) Studies and plans made ...	L.	1.400.790
e) Insurance expenses	L.	623.520
f) Cost of labour, maintenance, fire-watching and insurance for Shipyard ...	L.	3.510.000

this amounting to a total cost of ..... L. 12.666.157.--

5) Thus we have spent in materials and expenses, not allowing any margin of profit ..... L. 50.834.713.--

Against receipts of ..... L. 48.144.318.--

There remaining a debt in our favour of .. L. 2.690.395.--

Accounting for receipts of ..... L. 38.461.760.--

There remains a credit in favour of the French Ministry of Mercantile Marine of .. L. 35.771.365.--

which we hold at the disposal of the buyer together with the materials which are still in our possession or as shown above, in the possession of our sub-contractors.

6) No material was supplied by France for this construction.

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Enclosure No.1

Declassified E.O. 12065 Section 3-402/NNDC NO. T25026

List of materials provided

(The costs relate to the invoice prices, increased by the expenses directly connected with the provision of materials)

a) MONFALCONE SHIPYARD

Order & Date	Supplier	Article	It.Lire
01185 26/ 2/40	Gallieni Vigano' Marazza - Milan	Electrical centrifugal vertical pumps - connected - with DC motor.	12.319.--
01334 16/ 2/40	G.Dikker's Ltd. Hengelo	Starting injector	4.309.--
01335 16/ 2/40	G.Dikker's Ltd. Hengelo	Steam siren	20.818.--
01361 2 / 3/40	G.De Borck - Genoa	Compressed air typhoons with valves and electric compressors.	48.037.--
01868/1 21/ 3/40	SAFOG - Gorizia	Trucks for masts with blockes tackle and screws.	5.415.--
01974/1/M 27/ 3/40	SAFOG - Gorizia	Rough cast steel snatch-blocks.	106.652.--
02001 007615/4	SAFOG - Gorizia	Valve cases & covers of rough cast steel	40.403.--
02611/1 19/ 4/40	Gallieni Vigano' Marazza - Milan	Wardrobes with lacqueured mirrors.	17.103.--
02612/1 19/ 4/40	Rocco Osvaldella Trieste	Parallel bench-vices, grindstones	3.703.--
02742/ 007787/7 25/ 4/40	SAFOG - Gorizia	Valve cases and covers of rough cast iron.	1.712.--
0624 29/ 1/40	A.S.Strömmens Vaerk Strömmen	Sternpost, stem, mainpiece and supports of rudder.	1.167.240.--
02977/ 007825/12 3/ 5/40	SAFOG - Gorizia	Valve cases, covers, and sluice valves of rough cast iron.	21.671.--

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

Order & Date	Supplier	Article	It.Lire
02978/ 007822/13 3/ 5/40	SAFOG - Gorizia	Valve cases, covers, and sluice valves of rough cast iron.	1.766.--
03038/ 6/ 5/40	Off.Mecc.Pasquino - Milan	Rapid lathes (excepting electric motor and rheostats).	534.066.--
03039/ 007864/18 6/ 5/40	SAFOG - Gorizia	Valve cases, covers, and sluice valves of rough cast iron.	21.711.--
03168/ 007837/8 7/ 5/40	SAFOG - Gorizia	Valve cases, covers, and sluice valves of rough cast iron.	33.225.--
03281 15/ 4/40	Titan Aktisselkset - Kopenhagen	Oil filters with el. motors.	419.543.--
03318 15/ 5/40	Aktiebolaget Separator Stockholm a ½ S.A.A. Alfa Laval - Milan	Laval centrifugal filters.	132.890.--
03319/1 16/ 5/40	Alfa Laval - Milan	Stear heaters and boilers with nest of boiler-tubes and steel plates.	20.546.--
03471 22/ 5/40	O.M.Pasquino Milan	Parallel threading lathes.	111.790.--
03766/ 008044/19 07844/14 4/ 6/40	SAFOG - Gorizia	Strainers and outlets of rough cast iron.	252.172.--
03688 4/ 6/40	S.I.Triplex - Milan	Electric stoves with electric hot-plates and fittings	82.450.--
04114 20/ 6/40	H.K.Windergen & Zonen - Gorinchem	Special brass portholes with cast iron covers and zinc-plate shutters.	202.953.--

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Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

Order & Date	Supplier	Article	It.Lire
05881 18/ 9/40	Costruz.Mecc.Rinieri - Bologna		34.299.--
07152 25/10/40	J.& F.Kleinewefers Wien	Cast-iron water heaters	44.406.--
07899 3/12/40	Stoltenberg-Lerche & C.-Germany	Kleinbayer water heaters	6.449.--
07936 3/12/40	Gustav Redler - Kiel	Cast-iron hand pumps	2.756.--
07117 25/10/40	Gardiol & C. - Milan	Rubber boats	1.678.--
07118 25/10/40	Grimoldi & C. - Genoa		3.078.--
07312 6/11/40	Gallieni Vigano' Marazza - Milan	Bronze hand pumps	14.158.--
01210 26/ 2/40	Termomecc.It. - La Spezia	IMO 25/3 type rotary screw pumps	9.682.--
01749 15/ 3/40	Termomecc.It. - La Spezia	IMO 38/3 (E) type rotary screw pumps.	28.946.--
02613/1 19/ 4 /40	G.Angeli - Trieste	Manilla and hemp ropes	106.185.--
03492 27/ 5/40	Gallieni Vigano' Marazza - Milan	Brass greasers	999.--
06718 8/10/40	S.A. Ansaldo - Genoa	Valves for discharge of oil from engine pumps - type 200	46.972.--
01747 15/ 3/40	Workspoor N.V. - Amsterdam	Mast-lines	641.408.--
02718 23/ 4/40	Framalico A. - Trieste	Copper paraffin lights with spare windows, with dioptric electric-light	34.892.--
08440 22/ 5/40	Innocente Loy - Trieste	Sapelli Mahogany veneering	14.122.--
01359 27/ 2/40	Worthington Pump & Mach.Co. - Harrison N.Y.	Duplex horizontal pumps with electri DC motor	35.803.--

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Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

Order & Date	Supplier	Article	It.Lire
various	United States Steel Export Company-New-York	Sheeting and bars	16.740.833.--
various	Kontinentale Eisenhandelsgesellscheft - Kern & Co. - Praga	Sheeting and bars	1.575.163.--
3619 1/ 3/40	Verkaufstelle Ver. Eis.Wke.Mor.Ostrava	Nails	1.903.169.--
3618 1/ 3/40	Verkaufstelle Ver. Eis.Wke.Mor.Ostrava	Screws and Nuts	1.081.164.--
5290/678 29/ 3/40	Unione Babb.Sondelle Elastiche - Milan	Safety washes	284.--
6414/678 15/ 4/40	Off.Mecc. Miegge - Milan	Fixed steel screws	3.315.--
6412/678 15/ 4/40	A.Erlotti & Figlio - Milan	Tall semi-machined hexagonal steel nuts	1.568.--
6404/849 14/ 4/40	S.A.Bullonerie Aff. - Milan	Fixed steel screws	1.674.--
8104/808 20/ 5/40	C.Marussi Success. - Trieste	Rough steel hex. nuts	1.651.--
11006/1472 10/ 7/40	S.A.Bullonerie Aff. - Milan	Fixed steel screws	1.866.--
11007/1472 10/ 7/40	Off.Mecc.Miegge - Milan	Fixed steel screws	9.447.--
11008/1472 10/ 7/40	A.Erlotti & Figlio - Milan	Tall machined hexagonal steel nuts	6.640.--
11009/1472 10/ 7/40	Marco Gasco - Milan	Brass tall machined hexagonal nuts	6.378.--
12961-65 12967-68 23/ 8/40	Consorzio Bullonieri Acciaierie Falck - Milan	Black iron bolts with hexagonal heads and nuts	2.112.--
11012 11/ 7/40	Verkaufstelle Ver. Eis.Wke.Mor.Ostrava	Bolt	70.828.--

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Order & Date	Supplier	Article	It.Lire
11013 11/ 7/40	Verkaufstelle Ver.Eis. Wke.Mor.Ostrava	Screws	14.435.--
7604 7/ 5/40	Ufficio Vendita Tubi - Milan	Black, zinc-plated gas tubes without weldings	90.016.--
7606 7/ 5/40	Ufficio Vendita Tubi - Milan	Steel tubes without welding, drawn out both hot and cold, black and zinc plated	238.628.--
9088 6/ 6/40	Ufficio Vendita tubi - Milan	Black, zinc-plated gas tubes without weldings	85.736.--
9086 3/ 6/40	Ufficio Vendita Tubi - Milan	Steel tubes without welding drawn out both hot and cold, black and zinc plated	255.316.--
			26.380.530.--

b) FABBRICA MACCHINE S. ANDREA

C1136/ 35007/4 22/ 2/40	Ferrari - Turin	Cases and flanges for pulverisers	13.980.--
01137/ 35008/4 22/ 2/40	Verkaufstelle Ver.Eis. Wke. - Moravska - Ostrava	Forged steel articles shafts bracket gearing etc.	6.930.--
01139/ 35009/4 27/ 2/40	Breda - Milan	Cam-bearing bushes	10.630.--
01138/ 35010/4 22/ 2/40	Verkaufstelle Ver.Eis. Wke. - Mor Ostrava	Bottoms for starting -air tanks	17.060.--
0802/ 35012/4 9/ 2/40	SAFOG - Gorizia	Various steel castings for engines	70.700.--
01645/ 35017/4 12/ 3/40	Vanzetti - Milan	Camshaft gearing	42,290.--

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Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

Order & Date	Supplier	Article	It.Lire
02205/ 35018/4 5/ 4/40	Officine Metallurgiche Bergamasche-Bergamo	Rings for nuts holding cams.	2.140.--
4566/ 35019/4 13/ 3/40	Metallurgica Bresciana - Brescia	Delta-metal tubes for plungers	10.540.--
4586/ 35020/4 14/ 3/40	Metallurgica Italiana - Milan	Bronze tubes for cold plungers	9.370.--
03301/ 35022 16/ 5/40	Alex Friedmann - Wien	Oil-lubricators	30.740.--
02526/ 35023/4 17/ 4/40	SAFOG - Gorizia	Cast-steel door-bolts for closing framework	3.310.--
5772/ 35027/4 5/ 4/40	Poppe & Pothoff - Werther	Steel capillary tubes	21.000.--
03657/ 35030/4 30/ 5/40	Off.Metallurgiche Bergamasche - Bergamo	Forged gearing for regulators	6.770.--
6831/ 35032/4 23/ 4/40	Poppe & Pathoff - Werther	Steel tubes	38.550.--
7233/ 35033/4 3/ 5/40	Acciaierie Bolzano - Bolzano	Forged round-section for bushes	3.800.--
02838/ 35039/4 27/ 4/40	SAFOG - Gorizia	Gearing for turning wheels	1.280.--
02851/ 35040/4 27/ 4/40	SAFOG - Gorizia	Bushes and fittings for gearing	10.470.--
03708/ 35041/4 19/ 6/40	Riganti - Solbiate Arno	Elbows for piping	12.480.--

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Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

Order & Date	Supplier	Article	It.Lire
8944/ 35042/4 30/ 5/40	Breda - Milan	Steel for nuts	11.150.--
04515/ 35044/4 9/ 7/40	Cagnola - Lissone	Steel springs for valves	3.430.--
05467/ 35045/4 13/ 8/40	Cagnola - Lissone	Bronze-wire springs for valves	2.220.--
16380/ 35048/4 24/10/40	Villar Perosa - Turin	Ball-bearing thrust-blocks for turning wheels	670.--
16379/ 35048/4 24/10/40	I.C.A.T. - Trieste	Ball-bearings for regulators	380.--
15394/ 35047/4 5/10/40	Unione Fabbr.Rondelle - Milan	Safety washers	470.--
02925/ 35024/5 35025/4 1/ 5/40	Sivea - Milan	Steel rings for valves	50.200.--
12598/ 35006/4 24/ 6/41	Verkaufstelle Ver. Eisenwerke - Moravska - Ostrava	Steel bolts for driving rods of propulsion engines	29.500.--
12602/ 35026/4 25/ 6/41	Verkaufstelle Ver. Eisenwerke - Moravska - Ostrava	steel bolts for connecting rods of scavenge pumps	6.300.--
03088/ 35029/4 8/ 5/40	Cockerill-Seraing - Belgio	Steel car-shafts	18.460.--
7493/ 35050/4 15/ 4/40	Fimie - Genoa	Steel bushes and rings	24.040.--
01524/ 306/4 9/ 3/40	Officine Metallurgiche - Bergamasche - Bergamo	Steel push-rods	19.310.--

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Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

Order & Date	Supplier	Article	It.Lire
5293/ 354/4 29/ 3/40	Verkaufstelle Ver. Eisenwerke - Praga	Nails and screws	14.910.--
01154/ 355/4 27/ 2/40	Off.Metallurgiche Bergamasche - Berga mo.	Steel flanges	24.830.--
5379/ 356/4 31/ 3/40	Ufficio Vendita Tubi - Milan	Steel tubes	3.630.--
01413/ 357/4 6/ 3/40	Gardiol - Milan	Copper packing	1.400.--
4999/ 358/4 26/ 3/40	Ufficio Vendita Tubi - Milan	Steel tubes	2.690.--
01412/ 359/4 6/ 3/40	Pirelli - Milan	Boiler packing	2.990.--
7302/ 1126/4 30/ 4/40	S.A.Minerali Metalli - Milan	Zinc plater	3.970.--
8411/ 11/27/4 21/ 5/40	S.A.Ind.d.Caolino Zliw	Fire-bricks	6.180.--
05573/ 1816/4 20/ 8/40	Bosco A. -Terni	Refrigerator bottoms	1.280.--
9442/ 1388/4 5/ 6/40	Verkaufstelle Ver. Eisenwerke - Praga	Nails	11.000.--
10630/ 1387/4 5/ 7/40	Stab.Amianto & Gomma - Nole	White asbestos tape	1.300.--
03982/ 1380/4 14/ 6/40	A.Castro - Trieste	Metallic-plastic packing	9.230.--
03454/ 1067/4 22/ 5/40	Gallieni Vigano' Marazza - Milan	Glassee for water guages	340.--

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Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

Order & Date	Supplier	Article	It.Lire
8725/ 1339/4 27/ 5/40	Metallurgica Bresciana - Brescia	Brass tubes	11.570.--
8781/ 1353/4 27/ 5/40	Pirelli - Milan	Rectangular rubber	100.---
03989/ 1312/4 14/ 6/40	Satin -Trieste	Steel flanges	3.800.--
03218/ 1129/4 18/ 5/40	Cantiere Navale Scoglio Olivi - Pola	Steel rings	5.300.--
12597/ 35005/4 24/ 6/40	Gutehoffnungshütte A.G. - Oberhausen	Steel rivets for cross-heads	165.600.--
12599/ 35013/4 24/ 6/40	Schoëller & Blackmann - Wien	Firing-pins for starting valves	6.440.--
13072/ 35014/4 30/ 6/40	J.Wizemann & Co. Aschaffenburg	Bushes and plungers of nitrous steel for fuel pumps	30.550.--
849/ 35015/4 4/ 2/40	Stabilimento Skoda - Pilsen	Crankshaft lines	985.600.--
8610/ 35035/4 24 /5/40	Soc.It.Naz.Cogne - Aosta	Chrom-nickel round-section	7.450.--
12596/ 35004/4 24/ 6/40	Verkaufstelle Ver. Eisenwerke - Moravska - Ostrava	Forged steel items (Connecting rods, bushes for plunger rods, plungers for motors and scavenge pumps).	434.300.--
			2,211.630.--

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Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

c) Supplies among C.R.D.A. Depts.

Electrical-Mechanical Workshops.

Order		Article	Remarks	It.Lire
03409 21/5/40	8	DC motors of 2 h.p. with rheostats for boiler ventilators	Already delivered to S.A.Andrea Machinery Works.	
03208 13/9/40	4	DC motors of 75 h. p. with rheostats for pumps	Already delivered to Monfalcone Shipyards.	
05145 1/8/40	8	DC motors of 2.5 h. p. with rheostats for pumps	" "	
06068 13/9/40	6	DC motors of 2.5 h. p. with rheostats for oil filters	" "	131.680.--

S.A. Andrea Machinery Works

5355-56	4	supports for propeller shaft	Already delivered to Monfalcone Shipyards.	
	8	supports for driving shaft	" "	
	4	cast iron cases	" "	
	2	gauges for shaft cones	" "	
	2	propulsion engines of 4250 h.p. each	Machinery incomplete	
	8	cylindrical boilers	" "	
	8	Clarkson auxiliary boilers	" "	
	8	dynamos with steam motors	" "	
	4	condensers	" "	
	6	refrigerators	" "	
		Sluice valves, valves and installation accessories	" "	5 6,571.390.-- 6,703.270.--

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

d) Material held in an unknown condition by sub-contractors

Order	Supplier	Article	It.Lire
Contract 6/3/40	Ansaldo Stab.Mecc. - Genoa	FIAT Ansaldo LS 688 propulsion engines of 4000 h.p.	2,140.180.--
01747 15/3/40	Werkspoor N.V. - Amsterdam	Propellor shafts	381.900.--
01751 Monf. 16/3/40	S.A.Ci-O-Due - Milan	"Lux" fire-extinguishing installation for engine spaces and boilers	57.600.--
01360/12 47/50 2/3/40	O.de Borck - Genoa	Pneumatic level and capacity indicators	6.000.--
			2,585.680.--

Summary

a)	Materials supplied for the Monfalcone Shipyards :.....	It.Lire	26,380.530.--
b)	Materials supplied for the S.A.Machinery Works. (S.Andrea)	" "	2,211.630.--
c)	Supplied among C.R.D.A. Depts +)	" "	4,928.190.--
d)	Materials with sub-contractors in unknown condition	" "	2,585.680.--
	Total	It.Lire	36,106.030.--

+) Excepting mechanical work done at Monfalcone Shipyards and at the S.Andrea Machinery Works.

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Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

F 104

MINISTERO DELLA MARINA
Direzione Generale della
Marina Mercantile
Divisione UT/2
ROMA

12301/SEC 26 gennaio 1946.

Oggetto: Cantieri di Monfalcone - costruzione di 4 petroliere da 15.000 tons. per la Francia.

In risposta al foglio di cotesto Ministero no. 5844 dd. 14 dicembre u.s., ci pregiamo significare quanto segue:

1) In base al contratto stipulato in data 3 aprile 1940 con il Ministero della Marina Mercantile Francese, contratto la cui esecuzione è divenuta impossibile, vennero acquistati, per le 4 motocisterne in oggetto, i materiali elencati nella distinta allegata per un importo complessivo di ..... L. 36.106.030.--

2) Dei materiali suddetti
- vennero requisiti dalle Autorità germaniche materiali per ..... L. 12.583.559.--
- con un ricavo di L. 26.978.878.-
- vennero distrutti da bombardamenti materiali per ..... " 4.903.606.--
con un ricavo dalla vendita di rottami di L. 5.298.921.-
- vennero rivenduti a New York, in quanto bloccati dalle Autorità di quel paese, materiali per ..... " 7.821.582.--
ricavando al netto delle spese L. 6.183.961.--
- si trovano tuttora in nostro possesso materiali per ..... " 8.211.593.--

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Trasporto L. 33.520.250.--

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Riporto ..... R. 33.520.250.-

- si trovano depositati presso terzi subfornitori in condizioni non conosciute materiali per ..... " 2.585.780.-

Totale come sopra ..... R. 36.106.030.-

I prezzi suddetti corrispondono ai prezzi di fattura maggiorati delle spese direttamente connesse con l'approvvigionamento dei materiali.

3) Vennero eseguite lavorazioni per ..... " 2.062.526.-

4) Abbiamo avuto inoltre le seguenti spese:

a) per provvigioni a rappresentanti L. 626.244
b) per fidejussioni bancarie ..... " 2.743.203
c) premio Consve ed altri Cantieri " 3.762.400
d) studi e disegni eseguiti ..... " 1.400.790
e) spese assicurazione ..... " 623.520
f) spese manipolazione, manutenzione, sorveglianza ed assicurazione incendio Cantiere ..... " 3.510.000

e quindi per un complessivo importo di..... R. 12.666.157.-

5) Abbiamo pertanto fra materiali e spese avuto un esborso senza alcun margine di utile di..... R. 50.834.713.-
a fronte degli incassi avuti di ..... " 48.144.318.-
restando a nostro favore ..... R. 2.690.395.-
Tenuto conto dei ricavi di ..... " 38.461.760.-
risulta un saldo a favore del Ministero della Marina Mercantile francese di ..... R. 35.771.365.-
che teniamo a disposizione del committente insieme con i materiali tuttora in nostro possesso o in possesso come sopra dei nostri sottofornitori.

6) Nessun materiale venne per queste costruzioni fornito dalla Francia.

5741

1 allegato

Declassified E.O. 12065 Section 3-402/NNDG NO. 795020

CO.1247/50 DITTA MATERIALI APPROVVIGIONATI

(Gli importi corrispondono ai prezzi di fattura maggiorati delle spese direttamente connesse con l'approvvigionamento dei materiali)

a) CANTIERE MONFALCONE

Ordine data	Fornitore	Oggetto	Importo Lit.
01185 26/2/40	Galileni Vigand Marazza - Milano	Gruppo centrifughe verticali in bronzo monta	12.319.-
01334 16/2/40	G.Dikker's Ltd.Hengelo	Iniettori d'avviamento	1.309.-
01335 16/2/40	G.Dikker's Ltd.Hengelo	Sirene a vapore	20.818.-
01361 2.3.40	G.De Borch - Genova	Typhons ad aria compressa c.valvole e com.el.	48.037.-
01968/1 21/3/40	SAFOG - Gorizia	Pomoli per alberi con ghiere e viti	5.415.-
01974/1/M 27/3/40	SAFOG - Gorizia	Rastrecche d'acciaio fuse grezze	108.652.-
02001 007615/4	SAFOG - Gorizia	Corpi valvole e coperchi d'acc.fuso,grezzi	40.403.-
02611/1 19/4/40	Galileni Vigand Marazza - Milano	Armadi con specchi laterali	17.103.-
02612/1 19/4/40	Macco Osvaldella Trieste	Mazze parallele da banco mole per affilare	3.703.-
02742/ 007767/7 25/4/40	SAFOG - Gorizia	Corpi valvole e coperchi di ghisa,grezzi	1.712.-
0624 29/1/40	A.B.Strömmens Vaerk Strömmen	Dritti di pr.e pp.aste e supporti timone	1.167.240.-
02977/ 007825/12 3/5/40	SAFOG - Gorizia	Corpi valvole,coperchi e saracinesche di ghisa grezzi	21.671.-
02978/ 007822/13 3/5/40	SAFOG - Gorizia	Corpi valvole,coperchi e saracinesche di ghisa grezzi	1.766.-
03039/ 6/5/40	Off.Mecc.Pasquino Milano	Torni rapidi (mot.elet. incorporati escluso)	534.066.-
03039/ 007864/18 6/5/40	SAFOG - Gorizia	Corpi valvole,coperchi e saracinesche di ghisa grezzi	21

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CO.1247/50 ULTIMA RATEIZZAZIONE

(Gli importi corrispondono ai prezzi di fattura maggiorati delle spese direttamente connesse con l'approvvigionamento dei materiali)

a) CANTIERE MONFALCONE

Ord.e data	Fornitore	Oggetto	Lit.
01185 25/2/40	Galileni Vigand Marazza - Milano	Gl.ppe.centrifughe ver ticali in br.c.met.e ac.	12.319.-
01334 16/2/40	G.Dikker's Ltd.Hengelo	Iniettori d'avviamento	4.309.-
01335 16/2/40	G.Dikker's Ltd.Hengelo	Sirene a vapore	20.516.-
01361 2.3.40	G.De Borck - Genove	Tyfoons ed orla completa ca c.valvole e com.el.	48.037.-
01568/1 21/3/40	SAFOG - Gorizia	Pomoli per alberi con cartucce e viti	5.419.-
01974/1/M 27/3/40	SAFOG - Gorizia	Fusteche d'acciaio fu oc grezzo	108.652.-
02001 007615/4	SAFOG - Gorizia	Corpi valvole e coperchi d'acc.fuso.grezzi	40.403.-
02611/1 19/4/40	Galileni Vigand Marazza - Milano	Armadi con specchi leggeti	17.103.-
02612/1 19/4/40	Rocco Osvaldelia Trieste	Morse parallele da banco mole per affilare	3.703.-
02742/ 007787/7 25/4/40	SAFOG - Gorizia	Corpi valvole e coperchi di ghisa.grezzi	1.712.-
0624 29/1/40	A.B.Strömmens Vaark Strömmen	Diritti di pr.e pp.mate e accessori timone	1.167.240.-
02977/ 007825/12 3/5/40	SAFOG - Gorizia	Corpi valvole,coperchi e saracinesche di ghisa grezzi	21.671.-
02978/ 007822/13 3/5/40	SAFOG - Gorizia	Corpi valvole,coperchi e saracinesche di ghisa grezzi	1.766.-
03038/ 6/5/40	Off.Mecc.Pasquino Milano	Torni rapidi (not.al 5740 recenti esclusi)	534.066.-
03039/ 007864/18 6/5/40	SAFOG - Gorizia	Corpi valvole,coperchi e saracinesche di ghisa grezzi	21.711.-

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Ord.e data	Fornitore	Oggetto	Lit.
03168/ 007837/8 7/5/40	SAPOG - Gorizia	Corpi valvole, coperchi e manco.di regolazione gruppi	33.225.-
03281 15/4/40	Titan Aktieselskabet - Kopenhagen	Depuratori olio con motori elettrici	419.543.-
03318 15/5/40	Aktiebolaget Separator Stockholm a ñ S.A.Alfa Laval - Milano	Depuratori centrif. Laval	132.690.-
03319/1 15/5/40	Alfa Laval - Milano	Riscaldatori a vapore e cc.c.rondelle tub.e piastre acciaio	20.546.-
03471 22/5/40	O.M.Pasquino-Milano	Torni paralli.e filettare	111.790.-
03766/ 008044/19 07044/14 3/6/40	SAPOG - Gorizia	Pinne e passaggi di ghisa gruppi	252.172.-
03688 4/6/40	S.I.Triplex - Milano	Cucine el.c.quadri el. ed accessori	82.430.-
04114 20/5/40	H.K.Windergen & Zonen - Gorinchem	Finestrini d'ott.spec. c.corazzette di ghisa e oscuratori di lam.zinc.	202.953.-
05881 18/9/40	Costruz.Mecc.Nicheri Bologna	Carelli parmchi planetari,a mano portata 5 t.	34.299.-
07152 25/10/40	J.&F.Kleinewefers Wien	Riscaldatori d'acqua di ghisa	44.406.-
07899 3/12/40	Stoltenberg-Lerche & C.-Germania	Riscaldatori d'acqua Kleinbayer	6.449.-
07936 3/12/40	Gustav Redler - Kiel	Pompe a mano di ghisa	2.756.-
07117 25/10/40	Gardiol & C. - Milano	Lancie di gomma	1.678.-
07118 25/1040	Grimoldi & C.-Genova	Morse parallele da banco d'acciaio	3.078.-
07312 6/11/40	Galliani Vigano Marazza - Milano	Pompe a mano di bronzo	14.158.-
01210 26/2/40	Termomecc.It.- La Spezia	Pompe rotative a viti tipo IMO 25/3	9.682.-
01749 15/3/40	Termomecc.It.-La Spezia	Pompe rotative a viti tipo IMO 38/3 (x)	28.946.-

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Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

Ord.e data	Fornitore	Oggetto	Lit.
02613/1 19/4/40	G.Angeli - Trieste	Cavi nonfili e di ca nepa	106.185.-
03492 27/5/40	Galliani Visendi Ma- rzana - Milano	Ingrassatori di otto ne	999.-
06718 8/10/40	S.A.Ansaldo - Genova	Valvola scarico olio coppa motori tipo 200	46.972.-
01747 15/3/40	Werkspoor N.V. - Am- sterdam	Linea d'alberi	641.408.-
02718 23/1/40	Pramaggiore S. - Trieste	Fanali in rame c.ve tri da fissarsi a petrolio con lenti dielettriche a luce elettrica	14.892.-
05440 22/5/40	Innocente Loy - Trieste	Impalli accia ture mogano Napolli	14.122.-
01359 27/2/40	Worthington Pump & Mach. Co. - Harrison N.J.	Pompe Duplex orizz. c.mot.el.a cc.	35.803.-
diversi	United States Steel Ex port Company--New-York	Lamiere e profila ti	16.740.833.-
diversi	Kontinentale Eisenhan- delsgoesellschaft - Kern & Co. - Praga	Lamiere e profila ti	1.575.163.-
3619 1/3/40	Verkaufstelle Ver.Kis. Wke.Mor.Ostrava	Chiodi	1.903.169.-
3618 1/3/40	Verkaufstelle Ver.Kis. Wke.Mor.Ostrava	Viti e dadi	1.081.164.-
5295/678 29/3/40	Unione Fabbr.Rondelle Elastiche - Milano	Rondelle di sicu- rezza	284.-
6414/678 15/4/40	Officine Meccaniche Miegge - Milano	Viti prigioniere di acciaio	3.315.-
6412/678 15/4/40	A.Erlotti & Figlio Milano	Dadi esagonali alti semilavorati in ac- ciaio	1.566.-
6404/849 14/4/40	S.A.Bulloneria Aff. Milano	Viti prigioniere di acciaio	1.674.-
8104/808 20/5/40	C.Maruzzi Success. Trieste	Dadi esagonali grez gi di acciaio	1.651.-
11006/1472 10/7/40	S.A.Bulloneria Aff. Milano	Viti prigioniere di acciaio	1.866.-

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Ord.e data	Fornitore	Oggetto	Lit.
11007/1472 10/7/40	Off.Meccaniche Riez ge - Milano	Viti prigioniere di acciaio	9.447.-
11008/1472 10/7/40	A.Erlotti & Figlio Milano	Dadi esagonali alti di acciaio lavorati	6.640.-
11009/1472 10/7/40	Marco Gasco - Milano	Dadi esagonali alti lavorati in ottone	6.378.-
12961-65 12967-68 23/8/40	Consorzio Bulloneri Acciaierie Falck Milano	Bulloni tanto nero e lavorati a dado es.	2.112.-
11012 12/7/40	Verkaufstelle Ver.Sie. Ske.Mor.Ostrava	Bulloni	78.828.-
11013 12/7/40	Verkaufstelle Ver.Sie. Ske.Mor.Ostrava	Viti	14.435.-
7604 7/5/40	Ufficio Vendita Tubi Milano	Tubi acc senza sal datura,neri zincati	90.916.-
7505 7/5/40	Ufficio Vendita Tubi Milano	Tubi acciaio senza saldatura, trafil. a caldo ed a fredo,neri o zincati	238.628.-
9088 6/6/40	Ufficio Vendita Tubi Milano	Tubi acc senza sal datura,neri e zincati	85.736.-
9086 3/6/40	Ufficio Vendita Tubi Milano	Tubi acciaio,senza saldatura,trafil.a caldo ed a fredo, neri zincati	255.316.-
			26,380.530.-

b) PALMIERI MACCHINE S.A.EDREA

01136/ 35007/4 22/2/40	Ferrari - Torino	Corpi e flange per polverizzatori	12.980.-
01137/ 35008/4 22/2/40	Verkaufstelle Ver. Sie.Ske - Moravska Ostrava	Pezzi stampati d'acciaio (alberi, boccole, ingranaggi, ecc.)	5737 6.930.-
01139/ 35009/4 27/2/40	Breda - Milano	Boccole portacame	10.630.-

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Ord.e data	Fornitore	Oggetto	Lit.
01138/ 35010/4 22/2/40	Vertenafabbrica Var. Rio.Whe - Mor.Ostra vs	Cotters for starting-air tanks Fondi per serbatoi aria avviamento	17.050.-
0002/ 35022/4 9/2/40	SAFOG - Gorizia	Various steel castings for engines Getti d'acciaio di vermi per motori	70.700.-
01545/ 35017/4 12/3/40	Vanzetti - Milano	Camshaft gearing Ingranaggi per al beri cames	42.290.-
02205/ 35018/4 5/4/40	Officine Metallurgiche Bergamasche - Bergamo	Rings for auto holding gears. Anelli per dadi fer nacame	2.140.-
4566/ 35019/4 11/3/40	Metallurgica Bresciana - Brescia	Bella metal tubes for plungers. Tubi met.Bella per tuffanti e tamburri	10.340.-
4586/ 35020/4 14/3/40	Metallurgica Italiana - Milano	Bronze tubes for cold plungers Tubi bronzo per tuf fanti raffred.stam pi	9.370.-
03301/ 35022 16/5/40	Alex Friedmann - Wien	Oil - lubricators Lubrificatori olio	30.740.-
02526/ 35023/4 17/4/40	SAFOG - Gorizia	Cast steel tube for shearing Cotmacci acciaio fuso per chiusure incantellature	3.310.-
3772/ 35027/4 5/4/40	Poppe & Potthoff - Werther	Steel capillary tubes Tubi capillari ac- ciaio	21.000.-
03657/ 35030/4 30/3/40	Off.Metallurgiche Bergamasche - Bergamo	Forged gearing for regulators Ingranaggi forgia- ti per regolatori	6.770.-
6831/ 35032/4 23/4/40	Poppe & Potthoff - Werther	Steel tubes Tubi acciaio	38.550.-
7233/ 35033/4 3/5/40	Acciaierie Bolzano Bolzano	Forged round-tubes for Tondo forgiato per boccole tubes	3.600.-
02838/ 35039/4 27/4/40	SAFOG - Gorizia	Gearing for screw, turning wheels Ingranaggi per viti tori	1.230.-
02851/ 35040/4 27/4/40	SAFOG - Gorizia	Bushes & fittings, for gearing Boccole e mezzi per ingranaggi	10.470.-

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Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

Ordine data	Fornitore	Oggetto	Lit.
03708/ 35041/4 19/6/40	Figanti - Solbiate Arno	Flange per tubazioni	12.480.-
8944/ 35042/4 30/5/40	Breda - Milano	Acciaio per dadi	11.150.-
04515/ 35044/4 9/7/40	Carnola - Limonta	Molle d'acciaio per valvole	3.430.-
05467/ 35045/4 13/8/40	Carnola - Limonta	Molle in filo bronzo per valvole	2.220.-
16380/ 35040/4 24/10/40	Villar Perosa - Torino	Cuscinetti reggispinta e sfere per viratori	670.-
16379/ 35048/4 24/10/40	I. O. A. T. - Trieste	Sfere per cuscinetti regolatori	380.-
15394/ 35047/4 5/10/40	Unione Fabbr. Bondelle - Milano	Rosette di sicurezza	470.-
02325/ 35024/5 35025/4 1/5/40	S i v e a - Milano	Anelli d'acciaio per valvole	30.200.-
12598/ 35006/4 24/6/41	Verkaufstelle Ver. Eisenwerke - Moravska - Ostrava	Bulloni d'acciaio per bielle motrici mot. propulsione	29.500.-
12602/ 35026/4 25/6/41	Verkaufstelle Ver. Eisenwerke - Moravska - Ostrava	Bulloni d'acciaio per bielle pompe lavaggio	6.300.-
03088/ 35029/4 8/5/40	Cockerill-Corsing Belgio	Alberi portanamme di acciaio	18.460.-
7493/ 35050/4 15/4/40	F i m i.e - Genova	Boccole ed anelli sigulcos	24.040.-
01524/ 306/4 9/3/40	Officine Metallurgiche - Bergamasche - Bergamo	Tiranti d'acciaio	19.310.-

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Ord.e data	Fornitore	Oggetto	Lit.
5293/ 354/4 29/3/40	Verkaufstelle Ver. Eisenwerke - Praga	Chiodi e viti Nails and screws	14.910.-
01154/ 355/4 27/2/40	Officine Metallurgiche Bergamasche Bergamo	Steel flanges Flange acciaio	24.830.-
5373/ 356/4 31/3/40	Ufficio Vendita Tubi - Milano	Steel tubes Tubi acciaio	3.630.-
01413/ 357/4 6/3/40	Gardiol - Milano	Copper packing Guarnizioni rame	1.400.-
4939/ 358/4 26/3/40	Ufficio Vendita Tubi - Milano	Steel tubes Tubi acciaio	2.690.-
01412/ 359/4 6/3/40	Pirelli - Milano	Rubber packing Guarnizioni per caldaie	2.990.-
7302/ 1126/4 30/4/40	S.A.Minerali Metalli - Milano	Zinc plates Elettro zinco	3.970.-
8411/ 1127/4 21/5/40	S.A.Ind.d.Declino Zliw	Fire-bricks Mattoni refrattari	6.180.-
05573/ 1816/4 20/5/40	Bosco A. - Terni	Refrigerator bottoms Fondi per refrigeratori	1.280.-
9442/ 1388/4 5/6/40	Verkaufstelle Ver. Eisenwerke - Praga	Nails Chiodi	11.000.-
10630/ 1387/4 5/7/40	Stab.Amianto e Gomme - Rola	White asbestos tape Nastro amianto bianco	1.300.-
03982/ 1380/4 14/6/40	A. Castro - Trieste	Metallic-plastic packing Guarnizioni metallo-plastiche	9.230.-
03454/ 1067/4 22/5/40	Galliani Vigan&Marzza - Milano	Glasses for water gauges Vetri per indicatori a livello	340.-

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Ord.e data	Fornitore	Oggetto	Lit.
8725/ 1339/4 27/5/40	Metallurgica Bresciana - Brescia	Brass tube Tubi ottone	11.570.-
8751/ 1353/4 27/5/40	Pirelli - Milano	Rectangular rubber Gomma rettangolare	100.-
03989/ 1312/4 14/6/40	S a t i n - Trieste	Steel stamps Fiango acciaio	3.800.-
03218/ 1129/4 18/5/40	Cantiere Navale Scoglio Olivi - Pola	Steel rings Anelli acciaio	5.300.-
12597/ 35005/4 24/6/40	Gutehoffnungshütte A.G. - Oberhausen	Steel moulds for Cermoni d'acciaio per teste a croce	165.600.-
12599/ 35013/4 24/6/40	Schoeller & Bleckmann - Wien	Cross-heads Firing-pins for starting valves Steli per valvole avviamento	6.440.-
13072/ 35014/4 30/6/40	J.Vizemann & Co. Aschaffenburg	Bushes and plungers of nitrur steel for fuel pumps Boccole e stantuffi d'acciaio nitrurato p.pompe combustibili	30.550.-
849/ 35015/4 4/2/41	Stabilimento Skoda Pilsen	Crankshafts Lines Linee d'alberi a manovella	965.600.-
8610/ 35035/4 24/5/40	Soc.it.Naz. Cogne Aosta	Chrom.-nickel round bodies Tondo al Cr.-Ni. bars	7.450.-
12596/ 35004/4 24/6/40	Verkaufsstelle Ver. Eisenwerke - Moravska Ostrava	Forged steel items Pezzinati d'acciaio (bielle, boccole per aste stant. e stantuffi per mot.e pes po Invaggio)	5733 434.300.-
			2,211.630.-

(Connecting rods, bushes for plunger rods, plungers for motors and discharge pumps)

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Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

c) FORNITURE DRA RIMARTI G.E.D.A.

Officine Elettromeccaniche

Ordine	Quantità e Oggetto	Osservazioni	Lire
03409 21.5.40	8 motori a cc.Cav.2 con reostati per ventilatori caldaia	Già consegnati alla Fabbr.Macch.S. Andrea	
03208 13.9.40	4 motori a cc.Cav.0.75 con reostati per pompe	Già consegnati al Cant.Nonfalcone	
05145 25.40	5 motori a cc.Cav.2.5 con reostati per pompe		
06068 13.9.40	6 motori a cc.Cav.2.5 con reostati per motorini olio		131.880.-
5355-56	4 supporti p.alb.portael.	Già consegnati al Cant.Monfalcone	
	8 supporti p.alb.trasmiss.	"	
	4 astucci di chiusa	"	
	2 calibri p.comi alberi	"	
	2 motori pronlu.7 HP 72 giri Cv.4250 cad.	Lavorazioni incomplete	
	8 cuscinetti cilindrici	"	
	2 calderine Clarkson	"	
	8 dinamo c.motrici a vap.	"	
	4 condensatori	"	
	6 refrigeratori	"	
	Saracinesche, valvole ed accessori impianti	"	5732 5.571.390.-

6,703.270.-

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d) MATERIALI FORNITI DIRETTAMENTI IN CONDIZIONI NON CONOSCIUTE

Ordine	Fornitore	Articolo	Importo Lit.
Contratto 6/3/40	Ansaldo Stab.Mecc. Genova	Motori propuls.FIAT Ansaldo LS 688 da Cv. 4000 cad.	2,140.180.--
01747 15/3/40	Werkspoor N.V. Amsterdam	Alberi portaelica	381.900.--
01751 Mont. 16/3/40	S.A.Gi-O-Due Milano	Impianti "Dix" antincendi a CO2 per locali mot. e caldaie	97.600.--
01360/12 47/50 2/3/40	O. De Sorek Genova	Indicatori pneumatici di livello e capacità	6.000.--
			2,585.680.--

Riepilogo:

a) Materiali approvvigionati per il Cant.Monfalcone	Lit.	26,380.530.--
b) Materiali approvvigionati per la Fabbr.Macchine S.Andrea	"	2.211.630.--
c) forniture fra reparti C.N.D.A. *)	"	4,928.190.--
d) Materiali presso subfornitori in condizioni non conosciute	"	2,585.680.--
TOTALE	Lit.	36,106.030.--

*) Lavorazioni meccaniche eseguite al Cantiere Monfalcone e alla Fabbrica Macchine S.Andrea escluse.

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Declassified E.O. 12065 Section 3-402/NNDC NO. T-25022

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4236
14 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Senior Civil Affairs Officer,
Venezia Giulia Region.

Subject: Monfalcone Shipyards - French vessels under construction at.

1. The French Representative to the Allied Commission informs the Navy Sub-Commission, AC that on 3 April 1940, before Italy entered the war, the French Government entered into a contract with the Monfalcone Shipyards for the construction of four 15,000-ton tankers and advanced funds to the Company.

2. It is requested that information be obtained from the Monfalcone Shipyards as to the status of the contract, indicating whether the construction of any of the tankers has been commenced and the percentage of completion and whether any work is now in progress on the contract. Data is further required as to the disposition of the funds advanced by the French Government.

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

B

5730

IEN-18

15 DEC 1945

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 374.

NSC/5412.
31st August, 1946.

From : Navy Sub Commission, HQ., Allied Commission.
To : Ministry of Marine, Director of the Mercantile Marine, Rome.

Subject: Construction of the Tug No. 1724.

The enclosed correspondence received from Trieste is forwarded.

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

IRA-18
5 SEP 1946
5729

Declassified E.O. 12065 Section 3-402/NNDC NO. 195422

From : Navy Sub Commission, Hq., Allied Commission.
To : Ministry of Marine, Director of the Mercantile Marine. Rome.

Subject: Construction of the Tug No. 1724.

The enclosed correspondence received from Trieste is forwarded.

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

IRA-18
5 SEP 1946
5729

(13)

Declassified E.O. 12065 Section 3-402(MR)C No. 76020

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

NSC/5411.
31st August, 1945.

From : Navy Sub Commission, Hq., Allied Commission.
To : Ministry of Marine, Director General of the Mercantile Marine, Rome.

Subject: Constuction of the Tug No. 1723.

The enclosed correspondence received from Trieste is forwarded.

E. W. ZIEGLER
COMMODORE, U.S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

IRN-18 5728
5 SEP 1946

Declassified E.O. 12065 Section 3-402/NNDC NO. 1

From : Navy Sub Commission, Hq., Allied Commission.
To : Ministry of Marine, Director General of the Mercantile Marine, Rome.

Subject: Construction of the Tug No. 1723.

The enclosed correspondence received from Trieste is forwarded.

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

IRN-18 5728
5 SEP 1946

(12)

Declassified E.O. 12065 Section 3-402/NND NO. 760020

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 794.

NSC/5410.
31st August, 1946.

From : Navy Sub Commission, Hq., Allied Commission.
To : Ministry of Marine, Director General of the Mercantile Marine, Rome.

Subject: Construction of the Tug No. 1712.

The enclosed correspondence received from Trieste is forwarded.

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

IRN-18

5 SEP 1946

Declassified E.O. 12065 Section 3.4(b)(2)/NNDG NO. [illegible]

From : Navy Sub Commission, Hq., Allied Commission.
To : Ministry of Marine, Director General of the Mercantile Marine, Rome.

Subject: Construction of the Tug No. 1712.

The enclosed correspondence received from Trieste is forwarded.

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

IRN-18

5 SEP 1946

(11)

Declassified E.O. 12065 Section 3-402/NNDC NO. F-2000

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

WT. 22313/D7907. 1200M. 10/42. C. B. & S. Ltd.

NAVAL MESSAGE.

S 1320i.
(ESTABLISHED. OCTOBER. 1935.)

TO: C IN C MED. (R) FOTALI

FROM: FOTALI ROME.

SECRET.

IT HAS BEEN ASCERTAINED THATB PROGRAMME OF SHIP CONSTRUCTION AND DEMANDS FOR MATERIALS WERE SUBMITTED TO A.F.H.Q. BY ALLIED COMMISSION UNDER COVER OF ALLIED COMMISSION LETTER NO. AC-TC 98-45 MGS-295-TC OF 24TH MARCH, 1945, AND SUBSEQUENTLY FORWARDED TO COMBINED CHIEFS OF STAFF BY A.F.H.Q. (C.A.C.) LETTER OF 7TH MAY 1945, IN WHICH COMBINED CHIEFS OF STAFF'S DECISION ON RESPONSIBILITY FOR SUPPLY OF MATERIALS WAS SOUGHT.

2. WHILE THIS PROGRAMME APPEARS TO BE MAINLY FOR CONSTRUCTION AND COMPLETION OF SMALL VESSELS, DEMANDS INCLUDED MATERIALS FOR COMPLETION OF 2,500 TON TANKER AT CASTELLAMMARE AND 2,000 TON TANKER AT ANCONA.

3. POLICY IN ADMIRALTY MESSAGE 241426 APRIL ~~DIFFERS~~ IS AT VARIANCE WITH THE PROGRAMME BUT MAY BE INTENDED TO HAVE RESTRICTED APPLICATION TO LARGER CONSTRUCTION. EARLY CLARIFICATION OF POSITION IS REQUESTED AS MINISTRY OF MARINE, WHO HAD BEEN INFORMED IN THE SENSE OF PARA. 3 OF THE ADMIRALTY MESSAGE, ARE PRESSING FOR AUTHORITY TO PROCEED WITH COMPLETION OF TANKER AT ANCONA.

200951 H MIT.

DIS. 3.9.10.

T.P. CYPHER TOD 1404/20

21/5/45.

5726

(10)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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

Med.45/429/3/8
THE NAVY SUB-COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.

CANTIERI NAVALI STABIENSI - SHIPYARD AT CASTELLAMMARE.

The following note received from the Italian Naval Mission to the Commander-in-Chief, Mediterranean is forwarded for your information in case of enquiries 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 STABIENSI", 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.

H.S. Hamer

for' ADMIRAL

5725

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

SECRET.

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
2nd May, 1945.

Med.45/429/3/1.
THE FLAG OFFICER, TARANTO, ADRIATIC AND LIAISON,
ITALY (ROME).
(Copy to:-
The Ministry of War Transport, Representative,
Mediterranean).

CONSTRUCTION OF TWO COASTAL VESSELS.

It is requested that you will take action in accordance with paragraph 3 of Admiralty message timed 24/1426 April, 1945, which has been passed, if further proposals are received from Italian authorities.

2. A copy of the Admiralty message quoted is forwarded for the information of the Ministry of War Transport Representative, Mediterranean, with reference to his letter dated 28th December 1944, concerning the construction of two coasters at Castellamare.

for ADMIRAL

1RN 18

FLAG OFFICER LIAISON ITALY
Date 7 May.
No 162.
ROME

DATE: 7th May 1945
FROM: TARANTO, ROME.
TO : NAVY SUB-COMMISSION HQ AFC.

FORWARDED FOR APPROPRIATE ACTION.

REAR ADMIRAL.

5724

2303

Declassified E.O. 12065 Section 3-402/NNDG NO. 795020

(5Gr. 91/35)

(GV445) Wt. 40384/D.2381. 30,000M. 12/45. H. & S. Ltd. 51/2803.

S. 1320h.
(Established—October, 1935)

NAVAL MESSAGE.

TO:

FOTALI ROME

FROM:

C IN C MED.

SECRET.

FOLLOWING HAS BEEN RECEIVED BEGINS ADDRESSED :-

C IN C MED. (R) FOTALI FROM ADMIRALTY. YOUR 141412 MARCH NOT TO FOTALI ON GENERAL GROUNDS AND IN PARTICULAR FOR PROTECTION OF BRITISH SHIPBUILDERS ADMIRALTY ARE AVERSE TO PROMOTING EARLY REVIVAL OF ITALIAN MERCHANT SHIPBUILDING INDUSTRY AND ARE UNWILLING TO SUPPLY MATERIAL THEREFORE.
2. CONCERN IS FELT AT POSSIBILITY OF ITALIAN LABOUR REQUIRED FOR REPAIR AND OTHER WORK ? IMPORTANT TO ALLIES BEING DIVERTED TO ITALIAN PURPOSES ESPECIALLY IN VIEW OF ADMIRALTY REQUIREMENTS FOR FAR EAST WAR.
3. IF ITALIANS PRESS PROPOSAL YOU SHOULD INFORM THEM THAT CONSENT MUST BE WITHHELD OWING TO SHORTAGE OF LABOUR AND OF MATERIAL AVAILABLE FOR DESIGNATION TO ITALY. T.O.O. 241426 ENDS.

271758 B APRIL.

DIS. 9(2)

T.P. CYPHER TOR 0205/28 28/4/45.

29th April, 1945.

5723

DATE:
FROM: FOTALI
TO: NAVY

FORWARDED FOR ACTION

REAR ADMIRAL

12304

Declassified E.O. 12065 Section 3-402/NNDC No. 75020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commissio. APO 394

NSC/2227
24 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.

Subject: Construction of Coastal Vessels.

1. In response to Ministry of Marine letter B4284 of 5 April, the Navy Sub-Commission has inquired concerning the question of the construction of two 2,000 ton coastal vessels at Castellamare.

2. It is regretted that it is necessary to inform the Ministry of Marine that although the matter is being pursued, no final decision has been reached as of the present date.

3. The subject matter of your letter of 5 April 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.

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

NAVY SUB-COMMISSION - ALLIED COMMISSION - 7

25 APR 1945

5722

IRN 18

Declassified E.O. 12065 Section 3-402/NNDC NO. T 95020

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
13th April, 1945.

Med.45/429/3/1.
THE HEAD OF THE NAVY SUB COMMISSION
OF THE ALLIED COMMISSION.

CONSTRUCTION OF COASTAL VESSELS AT CASTELLAMARE

With reference to your message timed 101148B April 1945, the latest information regarding the construction of the two coastal vessels at Castellamare , is that contained in my message timed 141412A March 1945, which was subsequently passed to you.

2. Should it have gone astray, a copy of this message and the former to which it refers are forwarded.

for ADMIRAL

Enclosures:-

1. Admiralty message timed 082022A March, 1945.
2. The Commander-in-Chief, Mediterranean's message timed 141412A March, 1945.

5721

Declassified E.O. 12065 Section 3-402/NNDC NO. T 25020

C IN C MED:

NAVY SUB- COMMISSION

RESTRICTED ROUTINE.

HAS A DECISION BEEN RECEIVED FROM THE ADMIRALTY IN REPLY TO LETTER NO. 6822/MED. 45/429/3/1 DATED 7TH NOVEMBER, REGARDING CONSTRUCTION OF TWO COASTAL VESSELS AT CASTELLAMARE YARD © PARAGRAPH 2 MED 45/429/3/1 DATED 3RD JANUARY REFERS.

= 1011438 APRIL.

DIST. 3.9.10.

P/L T/P T O D 10/1302 10/4/45

5720

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Cabinet)
To : F.O.L.I. + Rome
Date: 5.4.45
Ref.: B.4284

Subject: Construction of Two in N° 2000 T.D.W. Coastal Vessels.

In regard to your L.162/2 of 12th Jan. last, shall be glad to know if any decision has been made on this matter.

FLAG OFFICER LIAISON ITALY
Date 6 apr.
No. 162/2
ROME

CHIEF OF CABINET

I had "hastened" this prior to receiving letter B. 4284 from Min of M.
See C in C MED Med. 45/429/3/1 of 13 April attached.
W. W.

DG/P.

7th April, 1945

DATE:
FROM: ROYAL ITALIAN
TO : R.N.V.C.C. ALLIED COMMISSION HQ. AC.
FOR ACTION FOR INFORMATION

5719

REAR ADMIRAL.

9.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Mod. 40

Roma, - 5 APR. 1945

Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° B.4284 Allegato

Al F.O.L.I. = ROMA

ARGOMENTO Costruzione di due navi da cabotaggio da circa 2000 T.D.W.

Con riferimento al vostro foglio No. L.162/2 del 12.1.945 prego voler comunicare se e quale decisione può essere preveduta in merito alla costruzione delle due navi in argomento.

MINISTERO DELLA MARINA - GABINETTO -

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

5718

2309

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

S1320f

Wt. 21812/D 6117. 500M Pads. 10/42. J.D. & Co. Ltd. 51-7859.

...AL MESSAGE.

For use in Cypher or Coding Office only.

COPY.

Originators Instructions: (Indication of Priority, AIDAC, NOTWT For Exercise).

SECRET.

INTERCEPT GROUP.

TO: ADMIRALTY

FROM: C IN C MED. 41.

Your 082022A March, anticipate all structural material could be provided from manufacture in Italy.

No facilities exist for manufacture of machinery at present but works at Leghorn may be able to undertake this later in the year, possibly mostly with local material. Equipment and fittings may need importation.

= 141412A March.

082022A March (SECRET) Construction of 2 coastal vessels.

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			
				5717

12310

Declassified E.O. 12065 Section 3-402/NNDC NO. 5 25 (2)

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4185
7 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Transportation Sub-Commission, Hq. Allied Commission.

Subject: Completion of 4,000-ton Refrigerating Vessel now at Franco Tosi Shipyard, Taranto.

References: (a) Navy S/C ltr NSC/4116 of 28 November 1945.
(b) Headquarters Allied Commission ltr NSC/4152 of 30 Nov. 1945.

Enclosure: (A) Copy CINC MED ltr Med.45/429/3/10 of 19 November 1945.

1. In connection with the completion of the subject vessel referred to in reference (a), it is assumed that this matter is now covered by the interim policy for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities as set forth in reference (b), which has been approved by the Supreme Allied Commander, Mediterranean Theater.

(Sgd) G. L. W[illegible]N

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINC MED.

8

8 DEC 1945

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4116.
28 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. Allied Commission.

Subject: Completion of 4,000 ton Refrigerating Vessel Now at Franco Tosi Shipyard, Taranto.

1. Further to our NSC/3918 of 3 November 1945, information has now been received from Commander-in-Chief, Mediterranean that the matter has been referred to Supreme Allied Commander, Mediterranean for decision.

[illegible]
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

29 NOV 1945

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5714

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

Office of the Commander-in-Chief,
Mediterranean Station.
19th November, 1945.

Med.45/429/3/10.
THE NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.

COMPLETION OF 4,000 TON REFRIGERATING VESSEL NOW AT FRANCO TOSI SHIPYARD, TARANTO.

With reference to your NSC/3917 dated 3rd November, 1945, in view of the fact that Allied naval requirements of the Italian shipbuilding industry have been reduced to negligible proportions following the defeat of Japan, the whole question has now been referred to the Supreme Allied Commander, Mediterranean. Med.45/329/4/18 dated 21st October 1945, a copy of which is held by the Allied Commission, refers.

Peter Cazalet

for ADMIRAL

2313

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3918
3 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. Allied Commission.

Subject: Completion of 4,000 ton Refrigerating Vessel now at Franco Tosi Shipyard, Taranto.

1. Reference is made to Transportation Sub-Commission letter 325/23/Tn 1 of 29 October 1945.

2. As indicated in the Navy Sub-Commission's letter NSC/3563 of 15 September 1945, the Navy Sub-Commission has received no information from the Commander-in-Chief, Mediterranean which indicates the action being taken on the Transportation Sub-Commission's request for permission to complete subject vessel. However, an inquiry has been addressed this date to the Commander-in-Chief, Mediterranean and the Transportation Sub-Commission will be informed as soon as additional information is received.

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

5 NOV 1945

5712

2314

Declassified E.O. 12065 Section 3-402/NNDC NO. 75120

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3917
3 November 1945.

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

Subject: Completion of 4,000 ton Refrigerating Vessel now at Franco Tosi Shipyard, TARANTO.

Reference: (a) Navy Sub-Commission ltr. NSC/2785 of 29 June 1945.
(b) Navy Sub-Commission ltr. NSC/3231 of 12 August 1945.
(c) CINCMED ltr. Med.45/429/3/10 of 10 August 1945.

1. Information is requested as to whether a reply now may be given to reference (a) which requested the views of the Commander-in-Chief, Mediterranean concerning the completion of a 4,000 ton refrigerating vessel which is located at the Franco Tosi Shipyard, Taranto.

2. Reference (c) indicated that the question would be referred to the Admiralty for decision.

3. The Transportation Sub-Commission, AC, which initiated the original request, recently has asked the Navy Sub-Commission to determine what action may be expected in the matter.

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

5 NOV 1945 5711

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDGB/lrv

Ref. 325/23/Tn 1

29 October 1945

SUBJECT: Completion of 4000 Ton Refrigerating Vessel

TO : Navy Sub-Commission

1. With reference to your letter NSC/3563 of 15 September 1945, and your two previous letters on this subject to Commander-in-Chief, Mediterranean, dated 29 June and 15 September.

2. It is requested that you will inform this Sub-Commission as to how this matter now stands, and when a reply may be expected to the proposal.

P.D.G. BUCHANAN, Colonel
Acting Director

2316

Declassified E.O. 12065 Section 3-402/NNDC NO. 25020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3563
15 September 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Transportation Sub-Commission, Hq. Allied Commission.

Subject: Construction of 4,000 Ton Refrigerating Vessel.

Reference: (a) Transportation S/C Ltr 240.1/3/Tn.2 of 25 June 1945.

1. In accordance with the request contained in reference (a), the Navy Sub-Commission, AC on 29 June 1945 requested comments from the Commander-in-Chief, Mediterranean concerning the completion of the subject vessel. While a follow-up was forwarded on 12 August 1945, no reply has been received to date.

2. In view of the time which has elapsed, information is requested indicating whether any further action is desired.

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINC MED

B 3

17 SEP 1945

5709

Ref-18

2 3 1

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
18th August, 1945

Med.45/429/5/10
THE NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION

COMPLETION OF 4,000 TON REFRIGERATING VESSEL AT TARANTO

The matter referred to in your NSC/3231 dated 12th August, 1945 has been referred to Admiralty for decision, but no reply has yet been received.

for ADMIRAL

5708

2318

Declassified E.O. 12065 Section 3-402/NNDC NO. 795020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/5831
12 August 1945.

FILE

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

Subject: Completion of 4,000 ton Refrigerating Vessel now at Franco Tosi Shipyard, TARANTO.

1. It would be appreciated if an indication could be given of the action being taken on Navy Sub-Commission letter NSC/2785 of 29 June 1945.

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

B

IRN-18

ALLIED · NAVY SUB-COMMISSION · COMMISSION
KP
FILE
5707
13 AUG 1945

2319

Declassified E.O. 12065 Section 3-402/NNDC NO. 925020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2785
29 June 1945

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

Subject: Completion of 4,000-ton Refrigerating Vessel now at Franco Tosi Shipyard, TARANTO.

1. The Navy Sub-Commission is in receipt of a request from the Transportation Sub-Commission, Allied Commission that approval be secured for the completion of a 4,000-ton refrigerating vessel which is located at the Franco Tosi Shipyard, Terento. The Transportation Sub-Commission has determined that only 120 days of labor and 26 tons of steel plate will be necessary to enable the hull to be floated. As soon as the hull is completed, the Transportation Sub-Commission proposes to float it to Castellamare where the Transportation Sub-Commission states that adequate facilities are available to complete its construction. Approval and endorsement of this project have been given by the Food Sub-Commission, Allied Commission.

2. The Transportation Sub-Commission has stated that revised programs of imports for marine rehabilitation are being developed in conjunction with surveys of Italian industrial capacity and that results indicate that only a very small amount of machinery for merchant vessels must be imported. Representatives of the Transportation Sub-Commission have indicated that if the approval of the Commander-in-Chief, Mediterranean is received for the completion of subject vessel they will arrange to procure necessary labor and material.

3. It is requested that the Navy Sub-Commission may be informed of the views of the Commander-in-Chief, Mediterranean concerning the completion of subject vessel in order that appropriate notification may be given to the Transportation Sub-Commission.

FILE

B

[illegible]
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC,
For CHIEF COMMISSIONER.

WWW

ALLIED NAVY SUB-COMMISSION KP FILE COMMISSION

2 JUL 1945

TRN-18 5706

Ext. 613 HEADQUARTERS ALLIED COMMISSION CRH/cm
APO 394
TRANSPORTATION SUB-COMMISSION

Ref. PAO.1/3/Tn.2 25 June 1945

SUBJECT: Construction of 4000 Ton Refrigerating Vessel.

TO : Chief, Navy Sub-Commission
(Attn. Lt. Wotherspoon U.S.N.R.).

1. Reference is your NSC/2017 of 3 April 1945 and our PAO/3/Tn.2 of 15 May 1945 and conversation Charlie Ryan/Lt. Wotherspoon Saturday 23 June 1945.

2. Approval and endorsement for this project has been received from Food Sub-Commission and transportation Sub-Commission whose reports indicate that about 120 days of labor and 26 Tons of steel plate are all that is necessary to float this hull to Castellamare where adequate facilities are available to complete construction and installation of machinery.

3. Revised programs of imports applying to marine rehabilitation are being developed in conjunction with industrial surveys of potentialities within Italy. Results point to a negligible amount of machinery that will be necessarily imported.

4. Transportation Sub-Commission is most enthusiastic in its endorsement of this project since it relieves to a considerable extent the burden placed upon United Nations shipping, adds an appreciable and required lift to the Italian floating tonnage and increases the internal reactivation of Italian transport self-sufficiency.

For the Director

5705

Declassified E.O. 12065 Section 3-402/NNDC NO. 765020

(Attn. Lt. Wotherspoon U.S.N.R.).

1. Reference is your NSC/SC17 of 3 April 1945 and our 240/3/Tm.2 of 15 May 1945 and conversation Charlie Ryan/Lt. Wotherspoon Saturday 23 June 1945.

2. Approval and endorsement for this project has been received from Food Sub-Commission and transportation Sub-Commission whose reports indicate that about 120 days of labor and 36 Tons of steel plate are all that is necessary to float this hull to Castellamare where adequate facilities are available to complete construction and installation of machinery.

3. Revised programs of imports applying to marine rehabilitation are being developed in conjunction with industrial surveys of potentialities within Italy. Results point to a negligible amount of machinery that will be necessarily imported.

4. Transportation Sub-Commission is most enthusiastic in its endorsement of this project since it relieves to a considerable extent the burden placed upon United Nations shipping, adds an appreciable and required lift to the Italian floating tonnage and increases the internal reactivation of Italian transport self-sufficiency.

For the Director

5705

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Declassified E.O. 12065 Section 3-402/NNDC No. T-55020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Ext. 513 HEADQUARTERS ALLIED COMMISSION CRR/em
APO 394
TRANSPORTATION SUB-COMMISSION

Ref. 240/3/Tn.2 15 May 1945

SUBJECT: Construction 4000 Ton Refrigerating Vessel.

TO : Navy Sub-Commission
(Attn. Commodore Ziroli).

1. Reference is to your NSC/2017 of 3 April 1945.

2. Since my last conversation with you on this subject we have at hand (1) request of Italian Ministry of Marine for work-order sufficient to complete hull and materials necessary for completion of project (2) letter from Naval Meccanica stating that space and labor are available at Castellamare. We are awaiting complete details of materials available and necessary and man-hours necessary to float vessel from Taranto to Castellamare.

3. Industry Sub-Commission has advised us that their program deals only with 200-300 Ton coastal vessels so that this project will be entirely a Transportation Sub-Commission problem.

4. Above for your information pending receipt of full data requested by you.

For the Director

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

5704

IRN 16

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CAT/GD1

Ref. 240/2/Tn.2

15 May 1945

FILE MEMORANDUM

Ref: AG/5566/IND of 12 May 1945.

1. Telephoned Lt. Col. Mawrey reference letter above who stated he is not familiar with any Industry Sub-Commission ship-building program and referred me to Maj. Mc Naughton-Wright who prepared letter.

2. Telephoned Maj. Mc Naughton-Wright who stated Industry Sub-Commission had a ship-building program confined to coastal vessels of 200 to 300 Tons and that since he has been assigned to handle this phase of Industry, he has confined his activities to replies to correspondence only. Since subject matter relates to 4000 Ton refrigerator ship I suggested that Navy Sub-Commission inquiries affecting such tonnages are outside Industry Sub-Commission province and any action taken by Industry Sub-Commission is unauthorized. No requisition for ship-building material have ever been inaugurated by Industry Sub-Commission. Meeting of clarification set for 1530 hours 16 May 1945.

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

Copies to:
Lt.Col.W.J.Mawrey
Acting Director, Industry Sub-Commission

Maj. Mc Naughton-Wright
Industry Sub-Commission

5703

2324

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2017
3 April 1945.

CONFIDENTIAL

FIRST ENDORSEMENT on
Transportation Sub-Com
Memo AC/515/131/Tn 3 of
28 March 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. AC.

Via : Industry Sub-Commission, Hq. AC.

Subject: Construction 4,000 Ton Refrigerating Vessel.

1. Returned.

2. In accordance with the policy established by CINC-MED letter MED. 829/4/18 of 28 March 1944, to the Allied Control Commission, Italian Naval and private shipyard facilities are to be utilized primarily for work in the interest of the immediate war effort. First priority is accorded to all ship repairs. New construction is generally confined to barges, floating docks and other craft of simple construction which are urgently needed, and which can be produced with a minimum of equipment. All orders which the Allied Commission proposes to place with Italian shipyards must be referred to the Commander-in-Chief, Mediterranean, for consideration.

3. It is noted that the main engine and all refrigerating machinery must be imported into Italy in order to complete the 4,000 ton refrigerating vessel at Taranto. At the present time the facilities of the Franco Tosi Shipbuilding Yard at Taranto are being utilized for urgent repair work to Allied & Italian Naval and merchant vessels. Even if the main engines and refrigerating equipment could be procured, it is doubtful whether the facilities at Franco Tosi Shipyard could be made available for the completion of the vessel.

4. The Industry Sub-Commission, AC, has initiated a shipbuilding program of coastal vessels, tugs and lighters in conjunction with the Italian Ministry of Industry, Commerce and Labor. Provided the completion of the 4,000 Ton Refrigerating vessel is approved by the Industry Sub-Commission, AC, and some definite assurances can be given that the main engines and refrigerating equipment can be imported into Italy by a definite date, the matter will be taken up with the Commander-in-Chief, Mediterranean.

NAVY SUB-COMMISSION · ALLIED COMMISSION

(Sgd) G. L. WARREN

REAR-ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC

Copy to:
CINC-MED
FOTALI-Taranto
SHIPPING SUB-COM.AC.

5 APR 1945

5702

2325

Declassified E.O. 12065 Section 3-402/NNDC NO. 175020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2354
5 May 1945.

From: Navy Sub-Commission, HQ., Allied Commission.
To : Flag Officer Northern Area Mediterranean.

Subject: Ship Repair Facilities at Castellammare, utilization of.

Reference: (a) Navy Sub-Commission ltr. NSC/2205 of 20 April 1945, same subject.

1. Reference (a) forwarded a copy of Labor Sub-Commission, AC, letter LSC/515 of 19 April 1945, on the subject of the utilization of labor and ship repair facilities at Castellammare and requested information as to whether the Navy Sub-Commission should take any action with the Ministry of Marine.

2. The Navy Sub-Commission now has been informed by the Transportation Sub-Commission that the Naval repair yards at Castellammare are again working to capacity and are providing work for the maximum number of employees. The Transportation Sub-Commission has stated that the unemployment situation described in Labor Sub-Commission letter LSC/515 of 19 April 1945 is not likely to arise again for some considerable time.

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

NAVY SUB-COMMISSION · ALLIED · COMMISSION

Copy to:
FOTALI
Labor S/C
Shipping S/C
Economic Section, AC.
MEDBO.
TRANSPORTATION S/C

7 MAY 1945

(8)

IRN 18

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2320

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

INTER OFFICE MEMO

AC/CC/gn

Our Ref :- AC/544/35/In.3. 4 May 1945

CIRCULATE :- Port Workers at Castellammare.

CO :- Economic Section.

1. Further to this Office letter AC/544/34/In.3. dated 24 April 1945, it was stated at the Radio meeting of 1 May '45 that the Naval Repair Yards under discussion are again working to capacity and are providing work for the maximum number of employees.

2. The unemployment situation described in Labour Sub-Commission's letter to you, reference L33/517 dated 12 April 1945 is not likely to arise for some considerable time.

For the Director:

M.T. Scott,
Colonel

Copy to : Labour Sub-Commission
Navy Sub-Commission
Shipping Sub-Commission
Secretary Mediterranean Shipping Board

7 MAY 1945

5700

12327

Declassified E.O. 12065 Section 3-402/NNDC NO. T-25020

HEADQUARTERS, ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
NAVY SUB-COMMISSION

NSC/2843

25 April 1946.

FROM: Navy Sub-Commission, Hq. ACC.
TO : Economic Section, Hq. ACC.

SUBJECT: Port Workers of Czechoslovakia.

Enclosure (A): Copy NSC/2835 dated 20 April 1946, to FRUSC.

With reference to the Economic Section's communication 24.4/3/45 of 21 April to the Industry, Commerce, and Transportation Sub-Commissions, enclosure (A) is forwarded herewith for information.

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

Copy to:
Industry Subcomm, Hq. ACC.
Commerce Subcomm, Hq. ACC.
Labor Subcomm, Hq. ACC.

NAVY SUB-COMMISSION - ROUSSIA DOM
ALLIED

IRN 18

12328

Declassified E.O. 12065 Section 3-402/NNDC NO. T 25020

COPY

HEADQUARTERS, ALLIED COMMISSION
NAVY Sub-Commission APO 394.

NAV/1220

28 April 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Northern Area, Mediterranean.

Subject: Ship Repair Facilities CASTELLAMMARE - Utilization of.

1. A copy of Labor Sub-Commission, Hq. AC letter LAB/518 of 19 April 1944, in connection with the labor situation and ship repair facilities at CASTELLAMMARE is forwarded herewith.

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

(Sgd) H. St. J. Butler,
Captain, U. S. Navy,
NAVAL ATTACHE,
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
FOTALY
LABOR SC.AC.

COPY

5698

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NAVY S.C.

CWA/emg

Port Workers of Castellamare 14.04/EG

Industry Sub-Commission 20 April 5
Commerce " "

Reference letter from Labor Sub-Commission LSC/515, dated 19 April 1945, to this Section, copy to you. Will you please forward your comments on the points raised therein as to providing temporary employment for the workers referred to?

C. W. ATKINS, Capt. R.A.
S.O. III (C.A.)
Economic Section

cc to:
Labor S/C
Navy S/C

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

NAVY S/C

Port Workers of Castellamare 14.04/ES

Transportation Sub-Commission 20 April 5

Herewith copy of letter Ref. LSC/515 dated 19 April from Labor Sub-Commission. Will you please forward your comments on the points raised therein as to providing employment for the workers referred to?

C. W. Atkins, Capt.

C. W. ATKINS, Capt. P.A.
S.O. III (C.A.)
Economic Section

cc to:
Labor S/C
Navy S/C

Enclosure
As ab ove

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

In re: this question -
it should be noted
that Ministry has asked
permission to build
three 2000 ton vessels at
Castellamare. That
question has been
referred to the Admiralty
for consideration and
decision by C in C MED.

W. W. W.
21/5695

12332

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

Acko

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2205
20 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Northern Areas, Mediterranean.

Subject: Ship Repair Facilities CASTELLAMARE - Utilization of.

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

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

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

Copy to:
FCTALI
LABOR SC.AC.

NAVY SUB-COMMISSION - ALLIED COMMISSION

21 APR 1945

IRN 18

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2333

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

REF : LSC/515 19 April 1945.

SUBJECT: Port Workers of Castellamare

TO : Economic Section

1. A request was made by the CGIL for the Director of this Sub-Comaission to receive representatives of workers in the port of Castellamare.

2. The Delegation was composed of a Trade Union representative, the Secretary of the Castellamare Camera del Lavoro, workers' and employees' representatives, who spoke for the 2000 men employed in the ship-yards. Since the liberation of the port, these ship-yards have done repair and construction work for the Allies, principally for the Royal Navy, mainly on light craft. Up to now the work has been sufficient for all, and the supplies of material at Castellamare have been used for the construction and repair. Now work is dwindling and in the near future, only 60 to 70 men will be employed, and no supplies are left for the ship-yards to undertake work of civilian nature.

3. The delegation asked for two things: that the Allies furnish them with work until they are in condition to return to work for the Italian Merchant Navy, and: obtain transport for material and supplies now available at Terni to undertake work of civilian nature.

4. I said that I could not promise anything, but that I would put their points to the proper authorities. It would appear to be in the interests of all concerned if they could be given some work with the necessary material to bridge them over the interim between fulfilment of work on wartime productions and the taking up of work of a civilian nature. Could some small assignment of Naval work be made from Taranto, Bari, Naples or even Malta, and could other work be put their way.

W.H. DRAINE
Director,
Labour Sub-Commission

Copies to:
Industry S/C
Commerce S/C
Naval SC

5693

2334

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

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

Med.45/464/8/1
THE NAVY SUB-COMMISSION, HEADQUARTERS, ALLIED COMMISSION

CONSTRUCTION OF M.F.V. MARILDE.

In reply to your communication NSC/3240 dated 13th August, 1945, regarding the completion of the Italian motor fishing vessel MARILDE; there is no objection to the owners making their own arrangements to complete this vessel at Ancona as the Royal Navy no longer requires the repair facilities there.

2. It is noted that no allied labour would be required to complete the construction. It is regretted that the equipment asked for from Allied sources cannot be supplied. Some of the parts would have to be specially manufactured and as such could be dealt with by the Italian Ministry of Marine.

3. It is considered that the vessel would not be suitable as a Minesweeper, but could be employed in the same capacity as other Italian motor fishing vessels, as part of a minesweeping group for mine disposal.

for ADMIRAL

5692

12335

Declassified E.O. 12065 Section 3-402/NNDC NO. 765020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3458
31 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.

Subject: Construction of Motor Fishing Vessel MARILDE.

Reference: (a) Ministry of Marine ltr. SM.13107 dated 30 June 1945.

1. In reply to reference (a) regarding the completion of the Italian motor fishing vessel MARILDE, there is no objection to the owners making their own arrangements to complete this vessel at Ancona.

2. It is noted that no Allied labour would be required to complete the construction. It is regretted that the equipment asked for from Allied sources cannot be supplied. Some of the parts would have to be specially manufactured and as such could be dealt with by the Italian Ministry of Marine.

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

B

A+B
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(7)

ALLIED · NAVY SUB-COMMISSION · COMMISSION
FILE
1 SEP 1945

1244-18

12336

Declassified E.O. 12065 Section 3-402/NNDG NO. 575020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3240
13 August 1945.

FILE

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

Subject: Construction of Motor Fishing Vessel MARILDE.

1. The Ministry of Marine has forwarded to the Navy Sub-Commission a request for permission for the owner to complete motor fishing vessel MARILDE, which now is in an advanced stage of construction at the Dante Castracani Shipyard, Ancona. Principal details of MARILDE are as follows:

Length	23 metres
Beam	6.10 metres
Gross tonnage	80 tons (approx.)

Engines: Deutches Werke C.A. 240.

2. It is estimated that 60 working days will be required to complete her. The owner considers that the engines can be overhauled at the Cecchetti Shipyard at Portocivitanova if the facilities of the Naval Dockyard at Ancona cannot be made available.

3. No Allied labor will be required to complete MARILDE's construction, however, the owner will require the following equipment from Allied sources:

1 Intermediary axle
1 Bilge inlet sluice valve
Piping
3 Three-way taps
Bolts
1 Fuel tank, capacity 150 litres
2 Water filters
External fuel-pump unit
Towing cables.

ALLIED NAVY SUB-COMMISSION FILE COMMISSION

B

4. The Ministry of Marine is interested in the completion of MARILDE as her characteristics are believed to be such as to render her suitable as a minesweeper. The Ministry of Marine has stated that immediately upon her completion, she will be used for minesweeping operations along the Italian coastline and that the Italian Navy will equip her for minesweeping by installing an Italian medium-model Oropesa type sweep.

5690

IRN-18

14 AUG 1945

12 3 3 7

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

NSC/3240
13 August 1945.

Subject: Construction of Motor Fishing Vessel MARILDE.

- -

5. Information is requested as to whether permission can be granted for the completion of MARILDE and her use as a minesweeper under the direction of the Ministry of Marine.

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

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

376 Bermabo

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - A.C. H.Q. - Rome
Date: 6 August 1945
Ref.: SM/16045

Subject: Construction of M.F.V. " MARILDE".

Reference is made to your NSC. 2836 of 9th inst.

The principal details of the above M.F.V. are as follows :-

-Lenght 23 metres
- Beam 6.10 "
- Gross tonnage 80 Tons (approx.)
- Engines: Deutches Werke C.A. 240.

- The ship-builder, MASCARETTI, informs us that it would be more expeditions if the engines could be overhauled at the Ancona Naval Dockyard; if this cannot be arranged it will be necessary to tow the ship to Portocivitanova when launched in order to carry out engine repairs at the Cecchetti shipyard.

Furthermore the above shipbuilder requests also, if possible, that the following equipment be supplied from Allied sources in order to complete the construction of the vessel :-

-1Intermediary axle
-1Bilge inlet sluice valve
- Piping
- Three three-way taps
- Bolts
-1Fuel tank, capacity 150 litres
Two filters for water-circulation system 2 water filters
- External fuel-pump unit
- Towing cables

Finally, you are informed that the I.R.N. will equip this vessel for minesweeping by fitting an Italian Medium-Model Oropesa type sweep of which there are some available.

for CHIEF OF STAFF

GGE/P.

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Mod. 39

Stato Maggiore della R. Marina

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

Roma, 6 agosto 1945 A

Al NAVY SUB COMMISSION
HQ ALLIED COMMISSION
R O M A

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 08/2836 Allegati
(16045)
ARGOMENTO: Costruzione Motopeschereccio MATILDE .-

Riferimento lettera NSC/2836 del 9 corrente.-

Le caratteristiche principali del motopeschereccio in argomento sono le seguenti:

- lunghezza metri 23
- larghezza " 6,10
- stazza lorda presente Tonn. 80 circa
- Motore Deutche Werke GA.240
- L'armatore Mascaretti informa che, per una rapida messa a punto del motore, sarebbe utile poter usufruire del Cantiere Navale di Ancona: in caso negativo, l'unità, quando varata, dovrebbe essere rimorchiata a Portocivitanova per eseguire i lavori al motore presso il Cantiere Cecchetti.-

Inoltre lo stesso armatore chiede, se possibile, il seguente materiale di provenienza degli Alleati per ultimare la costruzione:

- 1 asse intermedio
- presa a mare
- tubazioni
- tre rubinetti a tre vic
- bullioni
- un serbatoio per nafta di servizio della capacità di 150 litri
- paiolato in ferro per locale motore
- due filtri per circolazione acqua
- ciminiera
- gruppo esterno pompe per nafta
- cavi da ormeggio

Si comunica infine che la R.Marina attrezzerebbe l'unità per il servizio di dragaggio con l'apparecchiatura nazionale da 4 erogenti modello medio, della quale ha disponibilità.-

5687

IL CAPO DI STATO MAGGIORE

12340

Declassified E.O. 12065 Section 3-402/NNDG No. 795020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2836
3 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.

Subject: Construction of a Motor Fishing Vessel.

1. Reference is made to Ministry of Marine letter SM.13107 of 30 June 1945.

2. In order that appropriate action may be taken by the Navy Sub-Commission regarding the motor fishing vessel MARILDE, it is requested that information be furnished concerning her dimensions and tonnage. In addition it is requested that an indication be given of the machinery and materials which will be required from Allied sources for her completion.

3. It is noted that assurances are given by the Ministry of Marine that in the event the MARILDE is completed she will be used for mine field clearance along the Italian coast. Accordingly information is requested as to whether the Ministry of Marine will be able to supply any mine-sweeping gear for the MARILDE in the event of her completion.

H. W. KIRKE
CAPTAIN, U.S. NAVY
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

B

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KP

FILE

5686

5 JUL 1945

2 3 4

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 30 June '45
Ref.: SM.13107

Subject: Construction of a M.Fish.V.

M.Fish.V. "MARILDE", Owner Gino MASCARETTI of S.Benedetto del Tronto, is in an advanced stage of construction at the Dante Castracani Shipyard, Ancona.

Sixty working days are required to complete her.

As this Vessel is particularly suitable for M/S. work and the Owner asserts that no labour under Allied Authorities is required to complete the construction, request you kindly give your approval for this to be done. As soon as possible she would be used for minefield clearance along the Italian coastline.

for CHIEF OF STAFF

DG/P.

5685

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

Mod.39

Stato Maggiore della R. Marina

Rep. M.D.S. Uff. 3ª Sez.B.D.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 5M/13107 Allegati

ARGOMENTO: Costruzione di un motopeschereccio.=

Roma, 30 Giugno 1945 A

Al NAVAL SUB COMMISSION

ROMA

Presso il Cantiere Navale Dante Castracani di Ancona trovasi in avanzata costruzione il motopesca MARILDE, dell'armatore Gino MASCARETTI, di S.Benedetto del Tronto.=

Per terminare tale costruzione occorrono 60 giornate lavorative.

Poichè l'unità in argomento è particolarmente atta al servizio di dragaggio e l'armatore assicura che, per la continuazione e ultimazione dei lavori, non sarà impiegata la mano d'opera attualmente alle dipendenze delle Autorità Alleate, si prega voler esaminare la possibilità di concedere il nulla osta per ultimarne la costruzione: l'unità verrebbe così appena possibile impiegata per la rimozione degli sbarramenti in corso lungo il litorale italiano.=

IL CAPO DI STATO MAGGIORE

5684

ISTITUTO POLIGRAFICO DELLO STATO

12345

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394.

NSC/3055.
27th July, 1945.

From : Navy Sub Commission, Hq., Allied Commission.
To : Industry Sub Commission, Hq., Allied Commission.

FILE

Subject : Society Breda - Venice - Requisitioned Material.

Enclosure "A" Italian Ministry of Marine's letter No.2327 of 17th July, 1945.

Enclosure (A) is forwarded herewith for information. The Navy Sub Commission, Headquarters, Allied Commission, does not propose to take any action as the correspondence is addressed to the Mediterranean Shipping Board.

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

IRN-18

NAVY SUB-COMMISSION KP FILE ALLIED COMMISSION

30 JUL 1945 5683

2381

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

6

From: MINISTRY OF MARINE
To : M E D E O - Rome and for Info. N.S.C. - Rome
and Transportation S.C.

Date: 13 July '45
Ref.: 2327

Subject: Society BREDA - Venice - Requisitioned Material.

Reference the message No. 2100 dated 6 July 1945.

1. The Breda Ship Yard in Venice informs that authorities of the 5th Army have started the requisitioning of their timber laying in several localities of the provinces of Trento and Bolzano. The wood was already seasoned and cut for ship building.

2. Considering the lack of timber for ship building and the great difficulties existing for its supply, we beg you to intervene in order to stop the requisitioning of the timber belonging to the firm Breda, leaving it entirely at their disposal.

For THE MINISTER

KCL/P.

5682

2 3 4

Declassified E.O. 12065 Section 3-402/NNDC No. 125020

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 8 LUG. 1945 19

Divisione UT/2 Sez.
Prot. N.° 2327 Allegati

Al M E D B O =ROMA=
e, p.c.: Alla COMMISSIONE ALLEATA
NAVY SUB COMMISSION
=ROMA=
Alla COMMISSIONE ALLEATA
TRANSPORTATION SUB C.
=ROMA=

Risposta al Foglio del
Div. Sez. N.°

OGGETTO : Società BREDA - Venezia - Requisizione materiali

URGENTISSIMO

A prosecuzione del dispaccio 2160 del 6 luglio 1945.

1°)- Il Cantiere BREDA di Venezia segnala che Autorità del= la V^ Armata hanno iniziato il prelievo di legname di sua proprietà esistente in varie località nelle provincie di Bol= zano e di Trento già stagionato e tagliato espressamente per lavori navali.

2°)- In considerazione della deficienza di legnami per lavo= ri navali e delle grandi difficoltà che si incontrano per il loro approvvigionamento, si prega vivamente di voler interve= nire perchè sia sospeso qualsiasi prelevamento del legname appartenente alla Ditta Breda lasciandolo a sua disposizione.

ISTITUTO POLIGRAFICO DELLO STATO

p IL MINISTRO

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1 2 3 4 5

Declassified E.O. 12065 Section 3-402/NNDC NO. 125026

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2917
11 July 1945

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

FILE

Subject: Italian Materials - Requisitioning of.

Enclosure: (A) Copy of Italian Ministry of Marine Ltr 2160 of 6 July 1945.
(B) Copy of Director General Italian Mercantile Marine Ltr of 3 July 1945.
(C) Copy of Italian Ministry of Marine Ltr 2161 of 6 July 1945.

1. Enclosures (A), (B) and (C) are forwarded herewith for information. The Navy Sub-Commission, Headquarters Allied Commission does not propose to take any action as the correspondence is addressed to the Mediterranean Shipping Board.

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

1 S N-18

KP FILE

B

5680

16 JUL 1945

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

From: MINISTRY OF MARINE
To : M.Z.D.B.O. - Rome and for Info. N.S.C. - Rome and
Transportation S.C. - Rome

Date: 6 July '45
Ref.: 2160

Subject: Requisition Materials in the Firm BREDA - Venice.

1. BREDA Society with letter number 352 of 3rd July, copy attached, has stated that materials necessary for the construction of Ships in the Shipyards of Venice are being requisitioned.:

That is :-

4	Motorships (loaded 2500 TDW)	construction Nos.	85-86-88-93
1	Motortanker (loaded 600 TDW)	construction N°	89
1	Motortanker (loaded 1000 TDW)	construction N°	90
2	Merchant Ships of 200 TDW	construction Nos.	108-109

2. It is considered that the state of advancement of work and the supply already effected of all materials is enabling a rapid ending of construction of Ships (to be ready from October '45 to June '46) and we ask you to intervene because the requisitioning will be suspended and taken over in the above Shipyard.

for THE MINISTER

5679

ECL/P.

Encl. (A)

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

Ministero della MARINA

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 6 luglio 1945

e, p.c.: Alla - MEDBO = ROMA =
Alla - COMMISSIONE ALLEATA NAVY SUB COMMISSION = ROMA =
Alla COMMISSIONE ALLEATA TRANSPORTATION SUB C. = ROMA =

Divisione UT/2 Sez. Prot. N° 2160 Allegati

Risposta al Foglio del Div. Sez. N°

OGGETTO: Società BREDA - Venezia - Requisizione materiali -

URGENTISSIMO

1°)- La Società BREDA, col foglio n°352 del 3 luglio, che si rimette allegato in copia, ha segnalato che vengono richiesti e requisiti materiali destinati alle navi in costruzione nel suo Cantiere di Venezia.

Si tratta di:

- 4 Motonavi da carico da 2550 TDW (Costruzione numeri 85-86-88-93).
- 1 Motocisterna da 600 TDW (Costruzione n°89)
- 1 " " 1000 " (" " 90)
- 2 Piroscafi da carico da 2000 TDW (Costruzione numeri 108-109)

2°)- Tenuto conto che lo stato di avanzamento dei lavori e l'approvvigionamento già effettuato della quasi totalità dei materiali consentirebbe un rapido approntamento delle navi (pronte dall'ottobre 1945 al giugno '46), si prega di voler intervenire perchè siano sospesi i prelevamenti e le requisizioni dei materiali presso il predetto Cantiere.

IL MINISTRO

5678

From: MINISTRY OF MARINE
To : M.E.D.B.O. - Roma and for Info. N.S.C. - Rome and
Transportation S.C. - Roma

Date: 6 July '45
Ref.: 2161

Subject: Wood for Naval Construction - Pine of Migliarino-Pisano.

1. It is stated that on the orders of P.B.S. of Leghorn (belonging to M.T.O.U.S.A.) the 800th Eng. For. Coy. has begun the cutting of a vast area in the central zone of the Forest located in Migliarino Pisano (property of the Duke Salviati) and the cutting is taking place with particularly rapidity.

2. We draw your attention to the fact that :-

- From the Forest of the Royal estate of S.Rossore and from the estate of Duke Salviati were taken for the most part wood necessary for the Shipyards of Tuscany and Liguria.)
- Following the cutting by the Allied Forces the estate of S.Rossore will not be capable for a long time of furnishing wood for naval construction.
- As the cutting has already stated, the Salviati's estate will not be able to supply the above Shipyards for 40 years approx.
- At present there are in course of construction on the only locality of Viareggio (where there are 18 Shipyards) 30 Ships in wood that cannot be finished owing to the lack of pine wood.

3. It is superfluous to emphasize the grave damage that these industries of Navy Construction will suffer in the Tosco-Ligurian Zone either for the constructions under way or for those to start (already approved by A.C.) owing to lack of pine wood supplies already indicated above, considering in particular, the difficulty of transporting Supplies from other zones far away.

5677

4. For the reasons stated above, we ask you to intervene as soon as possible in order to stop the cutting in the Forest of Migliarino Pisano or to reduce this cutting to the minimum necessity.

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

1. It is stated that on the orders of P.B.S. of Leghorn (belonging to M.T.O.U.S.A.) the 800th Eng. For. Coy. has begun the cutting of a vast area in the central zone of the Forest located in Migliarino Pisano (property of the Duke Salviati) and the cutting is taking place with particularly rapiditly.

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- At present there are in course of construction on the only locality of Viareggio (where there are 13 Shipyards) 30 Ships in wood that cannot be finished owing to the lack of pine wood.

3. It is superfluous to emphasize the grave damage that these industries of Navy Construction will suffer in the Tosco-Ligurian Zone either for the constructions under way or for those to start (already approved by A.C.) owing to lack of pine wood supplies already indicated above, considering in particular, the difficulty of transporting Supplies from other zones far away.

5677

4. For the reasons stated above, we ask you to intervene as soon as possible in order to stop the cutting in the Forest of Migliarino Pisano or to reduce this cutting to the minimum necessity.

We draw your attention to the fact that for the most part, the needed wood necessary for the packing up of materials belonging to the Allied Forces stationed in the zone of Leghorn and Pisa could be obtained from the Forest of Tombolo located between the mouth of the river Calabrone (Leghorn) and that of river Arno, where there are pines which are 120 years old and are in a state of strongdegradation.

KCL/P.

Encl. (c)

Declassified E.O. 12065 Section 1-402/NNDC NO. 165020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Roma, 6 luglio 1945

MARINA
Ministero della ~~Guerra Marittima~~
DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Al M E D B O = ROMA =
e, p.c.: Alla COMMISSIONE ALLEATA
— NAVY SUB COMMISSION
= ROMA =
Alla COMMISSIONE ALLEATA
TRANSPORTATION SUB COM.
= ROMA =

Divisione UT/2 Sez.
Prot. N.° 2161 Allegati
Risposta a foglio
Del Sez. N.°

OGGETTO: Legname per costruzioni navali - Pineta di Migliarino Pisano -

URGENTISSIMO

1°)- Viene segnalato che, per ordine del P.B.S. di Livorno, (dipendente dalla MTOUSA) la 800ª Eng Forestry Comp. ha iniziato l'abbattimento di una vastissima area nella zona centrale della Pineta di Migliarino Pisano (proprietà del Duca Salviati) e che il taglio sta procedendo con particolare rapidità.

2°)- Al riguardo si fa presente che:

- dalla foresta della Reale Tenuta di S.Rossore e dalla tenuta Salviati (comprese tra la foce dell'Arno e Viareggio) veniva tratta la maggior parte del legname di pino per i Cantieri della Toscana e del Litorale Ligure;
- in seguito ai tagli già effettuati dalle Forze Armate Alleate la tenuta di S.Rossore non è più in grado, per lungo tempo, di fornire legname per costruzioni navali; 5676
- col taglio ora iniziato la tenuta Salviati non potrà, per circa 40 anni, provvedere a rifornire i suddetti Cantieri;
- sono attualmente in corso di costruzione, nella sola località di Viareggio (dove esistono 18 Cantieri), 30 scafi in legno che non possono essere ultimati per mancanza di legname di pino.

./.

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12065 Section 3-402/NNDC NO. T 25020

3°)- E' superfluo insistere sul grave danno che viene ri=
sentito dalle Industrie delle costruzioni navali in legno nella
zona tosco-ligure sia per le costruzioni in corso che per quel=
le da iniziare (già approvate dalla Commissione Alleata) in se=
guito al mancato rifornimento di legname dalle pinete sopra
indicate, tenuto conto in particolare delle difficoltà di tra=
sporto per approvvigionamento da altre zone notevolmente lonta=
ne.

4°)- Per quanto sopra si prega di voler intervenire, con
la massima sollecitudine, affinchè il taglio predisposto nella
foresta di Migliarino Pisano sia sospeso o quanto meno ridotto
al minimo strettamente indispensabile.

Si fa presente al riguardo, che buona parte del fab=
bisogno di legname occorrente per imballaggi alle Forze Arma=
te Alleate nella zona di Livorno e Pisa, potrebbe essere rica=
vata dalla Pineta del Tombolo, sita fra la foce del Calambrone
(Livorno) e la foce dell'Arno, ove trovansi pini che superano
i 120 anni di età e che sono in forte degradazione.

p. IL MINISTRO

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

C O P Y

From: MINISTRY OF ITALIAN MERCHANTIL MARINE
To : DIREZIONE GENERALE DELLA MARINA MERCANTILE
Date: 3 July '45
Ref.: Enclosure to the page N°2160

Subject: Requisitioning of Materials.

In our Shipyard in Venice comes often requests of materials intended for Ships in construction at the above Shipyard.

We have called the attention of the Italian and Allied Authorities in Venice to the grave consequences that such systems may have, especially in this momentas it is considered that the substitution of materials requisitioned is not only difficult but often impossible.

As the Allied Authorities have shown interest in the ending of these constructionswe think that your intervention is necessary as to the cessation of the requisitioning of the same materials.

We thank in anticipation.

(sd)

KCL/P.

E 5675 (B)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

MINISTERO DELLA MARINA
DIREZIONE GENERALE
DELLA MARINA MERCANTILE
UFFICIO TECNICO

Allegato al foglio N. 2100
del 6-7-45

SOCIETA' ITALIANA ERNESTO BREDA -Per costruzioni Meccaniche

Roma 3 luglio 1945

COPIA

ALLA DIREZIONE GENERALE DELLA
MARINA MERCANTILE
Ispettorato Tecnico
R O M A

Requisizione materiali -

Al nostro Cantiere di Venezia vengono spesso richiesti e requisiti materiali destinati alle navi in costruzione in detto Cantiere.

Abbiamo richiamato l'attenzione delle Autorità Italiane ed Alleate di Venezia sulla grave conseguenza che può avere un simile procedimento di requisizione specialmente in questo momento nel quale la sostituzione del materiale prelevato non è solamente difficile ma spesso impossibile.

Poichè le Autorità Alleate hanno manifestato interesse alla rapida ultimazione di dette nostre costruzioni, pensiamo sia molto opportuno unV/ intervento affinchè venga sospesa ogni requisizione di tali materiali.

Ringraziando anticipatamente porgiamo distinti saluti.

p.p. SOCIETA' ITALIANA
ERNESTO BREDA
(dott.Ing.Lodovico Felmi)

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12355

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4098
26 November 1945.

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

Subject: Minesweepers under construction at Monfalcone.

Reference: (a) NOIC Trieste ltr. No. 5324/149 of 12 November 1945, subject - War Booty Commission.

Enclosure: (A) Copy Ministry of Marine ltr. 2890/U.T. of 15 November 1945.

1. Enclosure (A), which contains a request from the Italian Ministry of Marine for permission to complete (6) minesweepers now in a partial stage of completion at Monfalcone, is forwarded herewith.

2. It is assumed that the minesweepers which are the subject of enclosure (A) are the same as those listed in Appendix IV of reference (a), the disposition of which has been "referred to higher authority for decision".

3. The Ministry of Marine has been informed that the question of the disposition of the minesweepers is under consideration; however, it is requested that the Navy Sub-Commission be informed of the decision in regard to the minesweepers at such time as it is made, in order that the Ministry of Marine may be informed.

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

Copy to:
NOIC Trieste.

(5)

29 NOV 1945

5673
1BN-18

12356

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4097
26 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.

Subject: Minesweepers under construction at Monfalcone.

1. Reference is made to Ministry of Marine letter 2890/U.F. of 15 November 1945 on the subject of (6) partially completed minesweepers now located at the Naval Shipbuilding Yards at Monfalcone. The question of the disposition of the minesweepers is under consideration by Allied Authorities and any decision which may be reached concerning them will be forwarded to the Ministry of Marine at such time as it may be received.

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

29 NOV 1945

IRN-17 WWW

5672

Declassified E.O. 12065 Section 3-402/NNDC NO. T 25020

From: MINISTRY OF MARINE (Cabinet)
To : A.C. N.S.C.
Date: 15th November 1945
Ref.: 2890/U.T.

Subject: Minesweepers under construction at Monfalcone.

Towards the end of last September this Ministry ordered the Naval Shipbuilding yards at Monfalcone to complete 6 minesweepers which had been placed on order before the armistice and were already in an advanced stage of construction.

The work required to prepare the six minesweepers was of a limited nature, being above all the alteration of certain modifications to these vessels which were carried out upon German instructions during the post-Armistice period, the necessary materials being already in the possession of the Monfalcone Shipyards.

However, a few days after the commencement of the above work the Anglo-Jugoslav Prize Commission from Trieste ordered its suspension and forbade its resumption.

It is well known to the Allied Commission that the Italian Navy has a great and urgent need for vessels suited for M.S. operations in order to carry out efficiently the task of freeing Italian ports and national waters of mines, in the interests of sea traffic.

The Italian Navy has, likewise, an urgent need to have available minesweepers which can relieve small mercantile vessels of their present M/S. tasks since the necessity for these is seriously felt in the coasting trade.

For the above reasons, and apart from any relative argument of legal character, the Allied Commission is requested to consider the desirability of the resumption and completion at the earliest possible of the preparation of these 6 sweepers, and to give instructions for the lifting of the "block" against the continuation of work upon them in the Monfalcone Shipyards.

(Sgd) THE MINISTER

GGE/P.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

MINISTERO DELLA MARINA

GABINETTO
UFFICIO TRATTATI

Indirizzo telegrafico: MARINA - ROMA

Protocollo N. 2890/u.T. Allegati

Roma, li 15 Novembre 1945

Al la COMMISSIONE ALLEATA
- Sottocommissione Navale -

ARGOMENTO: Dragamine in costruzione a Monfalcone.

Verso la fine dello scorso mese di settembre questo Ministero ordinava ai Cantieri Navali di Monfalcone di completare l'approntamento di 6 dragamine la cui ordinazione risaliva ad epoca anteriore all'armistizio e che già si trovavano in stato di avanzata costruzione.

I lavori richiesti per l'approntamento dei 6 dragamine erano di limitata entità, dato che si trattava sopratutto di trasformare alcuni adattamenti fatti applicare dai tedeschi su dette unità durante il periodo post-armistiziale, e che i materiali necessari erano già in possesso dei Cantieri di Monfalcone.

Senonchè pochi giorni dopo che i suddetti lavori erano stati iniziati la Commissione delle prede anglo-jugoslava di Trieste ne impose la sospensione e ne vietò la continuazione.

E' ben noto a codesta Commissione Alleata il grande e urgente bisogno che ha la Marina di unità atte al dragaggio per svolgere efficacemente il compito di liberare dalle mine le acque e i porti italiani, nell'interesse del traffico marittimo.

Altrettanto urgente è per la Marina italiana la necessità di poter disporre di dragamine per poter disimpegnare dal servizio del dragaggio le piccole unità della marina mercantile attualmente in esso impiegate e di cui è sentito gravemente il bisogno per l'esercizio del traffico di cabotaggio.

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Per le suddette ragioni e indipendentemente da ogni argomentazione di carattere giuridico sull'argomento, prego codesta Com_

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

missione considerare l'opportunità che l'approntamento dei 6 dra_
gamine venga ripreso e ultimato il più urgentemente possibile, e
voler dare disposizioni perchè sia tolto il "fermo" alla prosecu_
zione dei lavori dei Cantieri di Monfalcone ai dragamine in que_
stione.

IL MINISTRO

12360

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2783
29 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.

Subject: O.T.C. Shipyards, La Spezia (Muggiano) - Motor Vessels Under Construction at.

1. Reference is made to Ministry of Marine letter 12443/2 of 23 June 1945.

2. It is requested that the Ministry of Marine notify representatives of the O.T.O. Shipyards at La Spezia to present their requirements for materials to the Planning Division, Transportation Sub-Commission, Hq. Allied Commission for consideration. Upon being given complete information regarding craft which the management of the O.T.O. Shipyards desires to complete, appropriate action then will be taken by that Division of the Transportation Sub-Commission.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

IRN-18

NAVY SUB-COMMISSION ALLIED COMMISSION
FILE

B
WWW
2

5669

2 JUL 1945

(4)

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - Rome
Date: 23 June '45
Ref.: 12443/2

Subject: O.T.O. Shipyards at La Spezia (Muggiano) - M/Vs. under construction.

1. The following is under construction at O.T.O. Yards, La Spezia :-

3 in N° turbine vessels (Construction Nos. 271-272-273) of 3,100 Tons Gross; state of completion about 50%.

1 in N° motor vessel (Construction N°262) of 320 Tons Gross; state of completion 91%.

A further 4 in N° motor vessels similar to Construction N°262 have to be built.

2. As will be seen from attached copy of letter N°138 from O.T.O. Rome dated 9th inst., about 12000 tons of iron and steel for these constructions is now lying in Genoa Harbour.

Request you approach Allied Authorities concerned to authorize O.T.O. to transfer above material to La Spezia, as soon as it is possible to do so, to complete above constructions and that in the meantime it should not be used for other purposes.

(Sgd) THE MINISTER

DG/P.

5668

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Mod. 39

Ministero della Marina

GABINETTO

Roma, 23 GIU 1945

NAVY SUB COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 12443/2 Allegati

ARGOMENTO: Cantiere O.T.O. di La Spezia (Muggiano) - Navi mercantili in costruzione.

1. Presso il Cantiere O.T.O. di La Spezia si trovano in costruzione:

- No.3 turbonavi (costruzioni n° 271-272-273) da T.S.L.3.100 - stato di avanzamento circa il 50%;
- No.1 motonave (costruzione 262) da 320 T.S.L. - stato d'avanzamento 91%.

Dovevano essere impostate altre 4 motonavi simili alla costruzione 262.

2. Come risulta dall'acclusa copia di foglio No.138 della O.T.O. di Roma in data 9 giugno c.a., circa 12.000 tonn.di materiali siderurgici destinati a queste costruzioni si trovano attualmente nel Porto di Genova.

3. Pregherei interessare le competenti Autorità Alleate affinchè, in relazione alla concessa autorizzazione di condurre a termine le costruzioni navali mercantili già iniziate, autorizzino la O.T.O. a trasferire, non appena possibile, i predetti materiali a La Spezia e ne vietino frattanto l'impiego per altri usi.

5667

IL MINISTRO

Declassified E.O. 12065 Section 3-402/NNDG NO. 795020

COPIA

Odero - Terni - Orlando
Ufficio di Roma

No.138

AL MINISTERO DELLA MARINA
Direz.Gen.le Costruz.Nav.e Mecc.
e per conosc.:
DIREZIONE GENERALE MARINA MERCANTILE
R O M A

Costruzioni tipo mercantile presso il Cantiere di Muggiano.

9 Giugno 1945.

Ci pregiamo segnalare a codesto Ministero che la quasi totalità dei materiali ferrosi che all'8 Settembre 1943 trovavansi nei ns. Cantiere di Muggiano e destinato in buona parte alle costruzioni tipo mercantile allora in corso, è stato nei mesi successivi asportato dal Cantiere per essere avviato al Nord. In particolare fra questi materiali trovavasi quello destinato alla costruzione di tre turbonavi da 4.000 tonn. già impostate sugli scali e la cui percentuale di avanzamento complessiva dello scafo è di circa il 65%, nonchè quello destinato all'ultimazione della M/N Borsi da 4.200 tonn. (Tirrenia) e quello destinato ad un nuovo programma di costruzione di motonavi similari. Complessivamente si tratta di circa 12.000 tonn. di ferro.

Dalle ricerche effettuate risulta che questo materiale si trova attualmente alla rinfusa sulle banchine del porto di Genova a disposizione delle Autorità Alleate, le quali autorizzano prelievi per l'industria locale a seconda delle necessità che in quelle località si presentano.

Il ns. Cantiere di Muggiano ha fatto presente alla Sezione Industriale dell'A.M.G. di La Spezia l'opportunità che il materiale destinato alle costruzioni mercantili in corso venga lasciato a disposizione del Cantiere stesso per essere ritrasportato, appena possibile, ma finora nessuna determinazione è stata presa in tal senso.

5666

Di tale circostanza riteniamo doveroso informare codesto Ministero affinchè possa, ove lo creda, intervenire presso chi di dovere al fine di ottenere che nell'interesse della ultimazione delle costruzioni in corso, il materiale ad esse destinato non vada

./.

Declassified E.O. 12065 Section 3-402/NNDG NO. 795020

ulteriormente disperso.

Qualora occorra potranno essere presentate le distinte dei materiali destinati alla costruzione delle navi sopraaccennate.

Con osservanza ci rassegnamo.

Societa per azioni
ODERO - TERNI - ORLANDO
per la costruz.di navi,macchine e Artiglierie
Ufficio di Roma

p. c.c.

236

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

HEADQUARTERS ALLIED COMMISSION
APO 394
Liaison, Shipping Sub-Commission

Tel. 843248 Ext. 37 Rome, 7th June, 1945.

To : Director General of the
Italian Merchant Marine.

Subject : Italian Merchant Ships under construction
at Cantieri Tosi, Taranto.

Reference your letter No. UT/2 1205 dated 17 April 1945 to Medbo, Rome.

1. The Chairman of the Mediterranean Shipping Board informs me that the subject matter of your letter under reference has been given careful consideration and I am directed to say in reply the policy at present is that no shipbuilding should take place in Italy except where vessels can be completed without call on Allied resources of materials.

C.A.Bell,
Liaison, Shipping Sub-Commission.

Not on original

Copy:-
Navy Sub-Commission
with Copy of letter from Direzione Generale Marina Mercantile
No. 1205 of 17 April 1945 to Medbo.

IRN-16

5665

(3)

Rome 17 Aprile 1945

MINISTERO DELLA MARINA
Direzione Generale
della Marina Mercantile

Al M.E.D.B.O. =Roma=

Divisione UT/2
Prot. No. 1205

Oggetto : M/n da carico da 2,500 T. di portata in costruzione presso i Cantieri TOSI - Taranto -

1. Nel Cantiere Navale di Taranto della Societa' Franco Tosi era in corso, al settembre 1943, la costruzione di quattro motonavi da carico della portata di 2.500 T. delle seguenti caratteristiche principali:

- lunghezza tra le p.p.	metri	82,00
- larghezza massima f.o.	"	12,50
- altezza di costruzione al p.p.	"	8,30
- immersione media a pieno carico	"	5,20
- velocita' normale a p.c.	nodi	12,00

2. Per quel che riguarda la situazione del materiale metallico destinato agli scafi, si riportano i seguenti elementi, aggiornati alla data odierna:

- lamiere e profilati occorrenti complessivamente per la costruzione degli scafi	Tonn.	4.500
- lamiere e profilati giunti in Cantiere sino a tutto l'agosto 1943	"	4.300
- materiale lavorato nelle officine	"	2.560
- materiale montato sugli scafi	"	460
- materiale attualmente residuato sui piazzali	"	800
- materiale in lamiere e profilati di cui si dovra' approvvigionare il Cantiere per reintegrare i quantitativi impiegati per lavori di riparazione al naviglio alleato, dopo il settembre 1943 e per i quali potrebbe provvedere l'Industria nazionale	"	1,000

3. La costruzione delle suddette unita' e' attualmente sospesa essendo l'attivita' del Cantiere assorbita quasi interamente dopo il settembre 1943, dai lavori di riparazione del naviglio alleato nel Mediterraneo. Poiche' e' previdibile che l'entita' di questi lavori andra' man mano riducendosi, si rende indispensabile assicurare lavoro a quelle numerose maestranze ammontanti a circa 3.500 operai, e cio' potrebbe realizzarsi consentendo appena possibile, la ripresa del lavoro di costruzione delle quattro navi sopra indicate.

5664

4. Era previsto sulle navi in oggetto l'impiego di apparati motori di propulsione tipo Diesel, da fornirsi dalla stessa Societa' Franco Tosi, da parte dei suoi stabilimenti meccanici di Legnano (Milano). Poiche' detti stabilimenti trovansi in territorio occupato dal nemico ed essendo inoltre

Declassified E.O. 12065 Section 3-402/NNDC No. 175620

Presso i Cantieri TOSI - Taranto -

1. Nel Cantiere Navale di Taranto della Societa' Franco Tosi era in corso, al settembre 1943, la costruzione di quattro motonavi da carico della portata di 2.500 T. delle seguenti caratteristiche principali:

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- altezza di costruzione al p.p..... " 8,30
- immersione media a pieno carico..... " 5,20
- velocita' normale a p.c..... nodi 12,00

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- lamiere e profilati giunti in Cantiere sino a tutto l'agosto 1943	"	4.300
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- materiale montato sugli scafi	"	460
- materiale attualmente residuato sui piazzali.....	"	800
- materiale in lamiere e profilati di cui si dovra' approvvigionare il Cantiere per reintegrare i quantitativi impiegati per lavori di riparazione al naviglio alleato, dopo il settembre 1943 e per i quali potrebbe provvedere l'Industria nazionale.....	"	1,000

3. La costruzione delle suddette unita' e' attualmente sospesa essendo l'attivita' del Cantiere assorbita quasi interamente dopo il settembre 1943, dai lavori di riparazione del naviglio alleato nel Mediterraneo. Poiche' e' previdibile che l'entita' di questi lavori andra' man mano riducendosi, si rende indispensabile assicurare lavoro a quelle numerose maestranze ammontanti a circa 3.500 operai, e cio' potrebbe realizzarsi consentendo appena possibile, la ripresa del lavoro di costruzione delle quattro navi sopra indicate.

5664

4. Era previsto sulle navi in oggetto l'impiego di apparati motori di propulsione tipo Diesel, da fornirsi dalla stessa Societa' Franco Tosi, da parte dei suoi stabilimenti meccanici di Legnano (Milano). Poiche' detti stabilimenti trovansi in territorio occupato dal nemico ed essendo inoltre probabile che all'atto della liberazione di Legnago gli apparati motori di cui trattasi, o non saranno pronti o potra' mancare alla Tosi la possibilita' di presto approntarli, si e' ravvisata l'opportunita' di importare dall'America i complessi motori in argomento con i relativi ausiliari.

5. Gli elenchi relativi ai predetti apparati motori sono stati gia' comunicati alla Commissione Alleata in occasione della compilazione degli elenchi del fabbisogno dei prodotti e materiali da importarsi quale primo aiuto a all'economia Italiana e si prevede che potranno essere compresi definitivamente negli elenchi del fabbisogno per il secondo semestre.

6. Per quanto sopra si prega di intervenire affinche' a suo tempo sia autorizzata la ripresa della costruzione delle motonavi in oggetto.

IL MINISTRO

(firmato) Matteini

Declassified E.O. 12065 Section 3-402/NNDC No. 5664

12368

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2971
18 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.

Subject: Italian Wooden M/S Boats at Venice.

Enclosure: (A) Cantieri Navali del Levante, Milan ltr. 1537/12M/CV/cg of 3 June 1945.
(B) List of materials necessary to fit out the four M/S vessels.
(C) Plans Nos. 2626V, 2719V, 2720V, 2721V and other misc. information regarding subject craft.

1. The Navy Sub-Commission has received information through Allied Naval channels that four wooden minesweepers under construction at the San Elena Yard, Venice originally were ordered by Italian Navy Republican Authorities on behalf of the German Navy.

2. The Navy Sub-Commission has been informed by the Allied Naval Commander-in-Chief, Mediterranean that the Allied Navies do not intend to take possession of the four craft and that they are therefore available for the use of the Ministry of Marine if desired.

3. The four boats are in progressive states of completion, the most advanced being ready for the installation of engines. Their characteristics are understood to be approximately as follows:-

Length	...	34 Metres.
Draught	...	1.50 Metres.
Beam	...	5.30 Metres.
Displacement	...	127 tons.
Twin screws	...	350 H.P. Petrol engines.
Speed	...	15 Knots.
Crew	...	2 Officers, 26 Men.

4. Additional pertinent information concerning the four vessels is forwarded herewith in enclosures (A), (B) and (C). It must be emphasised that no materials or machinery can be made available from Allied Naval sources for their completion.

19 JUL 1945

5663

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

NAVY SUB-COMMISSION - ALLIED COMMISSION
KP
FILE

Copy to:
CINCMED
COMNAVNAW
Trans. S/C
NOIC VENICE.

(Distribution not shown on original)

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

2364

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
11th July, 1945.

Med.45/520/4/5
THE NAVY SUB-COMMISSION, HEADQUARTERS,
ALLIED COMMISSION, ROME.

ITALIAN WOODEN M/S BOATS AT VENICE - INVESTIGATION

A copy of a signal timed 171050 May, 1945 from the Naval Officer in Charge, Venice, together with a copy of a report from the Commander M/S Adriatic No.17/375 dated 4th June, 1945, are enclosed for your information.

2. The Allied Navies do not intend to take possession of these craft, and they are therefore available for the use of the Italian Ministry of Marine should they so wish in accordance with paragraph 9(c) of AG.386.3/163 100-0 dated 22nd June, 1945, a copy of which is also enclosed.

3. Detailed information and a list of material required to complete construction of these craft is enclosed.

for ADMIRAL

5662

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

RESTRICTED

APPENDIX "A" to
Ltr, AFPAC, AG 336.3/163
LOG-O, dtd 22 June 1945

NOTES ON CLASSIFICATION AND WITHDRAWAL OF ENEMY WAR MATERIAL

1. CATEGORY 1 MATERIAL. AFPAC will be responsible for advising to addressees (by means of a list or through liaison officers) what material is to be placed in Category 1 and where it is to be consigned. Material in Category 1 is not available for any purpose. AFPAC is responsible for maintaining records of all material withdrawn under their authority.

2. CATEGORY 2 MATERIAL. Addressees, subject only to limitations in 1 above, will place any material which they need or are likely to need in Category 2. They will maintain simple records of all Category 2 material which they are ordered to be withdrawn (e.g. copies of the documents authorising steps to make issue). Addressees will not prepare consolidated returns of material thus used until ordered by this headquarters.

3. CATEGORY 3 MATERIAL. A list of Category 3 material which may be required for the FAR EAST is attached as Appendix "B". Addressees will locate such material and report the quantities held to this headquarters. Such investigation must be accurate and the material so reported must be frozen. AFPAC will declare how much of this material is to be placed in Category 3. AFPAC will be responsible for issuing disposal instructions and maintaining the records of withdrawals of Category 3 material.

4. CATEGORY 4 MATERIAL. If the policy in connection with the equipping of liberated armies is enunciated during the period this headquarters will issue a list of material that might be required under Category 4. The procedures will then be as for Category 3 material in paragraph 3 above.

5. CATEGORY 5 MATERIAL.

a. Material which must be destroyed for any reason e.g. poisoned foodstuffs, dangerous ammunition, will be placed in Category 5 by the addressees and destroyed. Simple records in broad terms of material which has been thus destroyed should be maintained by the addressees (e.g. a copy of the authorization to destroy the material). No returns of such destructions are required from the addressees until ordered by this headquarters.

b. All stocks of Toxic Gases will be placed in Category 5 and if practicable segregated under normal safety precautions. The appropriate tonnages by types of fillings and locations will be reported to this headquarters, which will then give disposal instructions. Isolated stocks of less than 100 tons may be destroyed by any suitable means if such destruction will help to reduce guarding, transportation, or any other problem.

NSRMS 5661

Inclosure #1

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

RESTRICTED

APPENDIX "B" to
Ltr, AFHQ, AG 336.3/
163 LOG-O dtd 22 June 1945.

LIST OF CATEGORY 3 MATERIAL

Serial 1 PISTOLS

9mm Pistols (Luger and Walther automatics)

27mm Signal pistols (unrifled)

Serial 2 RIFLES

7.92mm (bolt operated)

7.92mm (Gewehr 41 (W) and 41(M) (self loading rifles)

7.92mm Snipers rifle

Serial 3 MACHINE GUNS

7.92mm L.M.G.34

Serial 4 AMMUNITION

All ammunition to fit weapons in Serial 1 - 3 above.

Serial 5 BINOCULARS

All types.

Serial 6 TRACTORS

German Sd. Kfz 11 Zgkw 3-ton (Zug Kraftwagen 3 t. Leichter)

German Sd. Kfz 7 Zgkw 8-ton (Zug Kraftwagen 8 t.mittlerer)

German Sd. Kfz 9 Zgkw 18-ton(Zug Kraftwagen 18 t. schwerer)

Serial 7 GENERATORS

Generators Diesel Engine driven

30 K.V, 220 and 240 volt.

Declassified E.O. 12065 Section 3-402/NNDC NO. 795020

RESTRICTED

RVB/vfb

ALLIED FORCE HEADQUARTERS
APO 512

AG 386.3/163 LOG-O

22 June 1945

SUBJECT: Disposition of Captured Enemy Material in ITALY

TO: Commanding Generals,
15th Army Group, APO 777
Fifth Army, APO 464
Peninsular Base Section, APO 782
Headquarters, Eighth Army
General Officer Commanding, Number 1 District
General Officer Commanding, Number 2 District
General Officer Commanding, Number 3 District

1. OBJECT OF THIS DIRECTIVE - The object of this directive is to indicate the manner of dealing with captured and/or surrendered enemy war material in ITALY. The following pertinent letters, this headquarters, are hereby rescinded:

AG 386.3/163 LOG-O, dated 22 April 1945, subject as above
AG 386.3/163 LOG-O, dated 2 May 1945, subject as above
AG 386.3/163 GCT-O, dated 13 May 1945, subject as above
AG 386.3/163 GCT-O, dated 9 June 1945, subject as above.

2. RESPONSIBILITY FOR THE CONTROL, ALLOCATION AND DISPOSAL OF ENEMY MATERIAL

a. The control of all enemy material in this theater is vested in the Supreme Allied Commander.

b. The allocation, use and disposal of enemy material (either captured in the course of operations or as a result of enemy disarmament following a surrender) is a responsibility of command, which will be exercised in accordance with the provisions of this directive.

3. DEFINITIONS

a. Captured or Surrendered Enemy War Material - (hereafter referred to as enemy material) includes any material of whatever nature and wherever situated, intended for war on land, at sea, or in the air, or which is, or may be, or has been at any time in use by, or intended for use by, the armed forces, civil defense or other formations or organizations under the control or influence of the German Government, German authorities, or Governments authorities of any states now allied to or associated with GERMANY.

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b. Withdrawal Authority is the military authority in whom power to authorize withdrawals is vested.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

4.	Material required for equipping national forces of liberated countries or for distribution among the United Nations.	AFHQ
5.	Material which requires special handling (e.g. Toxic Gases)	Classifying authorities: Ground Forces Commanders. Withdrawal authority: AFHQ

b. Any war material not placed in categories 1 - 5 above will be known as uncategorized material, for which AFHQ will be the withdrawal authority.

c. The powers of classification and withdrawal will under no circumstances be delegated to Italian Commanders.

7. REPORTS

a. Addressees will report as of the 15th of each month (commencing with 15 June 1945) to reach this headquarters by the 20th of the same month all serviceable captured enemy material in dumps. Initially such reports will be in broad terms and special efforts will be made to insure the fullest possible reports on material which is significant for maintenance of PCI or Allied troops including redeployment operations. In addition to the inventories called for above, addressees will as of the 15th of each month designate such material as is in excess of their requirements. The first report of excesses will be as of 15 July 1945.

b. No special reports are required in connection with material which is not repairable. It should be rendered innocuous (where necessary) and turned over to Allied military salvage organizations.

c. As of the 15th of each month (commencing with 15 June 1945) to reach this headquarters by the 20th of the same month addressees will report the following information in respect of all captured general purpose (B) vehicles showing vehicles of Italian make separately.

(1) Numbers and types organized into car/truck companies, held by units within establishments, or otherwise.

(2) Numbers and types handed over to other agencies.

(3) Numbers and types awaiting issue.

(4) Numbers and types awaiting repair.

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8. PRIORITIES FOR TAKING OVER AND COLLECTION

a. Material will be taken over (or collected where necessary) in the following order:

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

RESTRICTED

RVB/vfb

ALLIED FORCE HEADQUARTERS
APO 512

AG 386.3/163 LOG-O

22 June 1945

SUBJECT: Disposition of Captured Enemy Material in ITALY

TO: Commanding Generals,
15th Army Group, APO 777
Fifth Army, APO 464
Peninsular Base Section, APO 782
Headquarters, Eighth Army
General Officer Commanding, Number 1 District
General Officer Commanding, Number 2 District
General Officer Commanding, Number 3 District

1. OBJECT OF THIS DIRECTIVE - The object of this directive is to indicate the manner of dealing with captured and/or surrendered enemy war material in ITALY. The following pertinent letters, this headquarters, are hereby rescinded:

AG 386.3/163 LOG-O, dated 22 April 1945, subject as above
AG 386.3/163 LOG-O, dated 2 May 1945, subject as above
AG 386.3/163 GCT-O, dated 13 May 1945, subject as above
AG 386.3/163 GCT-O, dated 9 June 1945, subject as above.

2. RESPONSIBILITY FOR THE CONTROL, ALLOCATION AND DISPOSAL OF ENEMY MATERIAL

a. The control of all enemy material in this theater is vested in the Supreme Allied Commander.

b. The allocation, use and disposal of enemy material (either captured in the course of operations or as a result of enemy disarmament following a surrender) is a responsibility of command, which will be exercised in accordance with the provisions of this directive.

3. DEFINITIONS

a. Captured or Surrendered Enemy War Material - (hereafter referred to as enemy material) includes any material of whatever nature and wherever situated, intended for war on land, at sea, or in the air, or which is, or may be, or has been at any time in use by, or intended for use by, the armed forces, civil defense or other formations or organizations under the control or influence of the German Government, German authorities, or Governments authorities of any states now allied to or associated with GERMANY.

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b. Withdrawal Authority is the military authority in whom power to authorize withdrawals is vested.

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4. PRINCIPLES TO BE APPLIED

a. Allied Naval, Ground and Air Forces Responsibilities - Enemy Naval and Air Forces material will be dealt with and the necessary reports and returns made by the Allied Naval and Air Forces respectively, subject to such convenient adjustments as may be necessary to deal with cases where the enemy Naval and Air Services do not correspond in their scope with the Allied Naval and Air Services. Enemy Ground Forces material will be dealt with by the Allied Ground Forces and coordination, where necessary, between the Allied Naval, Ground and Air Forces will be effected by the Ground Forces Commanders. The latter in the appropriate cases, must be prepared to assist Allied Naval and Air Forces Commanders in the location and guarding of material peculiar to the enemy Naval and Air Forces. Common user items will normally be the responsibility of the Allied Ground Forces.

b. Allied Ground Forces Staff and Service Responsibilities for safeguarding and control - The responsibility for the taking over (or the collection where necessary) and the safeguarding of all enemy Ground Forces war material is placed upon the Commanding Generals of Fifth and Eighth Armies, Headquarters 1 and 2 Districts, and Commanding General Peninsular Base Section in their respective areas. This responsibility will be exercised through the normal Allied staff and technical service channels appropriate to type of material concerned. It is desired that the arrangements made by Armies be such that continuity of management can be maintained when headquarters of 1 and 2 Districts and Peninsular Base Section take over Armies' areas in Northern ITALY.

5. CONTROLLING AUTHORITIES AT AFHQ - The control of enemy material will be exercised by AFHQ through normal command and technical channels appropriate to the material concerned.

6. CLASSIFICATION AND WITHDRAWAL -

a. Enemy Ground Forces war material will be classified into categories by the authorities designated below. Notes amplifying classification and withdrawal are at Appendix "A" to this directive.

CATEGORY	DESCRIPTION	CLASSIFICATION AND WITHDRAWAL AUTHORITY
1.	Material required for intelligence purposes and technical research.	AFHQ
2.	Material required by the Supreme Allied Commander for use within his sphere of responsibility.	Ground Forces Commanders
3.	Material required for use in operations against any nations still remaining at war with the Allies.	AFHQ

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4.	Material required for equipping national forces of liberated countries or for distribution among the United Nations.	AFHQ
5.	Material which requires special handling (e.g. Toxic Gases)	Classifying authorities: Ground Forces Commanders. Withdrawal authority: AFHQ

b. Any war material not placed in categories 1 - 5 above will be known as uncategorized material, for which AFHQ will be the withdrawal authority.

c. The powers of classification and withdrawal will under no circumstances be delegated to Italian Commanders.

7. REPORTS

a. Addressees will report as of the 15th of each month (commencing with 15 June 1945) to reach this headquarters by the 28th of the same month all serviceable captured enemy material in dumps. Initially such reports will be in broad terms and special efforts will be made to insure the fullest possible reports on material which is significant for maintenance of PCI or Allied troops including redeployment operations. In addition to the inventories called for above, addressees will as of the 15th of each month designate such material as is in excess of their requirements. The first report of excesses will be as of 15 July 1945.

b. No special reports are required in connection with material which is not repairable. It should be rendered innocuous (where necessary) and turned over to Allied military salvage organizations.

c. As of the 15th of each month (commencing with 15 June 1945) to reach this headquarters by the 28th of the same month addressees will report the following information in respect of all captured general purpose (B) vehicles showing vehicles of Italian make separately.

(1) Numbers and types organized into car/truck companies, held by units within establishments, or otherwise.

(2) Numbers and types handed over to other agencies.

(3) Numbers and types awaiting issue.

(4) Numbers and types awaiting repair.

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8. PRIORITIES FOR TAKING OVER AND COLLECTION

a. Material will be taken over (or collected where necessary) in the following order:

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Ltr, AFHQ, AG 386.3/163 LCG-O,
dtd 22 June 1945 (Cont'd)

(1) Category 1.

(2) Category 2.

(3) Category 3.

(4) Other categories and uncategorized material as convenient unless otherwise ordered by this headquarters.

(5) Unserviceable material and scrap.

b. The order in which material in category 2 is to be taken over or collected will normally be as follows:

(1) Vehicles which are serviceable or a source of spares.

(2) Food, clothing and coal.

(3) Animals.

(4) Petrol, oil, lubricants (including containers therefor).

(5) Signal Stores.

(6) Medical, dental and veterinary stores, equipment and drugs.

(7) Technical railway stores and equipment.

(8) Docks and inland water transport, stores and equipment.

(9) Engineer stores and equipment.

(10) All other serviceable and repairable Ground Forces material.

9. POLICIES

a. Retention of material by units or individuals - Retention by units or individuals of such material unless properly authorized in accordance with this instruction and other pertinent directives is forbidden.

b. Use of material by Allied Commanders - Authority is granted for the maximum use to be made of enemy material required for the support of Allied Forces (including essential civil requirements) or for the maintenance of enemy forces.

c. Recaptured material of Italian Military Origin - Recaptured material of Italian Military origin which is not required for military purposes including maintenance of PGW will be turned over immediately to the Italian military authorities for Italian maintenance. Such material may also be used by Italian troops for support of operations. The channel of transaction in material of Italian origin which is to be returned to the Italian military authorities will be MMA. Receipt for material so handed over will be taken

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by the issuing Allied Services and forwarded to this headquarters through normal channels. All remaining recaptured Italian war material will be reported to AFHQ and disposal instructions awaited.

d. War Material of US, British, Russian, or French Origin

(1) It will be the policy for material of US or British origin recovered from the enemy by recapture or surrender to be turned over to the American or British services normally responsible for the class of material concerned.

(2) It will be the policy to return to the Russian and French authorities all material which was formerly the property of the Russian and French Governments. Pending further instructions all material that is apparently of Russian and French ownership will be segregated and reported to this headquarters.

e. War Factories and War Factory Production - The policies contained in letter, this headquarters, file AG 386.3/087 GEC-O, dated 11 February 1945, subject: "Policy on Italian Munitions Production" will apply.

f. Ammunition

(1) Attention is drawn to current instructions on the handling of enemy ammunition.

(2) Ammunition of German manufacture if in Category 3 and in original containers will be centralized in a few selected parks under arrangements to be made by addressees. German transport and personnel will be used for this purpose under Allied supervision.

(3) Small quantities of loose ammunition in unguarded dumps which constitute a hazard to life or property will, under arrangements to be made by MMIA, be reported by Carabinieri to the Italian Ministry of War. MMIA will authorize the destruction by the Italian Ministry of War without reference to this headquarters of all such small quantities of German or Italian ammunition. Explosives will, if not available in the dumps, be demanded by MMIA from Armies, Districts, or Base Section.

(4) Small Dumps of German and Italian ammunition (other than that in Category 3 in original containers) of 500 tons or less will be destroyed by the most suitable means by German personnel under Allied supervision. German technical units may be formed for this purpose. If practicable the brass will be recovered and be returned through Allied Army Salvage organizations.

(5) Larger Dumps of German and Italian ammunition in excess of 500 tons will be placed under guard, their contents reported and disposal instructions awaited.

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Ltr, AFHQ, AG 386.3/163 LOG-O,
dtd 22 June 1945 (Cont'd)

(6) Nothing in these instructions is to be regarded in any way as restricting the authority of addressees to destroy ammunition in any quantity which is in a dangerous condition or constitutes a hazard to internal security, utilizing German personnel, under Allied supervision, for the work.

g. Animals

(1) It is expected that a large proportion of enemy-held animals will disappear before Allied control becomes effective. The remainder will be classified and where possible all-in-tested and Preston-branded from numbers allotted to Armies by this headquarters.

(2) Animals required for the maintenance of surrendered German forces will remain under German army care and supervision.

(3) Animals in Categories 2 and 3 will be moved as soon as possible into Allied animal collecting centers. Separate instructions will be issued on this subject.

(4) The remainder will be handed over on temporary loan to civil authorities by A.G who will obtain receipts.

h. War Material alienated by the Enemy - Any alienation of war material by the enemy, out of the ordinary course of army administration (for example, materials which may have been sold to the civilians in anticipation of surrender) entered into within three (3) months before the date of surrender shall be provisionally regarded as voidable, and, if required, the material so alienated will be summarily recovered.

i. Repairs to Enemy Material - Except on instructions from this headquarters, no attempt will be made to repair enemy material other than that categorized as 1 and 2, but category 3 material will be preserved to the extent of being put in grease and under cover where appropriate. With the exception of category 1, enemy material may be modified as required for abnormal uses.

j. Passenger and Load-Carrying Vehicles

(1) To allow for the maintenance of enemy forces and in order to save Allied transport, car and truck companies of vehicles of German make, by types, will be formed. Whenever practicable, however, such vehicles will not be issued without workshop inspection and never without WD numbers and full registration.

(2) The issue of enemy vehicles to existing Allied units will be permitted only in cases where such units have deficiencies in their TEs (MEs).

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

(3) Italian Army vehicles captured after the armistice with Italy will be dealt with in accordance with Section II, AFHQ Circular Number 5, 1945, and returned to the appropriate Italian authorities through MMIA. All other captured Italian vehicles whether requisitioned or not will be turned over to Allied Commission. Italian vehicles are defined as vehicles of Italian make. Italian military vehicles can usually be identified by the R-E on the dashboard or instrument panel. If doubt arises as to whether a vehicle of Italian make is a civilian or military vehicle, such vehicle will be turned over to MMIA who will determine the ownership and subsequent allocation in conjunction with Allied Commission. Receipts for all vehicles handed over to Allied Commission or MMIA will be obtained. As the retention of vehicles of Italian make against deficiencies in unit establishments is, at present, authorized, the ultimate hand-over to Allied Commission or MMIA of such vehicles may be postponed until further orders are issued by this headquarters. Every effort will be made to hand-over to MMIA all stocks of spare parts including tires for Italian military vehicles which are marked with R-E or are otherwise identifiable as having been the property of the Italian Ministry of War. Stocks of spares for Italian civilian vehicles will similarly be handed-over to Allied Commission or in doubtful cases to MMIA. Sufficient spares may be retained for such Italian vehicles as are held against deficiencies in Unit establishments. Addressees will not normally be responsible for repairing vehicles of Italian make before they are handed over to Allied Commission or MMIA. The responsibility for insuring the proper registration of, and the provision of drivers for all vehicles handed over to them will be that of Allied Commission or MMIA as the case may be.

k. Captured Civilian Material

(1) Captured material, which is not required for military purposes including maintenance of POW, which is apparently of a civil character and of Italian origin will be turned over to Allied Commission or MFA as appropriate, who will investigate ownership and authorize its return to its owners under such financial arrangements as may be appropriate. Material of this character, the ownership of which cannot be determined, will be disposed of by sale or otherwise as Allied Commission may determine. Proceeds of sales will be deposited in the Allied Finance Agency under Allied Commission direction and held pending further instructions from COS.

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(2) Captured German civil material which is not required by the controlling service at this headquarters will be turned over to Allied Commission for disposal as above.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Ltr, AFHQ, AG 386.3/163 LCC-O,
dtd 22 June 1945 (Cont'd)

(3) Captured civil material, which is of neither German or Italian origin will be reported to this headquarters and disposal instructions awaited.

1. (Salvage (Scrap) - Unrepairable enemy ground forces war material, for which there is no further use, will be regarded as salvage (scrap) and will be dealt with in accordance with existing procedures.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

24 JUN 1945

EDMUND R. SHUART
Colonel, AGD
Asst Adjutant General

2 Incls
1 - Appendix "A" - Notes on classification and withdrawal of enemy war material.
2 - Appendix "B" - List of Category 3 material.

DISTRIBUTION:

5 - Each addressee
2 - Combined Chiefs of Staff
2 - War Office (MIL for LMAB)
2 - C-in-C Med
1 - Air C-in-C Med
1 - CAO
1 - G-2
3 - G-3
2 - G-4 (A)
1 - G-4 (B)
1 - G-5
4 - Q(AE)
1 - QM
1 - Q(Maint)
1 - Pet
1 - Coal Sec
1 - Surgeon (B)
1 - Surgeon (A)
1 - Engr
1 - Sig
1 - Ord (A)
1 - Ord (B)
1 - Tn (A)
1 - Tn (B)
1 - CWS
2 - AG Records
2 - MAAF
2 - AAF/MTO
2 - Adriatic Base Command
2 - RAAC
3 - Allied Commission ITALY
2 - MMIA

SUBJECT :- ... ITALIAN WOODEN M/S BOATS AT VENICE - INSPECTION.

FROM :- ... COMMANDER M/S ADRIATIC.

Date :- ... 4th. June, 1945. Ref. No. 17/375.

TO :- ... THE COMMANDER-IN-CHIEF, MEDITERRANEAN.
(Copy to: The Flag Officer, Taranto,
Adriatic and Liaison Italy,
The Senior Naval Officer,
Northern Adriatic,
The Captain M/S Mediterranean,
The Naval Officer-in-Charge, ANCONA.
The Naval Officer-in-Charge, VENICE.)

In accordance with The Commander-in-Chief's message T.O.O. 251305 May, the wooden M/S Boats were inspected at SAN ELENA Yard, Venice, on 20th. May..

(a) There are four boats in progressive states of completion, most advanced being ready for installing of engines, etc..

Length ... 34 Metres.
Draught ... 1.50 Metres (D/L)
Beam ... 5.80 Metres.
Displacement .. 127 tons.
Twin screws, 350 H.P. Petrol engines.
Speed ... 15 Knots.
Crew ... 2 Officers, 26 men (Large A.A. armament.)

(b) The Hulls are soundly constructed and cross bulkheads are metal. Designed for Wire Sweep only. The armament, on German design, was very heavy with twin mountings and a ½" plate wheelhouse.

2. The removal of this top weight might allow "LL" Sweep to be fitted, but plans and drawings were not studied closely enough to establish how much re-designing would be required. All plans are available at the Yard Office.

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3. Before leaving, the Germans had sabotaged the engines, and the contractors estimated that first ship could be ready 60 days after materials are available. They were busy

Declassified E.O. 12065 Section 3-402/NNDG NO. 125220

The Senior Naval Officer,
Northern Adriatic,
The Captain M/S Mediterranean,
The Naval Officer-in-Charge, ANCONA.
The Naval Officer-in-Charge, VENICE.)

- -

In accordance with The Commander-in-Chief's message T.O.O. 251305 May, the wooden M/S Boats were inspected at SAN ELENA Yard, Venice, on 20th. May..

(a) There are four boats in progressive states of completion, most advanced being ready for installing of engines, etc..

Length ... 32 Metres.
Draught ... 1.50 Metres (D/L)
Beam ... 5.89 Metres.
Displacement .. 127 tons.
Twin screws, 350 H.P. Petrol engines.
Speed ... 15 Knots.
Crew ... 2 Officers, 26 men (Large A.A. armament.)

(b) The Hulls are soundly constructed and cross bulkheads are metal. Designed for Wire Sweep only. The armament, on German design, was very heavy with twin mountings and a ½" plate wheelhouse.

2. The removal of this top weight might allow "LL" Sweep to be fitted, but plans and drawings were not studied closely enough to establish how much re-designing would be required. All plans are available at the Yard Office. 5655

3. Before leaving, the Germans had sabotaged the engines, and the contractors estimated that first ship could be ready 60 days after materials are available. They were busy digging up machines and gear they had hidden. Engines are being returned to makers (FIAT ?) for repairs.

4. An American officer had inspected the vessels about a week previously.

COMMANDER-IN-CHIEF
MEDITERRANEAN STATION
11 JUN 1945
No. 520 4 5

Lieutenant Commander, R.N.R.
for Commander M/S Adriatic,
(absent on duty.)

Declassified E.O. 12065 Section 3-402/NNDC No. 155020

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

COPY OF SIGNAL

TO : C IN C MED.
(R) FOTALI. CAPT M/S.
FLEET CONSTRUCTOR OFFICER.
COMNAVNAW.

FROM : NOIC VENICE.
= 171050B May.

REDISTRIBUTION CONFIDENTIAL

Following from UNS Force.

4 wooden minesweepers of (120?) tons under construction at CANTIERELEE CELLI shipyard on north side of SAN ELENA island VENICE. These craft were ordered by Italian Republican authorities on behalf of the German Navy. Engines have been damaged (but?) spares obtainable from FIAT Works. Shipyard estimate completed 10 weeks first one, to 26 weeks last when work is resumed.

171050 May 1945. 5654

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

BEST COPY POSSIBLE

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

ESSAGE.

S. 1320e.
(Established—May, 1930.)
(Revised—December, 1941.)

To:

FOTALI ROME (R) FOTALI

FROM:

CINC MED

RESTRICTED

PERMISSION CANNOT BE GIVEN FOR WORK ON TANKER AT ANCONA WHILST EXISTING NAVAL REQUIREMENTS REMAIN. PARA, 3 OF YOUR 200951 MAY REFERS. SEE ALSO MY 041821 TO ADMIRALTY.

==071404B JUNE

REF: SHIPBUILDING IN ITALY

T/P P/L TOR 1820/7

No action taken with M.od M. as of 13 JUNE 5653

238

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

file with Shipbuilding Docs in F.O.

W.W.W

NAVAL MESSAGE

S. 1320e.
(Established—May, 1920)
(Revised—December, 1941)

Pack To: ADMTY (R) POTALI, POTALI ROME. FROM: C. IN C. MED.

DEFERRED. RESTRICTED.

THE POLICY OUTLINED IN A.M. 241426 APRIL DOES NOT AGREE WITH DIRECTIVE FROM C.C.S. IN FAN 437.

(2). PROGRAMME OF SHIP CONSTRUCTION AND DEMANDS FOR MATERIAL HAVE BEEN SUBMITTED TO AFHQ BY ALLIED COMMISSION UNDER COVER OF LETTER AC/TC 998/45 - MGS/ 295 /TC DATED 24TH MARCH 1945 AND FORWARDED TO C.C.S. ON 7TH MAY FOR DECISION ON RESPONSIBILITY FOR SUPPLY OF MATERIAL.

(3) MATERIAL REQUIRED IS MAINLY FOR CONSTRUCTION OF SMALL SHIPS BUT INCLUDES 2,500 TON TANKER AT CASTELLAMARE AND 2,000 TON TANKER AT ANCONA.

(4) SHIPYARD AT CASTELLAMARE IS POORLY EQUIPPED FOR REPAIR WORK AND WHILST BEING USED FULLY FOR THIS PURPOSE CONSIDERABLE SHIPBUILDING CAPACITY REMAINS WHICH IS NOT NOW REQUIRED FOR R.N. PURPOSES.

(5) TO AVOID LOCAL LABOUR DISTURBANCES PROPOSE THAT PENDING DECISION ON LARGER QUESTION REFERRED TO C.C.S. PERMISSION BE GRANTED TO BUILD SMALL CRAFT AT CASTELLAMARE UP TO SAY 250 TONS PROVIDED ALL MATERIALS, MACHINERY AND FITTINGS ARE PRODUCED IN ITALY WITHOUT PREJUDICE TO ALLIED REQUIREMENTS.

(6) IT MUST BE EMPHASISED THAT SIMILAR PERMISSION CANNOT BE WITHHELD IN OTHER BASES IN N. ITALY IN WHICH R.N. IS NOT INTERESTED OR REPRESENTED, AND IN BASES SUCH AS ANCONA WHEN R.N. REQUIREMENTS ARE REDUCED.

(7) SUBJECT TO ADMIRALTY APPROVAL TO PARAGRAPH 5 ABOVE AND AGREEMENT IN PRINCIPLE, MATTER THEN WILL THEN BE REFERRED TO SACMED IN VIEW OF IMPORTANT POLITICAL AND INTERNATIONAL PRINCIPLES INVOLVED.

=041821B. JUNE.

REF. SHIPBUILDING IN ITALY.

DIST. 3.9.

T.P. P.L. T.O.R.0348/5. 5/6/45.

RN 5652.

(1)

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1910

22 March 1945.

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

Subject: Tanker Under Construction at ANCONA.

Reference: (a) Navy Sub-Commission Ltr. NSC/1868 of 20 March to Industry Sub-Commission.

Enclosures: (A) Copy MEDBO ltr. of 17 March to Navy Sub-Commission.
(B) Copy of Navy Sub-Commission ltr. NSC/1651 of 13 February 1945 to Industry Sub-Commission.

1. Further to reference (a), enclosure (A) is forwarded herewith for information and appropriate action.

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

ALLIED - NAVY SUB-COMMISSION - COMMISSION
24 MAR 1945

B
WWW

5651

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/1868

20 March 1945.

From: Navy Sub-Commission, Hq, AC.
To : Industry Sub-Commission, Hq, AC.

Subject: Tanker Under Construction at ANCONA.

Reference (a) Industry S/C ltr AC/5666/IND of 4 January 1945.
Enclosure (A) Ministry of Marine ltr SM 5261 of 17 March 1945 and attached documents.

1. Enclosure (A) contains a report by Prof. SACERDOTI in regard to the 2000 ton tanker which is under construction at Ancona.

2. It is requested that the Navy Sub-Commission be informed of the decision of the Industry Sub-Commission as to whether additional work on the vessel will be authorized. Paragraph 4 of reference (a) indicated that such a decision would be made by the Industry Sub-Commission upon receipt of Prof. SACERDOTI's report.

ALLIED COMMISSION - NAVY SUB-COMMISSION

REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.

22 MAR 1945

5650

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: [illegible] (Minister)
TO : F.O.S. - A.C.O.S.
Date: 17.3.45
Ref.: C.P.(45)51

Subject: MOD-Tow Tanker under Construction at Ancona Shipyard.

Further to letter No.1559 of 7th inst. from Cabinet Office, we send you the following documents just received:-

- Rep. by MOWT's report
- Length of vessel after stocks removed from Yard's Plan.
- Stage of the construction at time of suspending work.

for Chief of Staff

IG/P.

Only copy of each of 3 documents forwarded to Industry S/C with NSC/1868

5049

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

Mod 40

Roma, 17 MAR 1945 194

Stato Maggiore della R. Marina

Rep. OPERAZIONI Uff. Naviglio

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. Mas 5251 Allegati

Al NAVY SUB COMMISSION
ALLIED COMMISSION
= ROMA =

ARGOMENTO: Motocisterna da 2.000 tonnellate in costruzione presso il Cantiere Navale di Ancona.=

A seguito del dispaccio n.B.I589 del 7 Febbraio u.s. di Marina Gabinetto Roma si rimettono i seguenti documenti ora pervenuti:

- relazione dell'Ing.Sacerdoti;
- disegno ribaltamento della Nave in seguito alla demolizione delle tuccate di sicurezza sul lato destro;
- stato di lavoro dello scafo alla data della sospensione dei lavori.

IL CAPO DI STATO MAGGIORE

5648

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

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

17th March, 1945.

To:- Navy Sub-Commission, Hq. Allied Commission.

From:-Chairman, Mediterranean Shipping Board.

Reference:- (a) Navy Sub-Com. ltr. NSC/1404 of 28 December 1944.
(b) Navy Sub-Com. ltr. NSC/1472 of 7 January 1945.

..... With reference to the attached papers*, I have had the position examined.

The possibility of obtaining the required machinery locally, appears to be remote.

The vessel is lying on her side with 90% of the hull construction complete, but would have to be dismantled, re-erected on the slipway, and launched. I think the Italians should examine the possibilities of this being done at an early date, before any actual steps are taken to order machinery and materials required.

Victor Rothschild

Chairman, Mediterranean Shipping Board.

* NSC/1651 dated 13 Feb 45
Subject: 2000 Ton Tanker under Construction at ANCONA Shipyards

5647

12393

Declassified E.O. 12065 Section 3-402/NNDC NO. 85020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2454
22 May 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.

Subject: 2000 Ton Tanker Under Construction at ANCONA.

1. In answer to Ministry of Marine letter SM/9635 of 15 May 1945, no decision has been reached in regard to subject vessel as of the present date.

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

NAVY SUB-COMMISSION ALLIED COMMISSION ITALY

23 MAY 1945

www

IRN - 5646

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 15 May '45
Ref.: SM.9635

Subject: 2000 Ton Motor-Tanker under Construction at Ancona Shipyard.

Ref. your NSC/1472 of 7 Jan. last and further to our N°5251 of 17 Mar.

Request you kindly let us know your decision re. completing construction of this tanker, given the importance of the hull and the suitability of utilizing it.

for CHIEF OF STAFF

DG/P.

5645

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

Mod.39

Stato Maggiore della R. Marina

Roma, 15-5-1951

Rep. OPERAZIONI Uff. Naviglio

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Prot. N. 0m 9635 Allegati

Al NAVY SUB COMMISSION
Allied Commission
= ROMA =

ARGOMENTO: Motocisterna da 2000 tonnellate in costruzione presso il Cantiere Navale di Ancona.=

Riferimento foglio NSC/1472 del 7 Gennaio c.a. ed a prosecuzione del dispaccio 5291 in data 17 Marzo al questo Maristat.

Si pregherebbe far conoscere la decisione di codesta S.Commissione circa il completamento della Motocisterna in argomento, data l'importanza dello scafo e la convenienza di utilizzarlo.=

IL CAPO DI STATO MAGGIORE

5644

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

Tel. 391

ABW/as

Ref.AC/5566/IND

24 April 45

SUBJECT: Tanker under Construction at Ancona.

TO : Navy Sub-Commission.

FROM : Industry Sub-Commission.

1. Reference your NSC/1958 of 20 March and NSC/1910 of 22 March 1945.

2. On going over the past history relative to above subject this Sub-Commission is of the opinion that:

(a) due to insufficient substantial information not being available it is regretted we cannot make a decision.

(b) It would appear from the report by Prof. Sacerdoti that the hull is not damaged and that it could be placed on an even keel without any difficulty.

(c) It must be recognised that this survey was carried out by an expert Marine Engineer and some weight must be attached to his technical knowledge.

(d) As the proposed shipbuilding programme to be carried out by the Italian Ministry of Industry, Commerce and Labour and Industry Sub-Commission A.C. does not include vessels over 500 tons. We are not prepared meantime to give a decision but would suggest that the proposals put forward in the survey should be favourably considered.

W.J. MASKREY 5643
Lt. Colonel,
Deputy Director,
Industry Sub-Commission.

Copy to:
Economic Section.

239

Declassified E.O. 12065 Section 3-402/NNDG NO. 795020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission AFO 394

NSC/1651
13 February 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Industry Sub-Commission, Hq. A.C.

Subject: 2000 Ton Tanker under Construction at Ancona Shipyards.

References: (a) Navy Sub-Com. ltr NSC/1404 of 28 December 1944.
(b) Navy Sub-Com. ltr NSC/1472 of 7 January 1945.

Enclosure: (A) List of Machinery and Materials Required.

1. Enclosure (A), a list of machinery and materials required for the completion of the subject tanker furnished to the Navy Sub-Commission, A.C. on 7 February 1945, by the Italian Ministry of Marine, is forwarded herewith in connection with references (a) and (b) for information.

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

Copy to:
CINC-MED.
FOTALI-TARANTO.
NOIC-ANCONA
MEDBO
ECONOMIC SECTION, A.C.

ALLIED COMMISSION - NAVY SUB-COMMISSION

14 FEB 1945

5642

Declassified E.O. 12065 Section 3-402/NNDC NO. T95020

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - A.C.H.Q.
Ref.: B.1589
Date: 7/2/45

Subject: 2000 Ton Tanker under Construction at Ancona Shipyards.

Further to letter B.1148 of 20th Dec. last and with ref. to NSC/1472 of 7th ulto., we send you attached list of machinery and materials required to complete above construction.

CHIEF OF CABINET

DG/P.

Pack No. Ref. not known.
P.

PERMANENT RECORDS UNIT
Date 8 Feb.
No 1997
ROME

5641
FILE

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

IMPORTED MACHINERY AND MATERIALS REQUIRED TO COMPLETE CONSTRUCTION Nº176 AT I.C.N.R. ANCONA (tanker of 2000 tons for A. G. I. P.)

---

a) - Auxiliary Machinery and Various Materials.

- Winch for raising anchors	1 in Nº
- Anchors, chains and cables	
- Steam winch	1 " "
- Winch for warping ship	1 " "
- Rudder machinery	1 " "
- Small steam boiler	1 " "
- Loading pump	1 " "
- Fresh water pump and for bilges, Washing-down and fire, bilges and ballast	4 " "
- Boiler pumps	2 " "
- Pumps for sending fuel to the jets	2 " "
- Hand pump for lighting boilers	1 " "
- Steam ejectors	1 " "
Engine Room telegraph	1 " "
- Compasses	3 " "
- Tubes	T. 30

b) - Main and Aux. Engines.

- 1200 + 1700 H.P. Diesel	1 in Nº
- Electric winch	1 " "
- Reserve steam pumps	3 " "
- Dynamo compressor groups	2 " "
- Motor compressor	1 " "
- Surface refrigerators	3 " "
- Hand air-compressors	1 " "
- Fuel and water-feed heaters	2 " "
- Condenser	1 " "
- Fuel and Oil filters	2 " "

DG/P.

5640

Declassified E.O. 12065 Section 3-402/NNDG NO. 795020

Lo/Ba

Mod. 39

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° B. 1589 Allegati

Roma, - 7 FEB. 1945

Al
Navy Sub Commission
Allied Commission
- R o m a -

ARGOMENTO: Motocisterna da 2.000 tonn. in costruzione presso il Cantiere Navale di Ancona.

A seguito del foglio N° B.1148 del 20 dicembre u.s. e con riferimento alla lettera NSC/1472 in data 7 gennaio di codesta N.S.C., si rimette l'allegata nota dei macchinari e materiali occorrenti per l'ultimazione della costruzione in argomento.

IL CAPO DI GABINETTO
C.V. F. Zanlini

5639

COPIA

FABBISOGNO MACCHINARI E MATERIALI DI IMPORTAZIONE PER L'ULTIMA= ZIONE DELLA COSTRUZIONE N° 176 PRESSO I C.N.R. DI ANCONA (Moto= cisterna da 2.000 T. per l'A.G.I.P.)

---

a) - Macchinari e materiali per scafo e allestimento.

- Molinello salpa ancore	n°	1
- Ancore, catene e cavi	"	
- Verricello a vapore	"	1
- Verricello di tonneggio	"	1
- Macchinario per manovre timone	"	1
- Calderina a vapore	"	1
- Pompa per il carico	"	1
- Pompa per acqua dolce, di sentina, lavaggio ed incendio, servizio sentina e zavorra.	"	4
- Pompe per servizio caldaia	"	2
- Pompe per mandata nafta ai polveriz.	"	2
- Pompa a mano per l'accensione cald.	"	1
- Eiettori a vapore	"	1
- Telgrafi di macchina a ripetizione	"	1
- Bussole	"	3
- Tubi	T.	30

b) - Apparato motore e macchinari ausiliari.

- Apparato motore tipo Diesel da 1.200 ÷ 1.700 C.A.	n°	1
- Viratore elettrico	"	1
- Pompe a vapore di riserva	"	3
- Gruppi motodinamo compressori	"	2
- Motocompressori	"	1
- Refrigeranti a superficie	"	3
- Compressore di aria a mano	"	1
- Riscaldatori per nafta e acqua alimento	"	2
- Condensatore	"	1
- Depuratori per nafta e per olio	"	2

5638

Declassified E.O. 12065 Section 3-402/NNDC No. 12520

2407

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

file

Headquarters, Allied Commission
Navy Sub-Commission APO 394

NSC/1472
7 January 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.

Subject: 2000 Ton Tanker Under Construction at ANCONA. Shipyard.

1. Reference is made to Ministry of Marine letters 742/FO of 10 October and 1141/FO of 20 December 1944.

2. The Navy Sub-Commission has been informed by the Industry Sub-Commission that the question of the tanker at ANCONA was recently considered at a meeting with the Italian Ministry of Industry, Commerce and Labor. At that time it was decided that material for the completion of the tanker would not be made available at present as there was some doubt in regard to the condition of the ship's keel.

3. The Industry Sub-Commission has informed that Professor SACERDOTI, an Italian Marine Engineer, is making a complete survey of the vessel's hull. When the results of the survey are made available a final decision will be made as to whether the ship can be completed.

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

Copy to:
CINC-MED
FOTALI-TARANTO
NOIC-ANCONA
MEDIO -
ECONOMIC SECT. A.C.

IRNIF

ALLIED CONTROL COMMISSION - NAVY SUB-COMMISSION

5637

18 GEN 1945

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Tel. 432

GEJB/ag

L.T. Benn

Ref. AC/5666/IND.

4 January 1945

SUBJECT : Re-habilitation of Italian Shipbuilding Industry.

TO : Navy Sub-Commission.

FROM : Industry Sub-Commission.

1. Your NSC/1404 of 28 December 1944 para 3 refers.

2. The question of the tanker at Ancona was brought up recently at a meeting with the Italian Ministry of Industry, Commerce and Labour. It was decided that material for the tanker would not be included in the present programme for imports as there was some doubt of the twist in the keel of the ship.

3. Prof. Sacerdoti, a well known Italian Marine Engineer is making arrangements for the hull to be carefully surveyed before a decision can be reached. If the survey report is not satisfactory the plates from the hull will be stripped and this steel will be made available to Italian Shipbuilding Industry for repair to other salvaged vessels.

4. A copy of the report referred to in para 3 above together with this S/C decision will be forwarded to Navy S/C as soon as received.

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

Copy to :
Economic Section.

5636 11/B

2403

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

FW/c

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1404
28 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Industry Sub-Commission, Hq. A.C.

Subject: Rehabilitation of Italian Shipbuilding Industry.

References: (a) Navy Sub-Com. ltr NSC/1045 of 23 October 1944.
(b) Industry Sub-Com. ltr AC/5566/IND of 20 December 1944.

Enclosure: (A) Copy Navy Sub-Com. ltr NSC/1046 of 23 October 1944.
(B) Copy Ministry of Marine ltr. 1118/FO of 20 December 1944.

1. The Navy Sub-Commission, A.C. in reference (a) forwarded a copy of the Ministry of Marine letter No. 742/FO of 10 October 1944, to the Naval Officer-in-Charge, ANCONA, and requested that steps be taken to ensure that no unnecessary damage is permitted to the 2000 ton tanker which was under construction at the Ancona Cantiere Navale Shipyard. The Naval Officer-in-Charge, ANCONA, has confirmed that no unnecessary damage will be permitted, pending a decision as to the disposal of the tanker.

2. The Ministry of Marine was informed in enclosure (A) that additional data was required before any decision could be reached as to whether the completion of the tanker will be authorized. The Ministry of Marine in enclosure (B) furnished additional data which indicates that it is highly improbable that the vessel could be completed, even if authorized. The engines are reported to be under construction at TRIESTE and the auxiliary machinery has apparently been destroyed or diverted to other uses.

3. The Industry Sub-Commission, A.C. in reference (b) submitted a proposed shipbuilding program to be carried out by the Italian Ministry of Industry, Commerce and Labor. As this program does not include any vessels larger than 500 tons a decision is requested by the Industry Sub-Commission, A.C. as to whether the completion or any work on the hull of the tanker at ANCONA should be authorized.

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

Copy to:
CINC-MED.
FOTALI-TARANTO
NOIC-ANCONA
MEDEO.

5635

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - A.C.H.Q.
Date: 20/12/44
Ref.: 1143/FO

Subject: 2000-Ton Tanker under Construction at Ancona Cantiere Navale (Shipyard).

Ref. your letters NSC/1046B and NSC/1200 dated 23rd Oct. and 22nd Nov., respect.

1. Cantieri Navali Riuniti and A.G.I.P. inform as follows on this matter:-

a) - State of advancement of hull construction = approx. 90%

b) - 1 - Materials to complete hull = almost entirely on hand at the Yard.

2 - Materials to finish her = partly salvaged, partly to be recovered from salvage of debris, partly to be finished off.

c) - 1 - Engines = are under construction at the "Fabbrica Macchine S.Andrea di Trieste"

2-- Various Machinery = was ready at the Yard but now lost.

d) - e) - It is not possible at the present moment to determine what materials, machinery and gear for completion of the vessel could be obtained from Italian manufacturers.

f - It is estimated that about 3 months are required to set up the vessel on the stocks and then 6 months more before she will be ready for launching; in all 9 months from starting date.

For reasons mentioned it is not possible at the moment to calculate completion date.

2. To carry out the operation of setting up the vessel on the stocks it would be necessary for the Allies to allow the Shipyard the use of some fifty operatives as also the loan of necessary equipment (tackle, hoists, etc.) as the greater part of the Yard's

5634

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

Ref. your letters NSC/1046B and NSC/1200 dated 23rd Oct. and 22nd Nov., respect.

1. Cantieri Navali Riuniti and A.G.I.P. inform as follows on this matter:-

a) - State of advancement of hull construction = approx. 90%

b) - 1 - Materials to complete hull = almost entirely on hand at the Yard.

2 - Materials to finish her = partly salvaged, partly to be recovered from salvage of debris, partly to be finished off.

c) - 1 - Engines = are under construction at the "Taborica Macchine S.Andrea di Trieste"

2-- Various Machinery = was ready at the Yard but now lost.

d) - e) - It is not possible at the present moment to determine what materials, machinery and gear for completion of the vessel could be obtained from Italian manufacturers.

f - It is estimated that about 3 months are required to set up the vessel on the stocks and then 6 months more before she will be ready for launching; in all 9 months from starting date.

For reasons mentioned it is not possible at the moment to calculate completion date.

2. To carry out the operation of setting up the vessel on the stocks it would be necessary for the Allies to allow the Shipyard the use of some fifty operatives as also the loan of necessary equipment (tackle, hoists, etc.) as the greater part of the Yard's gear has been destroyed. 5634

3. The Cantieri Navali Riuniti will inform later on particulars asked for by A.C. However, from the data to hand it would immediately appear that the constructions can conveniently be completed and, in the meantime, it is suggested that the salvaged materials destined for this work, should not be taken for other purposes.

NAVAL OFFICER LIAISON ITALY
Date 24 Dec
No
ROME

CHIEF OF CABINET

DG/P.

Fila
B

Declassified E.O. 12065 Section 3-402/NNDG NO. 175020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

BEST COPY POSSIBLE

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 1168/Fo Allegati

Roma 20 DIC. 1944

Al NAVY SUB-COMMISSION
ALLIED COMMISSION
ROMA

ARGOMENTO: Motocisterna da 2.000 tonn. in costruzione presso il Cantiere Navale di Ancona.

Riferimento vostri fogli NSC/1046B e NSC/1200 rispettivamente in data 23 Ottobre e 22 Novembre 1944.

1. Secondo quanto comunicato dai Cantieri Navali Riuniti e dalla A.G.I.P. risultano i seguenti elementi relativi alla costruzione in argomento:

a) - Stato di avanzamento della costruzione dello scafo = circa il 90%;

b) - 1 - Materiale per completamento scafo = quasi interamente disponibile in Cantiere.

2 - Materiale per allestimento = in parte ricuperato, in parte da recuperare sotto le macerie, in parte da approntare.

c) - 1 - Apparato motore = si trova in costruzione presso la Fabbrica Macchine S.Andrea di Trieste.

2 - Macchinari vari = già approntati in Cantiere, perduti.

d) - e) Non è possibile al momento attuale determinare se e quali dei materiali, macchinari e accessori occorrenti per il completamento della nave potrebbero essere forniti dall'industria italiana.

f) Si prevede che occorrerebbero circa tre mesi per risistemare la nave sullo scalo e successivamente circa sei mesi per approntare lo scafo al varo, in totale circa nove mesi dall'inizio dei lavori.
Per quanto sopra detto non è possibile al momento attuale fare previsioni circa la data di approntamento della nave.

5633

2. Per compiere l'operazione di risistemazione della nave sullo scalo sarebbe necessario che gli Alleati consentissero al Cantiere di

Declassified E.O. 12065 Section 3-402/NNDC No. 17502

ARGOMENTO Motocisterna da 2.000 tonn. in costruzione presso il Cantiere Navale di Ancona.

Riferimento vostri fogli NSC/1046B e NSC/1200 rispettivamente in data 23 Ottobre e 22 Novembre 1944.

1. Secondo quanto comunicato dai Cantieri Navali Riuniti e dalla A.G.I.P. risultano i seguenti elementi relativi alla costruzione in argomento:

a) - Stato di avanzamento della costruzione dello scafo = circa il 90%;

b) - 1 - Materiale per completamento scafo = quasi interamente disponibile in Cantiere.

2 - Materiale per allestimento = in parte ricuperato, in parte da recuperare sotto le macerie, in parte da approntare.

c) - 1 - Apparato motore = si trova in costruzione presso la Fabbrica Macchine S.Andrea di Trieste.

2 - Macchinari vari = già approntati in Cantiere, perduti.

d) - e) Non è possibile al momento attuale determinare se e quali dei materiali, macchinari e accessori occorrenti per il completamento della nave potrebbero essere forniti dall'industria italiana.

f) Si prevede che occorrerebbero circa tre mesi per risistemare la nave sullo scalo e successivamente circa sei mesi per approntare lo scafo al varo, in totale circa nove mesi dall'inizio dei lavori.
Per quanto sopra detto non è possibile al momento attuale fare previsioni circa la data di approntamento della nave.

3633

2. Per compiere l'operazione di risistemazione della nave sullo scalo sarebbe necessario che gli Alleati consentissero al Cantiere di adibire a questo lavoro una cinquantina di operai e che fosse altresì messa a disposizione parte dell'attrezzatura occorrente (paranchi, martinetti, ecc.) poichè la maggior parte dell'attrezzatura del Cantiere è stata distrutta.

./.

Declassified E.O. 12065 Section 3-402/NNDC NO. 165020

3. I Cantieri Navali Riuniti si sono riservati di fornire ulteriori precisazioni circa gli elementi richiesti dall'A.C. Comunque dalle informazioni finora pervenute risulta senz'altro l'opportunità che la costruzione sia condotta a termine e che frattanto , in attesa dell'inizio dei lavori, tutto il materiale ricuperato, già destinato a questa costruzione, non sia impiegato per altri usi.

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

Declassified E.O. 12065 Section 3-402/NNDG NO. 18502

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Navy Sub-Commission APO 394

NSC/1200
22 November 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.

Subject: 2000 Ton Tanker under Construction at C.N.P. Shipyard, Ancona.

1. In connection with the subject tanker, it has been conformed by NOIC, Ancona, that no unnecessary damage will be permitted to the vessel pending a decision as to her disposal.

2. No further action in this connection can be taken until a reply is received to Navy Sub-Commission letter NSC/1046 of 23 October 1944, which requested additional data in order to determine whether the completion of the vessel can be authorized.

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

Copy to:
CinC-Med.
NOIC-Ancona

NAVY SUB-COMMISSION · ALLIED CONTROL COMMISSION

5632

24 NOV 1944

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Office of N.O.I.C.,
Navy House, Ancona.

10 November 1944.

Ref.No M3/133.

NAVY SUB COMMISSION, HEADQUARTERS, ALLIED CONTROL COMMISSION.

2000 Ton Tanker under
Construction at C.N.R. Shipyard, Ancona.

With reference to your letter NSC/1045/B of 23rd October it is confirmed that no unnecessary damage will be permitted to this tanker pending decision as to her disposal.

K.S. Backhouse

(K.S. Backhouse)
COMMANDER
NAVAL OFFICER-IN-CHARGE.

5631

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/1046B

23 October 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Ministry of Marine - ROME.

Subject: 2000 Ton Tanker under Construction at Ancona Shipyard. (Job No. 176).

1. With reference to yourletter No. 742/FO of 10 October 1944, the Naval Officer-in-Charge, ANCONA, has been requested to take steps to insure that no unnecessary damage or breaking up of the subject tanker is permitted pending further investigation.

2. If the Ministry of Marine proposes to sponsor the completion of the subject vessel, it will be necessary to submit detailed plans in order to obtain the necessary authority. The following data should be submitted:

(a) present state of completion
(b) materials on hand
(c) machinery on hand
(d) machinery and equipment that can be obtained from Italian resources.
(e) machinery and material which can not be supplied from Italian resources.
(f) estimated completion date.

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

NAVY SUB-COMMISSION FILE ALLIED CONTROL COMMISSION

5630

28 OCT 1044

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/1045B

23 October 1944

From:
To :

Navy Sub-Commission, Hq.ACC.
Naval Officer-in-Charge, ANCONA.

Subject:

2000 Ton Tanker under Construction at Ancona Shipyard. (Job No. 176).

1. A copy of the Ministry of Marine letter No. 742/PO of 10 October 1944, is forwarded herewith requesting comment and recommendations. Pending a decision as to whether or not authority will be granted for the completion of the subject tanker, it is requested that steps be taken to insure that no unnecessary damage or breaking up of the vessel is permitted.

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

Copy to:
CinC. Med.
FOTALI (Taranto)
MEDRO
INDUSTRY SC,ACC.

ALLIED CONTROL COMMISSION - NAVY SUB-COMMISSION
FILE
28 OTT 1944

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION
BUILDING MATERIALS DIVISION
APO 394

GEJB/gc

20 October 1944

Ref.ACC/5566/IND

SUBJECT: 2.000 tons tanker under construction at Ancona.

TO :Navy Sub-Commission

1. Your NSC/952 B of 14 Oct. refers.

2. Attached is a copy of reply received from Petroleum Section H.Q. A.A.I.

3. No further action has been taken by this Sub-Commission, but is in the interests of all concerned that this tanker should be completed.

1 Incl.:-
as above

W. S. VAUGHAN
Director,
Industry Sub-Commission

Copy to:-
Economic Section

5629

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY OF TRANSLATION

From: MINISTRY OF MARINE (Cabinet)
To : F.C.L.I. - Rome
Date: 10.10.44
Ref.: 742/TO

Subject: 2000 Ton Tanker under Construction at Ancona Shipyard. (Job No. 176)

1) On No. 3 Slipway at the Ancona Shipyard there is a 2000 T.D.W. tanker in an advanced state of construction, ordered by A.G.I.P.

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

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

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

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

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

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

THE MINISTER

5628

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY

AFHQ PETROLEUM SECTION
ROME ALLIED AREA COMMAND
Tel:- [illegible] 478875
PET 9/A/14
20 Sep 44

SUBJECT: Shipbuilding

HQ. A.C.C. Industry Sub-Commission, APO 394. (3)

Copy to: Petroleum Section, AFHQ.

Reference your ACC/5566/IND dated 15 Sept. 44.

1. There is a shortage of small tankers and any addition to their number would be welcome.

2. It is presumed that if the vessel were to be completed in war time it would be requisitioned by the Allied authorities. If completed after the war, its disposition would presumably be in accordance with the Peace Treaty.

3. The work of completion will presumably involve the consumption of some petroleum products. These will require to be supplied in excess of the minimum requirements for the Ancona area for which this Section is making provision. If you decide to go ahead with the construction may a detailed estimate of requirements of petroleum products please be notified to this office.

4. It is noted that materials for the hull are available. What arrangements are in hand for the provision of engines and other machinery?

5. It would be of benefit to this Section to have an estimate of the date on which the vessel is likely to be completed. Unofficial estimates received indicate that a period of 1½ to two years will be required for the work.

6. As this vessel is still in the ownership of A.C.I.P., this Section could if desired, ask C.I.P. for further information.

H. D. EYLES
Colonel
Petroleum Section

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION
APO 394

GEJB/gzb

Building Materials
Division

Ref. ACC./5566/IND

15 Sept. 1944

SUBJECT : Shipbuilding.

TO : Petroleum Section, HQ. AAI.

1. The firm CANTIERI NAVALI RIUNITI at Ancona had started the building of a 2.000 Tons motor tanker for the Soc. A.G.I.P.

2. It is proposed to continue with the building of this ship, either for the A.A. or for A.G.I.P., but your opinion on this matter would be appreciated, prior to further instructions being given from this HQ.

3. The materials for the completion of the hull are in site and the labour can be provided. It is therefore considered that the completion of this tanker will be a step forward in the reactivation of the Italian ship-building industry as well as being a contribution to the war effort.

For Captain STONE (USNR):

(Signed) JOHN E. E. TODD

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

Copy to:-
A.M.G. 8th Army
(Attn: Econ. & Supply Div.)
R.C. Region V
(Attn: Econ. & Supply Div.)
V Naval Sub-Commission
The Minister - Ministry of Industry, Commerce and Labour.
Major Thornitt Smith.

NAVY SUB-COMMISSION ALLIED CONTROL COMMISSION FILED

5627