

ACC

10000/124/122

ITALIA
TRANSF
JAN. 4

10000/124/122

ITALIAN INLAND WATER
TRANSPORT
JAN. 45 - SEPT. 45

PI-4

SECRET.

SECRET.

Moral of No. 1 Italian I.W.T. Company.

Dispersal of I.W.T. Companies Nos. 1, 2, and 3.

1.

2.

SECRET

6744

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - H.Q. - A.C. - Rome
Date: 18th September 1945
Ref.: SM/2013

Subject: Dispersal of I.W.T. Companies Nos.1, 2, and 3.

Reference is made to your letter NSC/3075 of 28th July 1945, your signal of 29th August 1945 and your letter No.NSC/3497 of 8th instant.

You are informed that the I.W.T. Companies have already been dispersed and their personnel have been employed on other duties.

for CHIEF OFSTAFF

GGE/P.

PI-4
7845



Mod. 40

Roma

18 SET. 1946

Stato Maggiore della P. Marina

Al

Pop. ...

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 20313

ARGOMENTO:

Scioglimento della Compagnia L.W.F.

Riferisce foglio 128/3075 del
26 luglio d.a., foglio del 29/8/1945 e
foglio 128/3497 dell'8 d.a.

Si comunica che la compagnia
L.W.F. è già stata sciolta e che
il relativo personale è già stato uti-
lizzato per altri incarichi.

IN CARO DI STASO MARITONI

1843

11062

785020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3497
8 September 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.
Subject: No. 1, 2 and 3 Italian Inland Water Transport Companies -
Disbandment of.

1. For the information of the Ministry of Marine, the Land Forces Sub-Commission, AC has directed the Italian Ministry of War to disband the subject Transport Companies effective 27 August 1945. It is requested that the Ministry of Marine take appropriate action for the employment of the Inland Water Transport Companies which have been disbanded.

G. W. I. BUCKER,
CAPTAIN, U. S. NAVY,
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

PI-4

1843

B

SUBJECT: Disbandment of Pt IIA and Pt IIE Units.

LAND FORCES SUB COM, A.C. (LMIA)

SD/4/1

5 Sept 45

TO : MINISTRY OF WAR

1. 1060 COOPERATOR PORT MAINTENANCE SECTION (ITALIAN ELEMENT)
 2. 1062 COOPERATOR PORT MAINTENANCE SECTION (ITALIAN ELEMENT)
 3. 1 ITALIAN INLAND WATER TRANSPORT COMPANY
 4. 2 ITALIAN INLAND WATER TRANSPORT COMPANY
 5. 3 ITALIAN INLAND WATER TRANSPORT COMPANY
 6. 230 ITALIAN EVACUATION HOSPITAL
 7. 232 ITALIAN EVACUATION HOSPITAL
 8. 576 ITALIAN EVACUATION HOSPITAL
 9. 866 ITALIAN EVACUATION HOSPITAL
 10. 301 ITALIAN ORDNANCE AMMUNITION COMPANY
 11. 302 ITALIAN ORDNANCE AMMUNITION COMPANY

DISBANMENT

1. The above mentioned units will be disbanded as shown at Appx 'A' attached.

PERSONNEL

2. Personnel will be disposed of in accordance with MMIA signal 1222 of 8 Aug 45, with the exception of serials 3 - 5 for which Navy Sub Commission (AC) have issued instructions through Italian Ministry of Marine.

EQUIPMENT

3. (a) British equipment will be returned to Ordnance under orders of the supervisory authorities, any deficiencies being vouchered to you in due course.

(b) Italian equipment will be returned to Sub Depots under instructions to be issued by the appropriate Adm Divs.

REFERENCES

4. References to ATHQ letters are as follows:-

Serials 1 - 5 C-1(BR)/1074/A-1. (Ser 3001) 1842
 15 Aug 45

1. 1062 COOPERATOR PORT MAINTENANCE SECTION (ITALIAN ELEMENT)
2. 1062 COOPERATOR PORT MAINTENANCE SECTION (ITALIAN ELEMENT)
3. 1 ITALIAN INLAND WATER TRANSPORT COMPANY
4. 2 ITALIAN INLAND WATER TRANSPORT COMPANY
5. 3 ITALIAN INLAND WATER TRANSPORT COMPANY
6. 230 ITALIAN EVACUATION HOSPITAL
7. 232 ITALIAN EVACUATION HOSPITAL
8. 576 ITALIAN EVACUATION HOSPITAL
9. 866 ITALIAN EVACUATION HOSPITAL
10. 304 ITALIAN ORDNANCE AMMUNITION COMPANY
11. 302 ITALIAN ORDNANCE AMMUNITION COMPANY

DISBANMENT

1. The above mentioned units will be disbanded as shown at Appx 'A' attached.

PERSONNEL

2. Personnel will be disposed of in accordance with MMIA signal A 1222 of 8 Aug 45, with the exception of serials 3 - 5 for which Navy Sub Commission (AC) have issued instructions through Italian Ministry of Marine.

EQUIPMENT

3. (a) British equipment will be returned to Ordnance under orders of the supervisory authorities, any deficiencies being vouchered to you in due course.
- (b) Italian equipment will be returned to Sub Depots under instructions to be issued by the appropriate Adm Divs.

REFERENCES

4. References to AFHQ letters are as follows:-

Serials 1 - 5 G-1 (BR)/1074/A.1. (Ser 3091) of 31 Aug 45
 " 6 - 9 G-1 (BR)/1074/A.1. (Ser 3101) of 1 Sept 45
 10 - 11 G-1 (BR)/1074/A.1. (Ser 3100) of 1 Sept 45

Copy to: MMIA LO's MILAN

GENOA

3 DISTRICT

54 AREA

1 DISTRICT

c/o 86 AREA

FLORENCE CITY COMD FOR THRUPE

Internal: A (Two) SD/1/4

Q (Three) SD/6/2

RE SD/2/2

MED SD/15/2

Navy Sub Commission (AC)

St. L. May
 F. Major General, I. A.

JW

Append
SD/4/1

Serial No.	UNIT	WE	WE STRENGTH Oftrs ORs	LOCN	SUPERVISORY AUTHY	EFFECTIVE DATE	COMPLETION DATE
1.	1060 Co-op Port Maint Sec	CM/206/1	- 57	ANCONA	HQ 3 Dist	27 Aug	21 Sept
2.	1062 " " " "	"	- 57	BARI	HQ 3 Dist	27 Aug	21 Sept
3.	1 Italian I.W.T. Coy	IV/22P/1	4 208 +	BARI	HQ 3 Dist	27 Aug	21 Sept
4.	2 Italian I.W.T. Coy	IV/22P/1	4 208 +	VENICE	HQ 13 Corps	27 Aug	21 Sept
5.	3 Italian I.W.T. Coy	IV/22P/1	4 208 +	GENOA	HQ 2 Dist	27 Aug	21 Sept
6.	230 Italian Evac Hospital	CM/574/1	19 71	CESENA	HQ 2 Dist	1 Sept	22 Sept
7.	232 Italian Evac Hospital	CM/574/1	19 71	FORLI	HQ 2 Dist	1 Sept	22 Sept
8.	576 Italian Evac Hospital	CM/574/1	19 71	CAPAGGIOLO	HQ 3 Dist	1 Sept	22 Sept
9.	866 Italian Evac Hospital	CM/574/1	19 71	CAPAGGIOLO	HQ 3 Dist	1 Sept	22 Sept
10.	301 Italian Ord Amn Coy	CM/842/1	1 54	NOLA	HQ 3 Dist	26 Aug	22 Sept
11.	302 Italian Ord Amn Coy	CM/842/1	1 54	NOLA	HQ 3 Dist	26 Aug	22 Sept
			90 1130				

+ Personnel of these units is Italian Navy personnel at present held under Italian Army ceiling.
Adm Divs responsible only for any Italian Army equipment held by these units.

JW

Appendix 'A' to MIA letter
SD/4/1 dated 5 Sept 1945.

WE	WE STRENGTH Offrs ORs	LOCN	SUPERVISORY AUTHY	EFFECTIVE DATE	COMPLETION DATE	ADM DIV RESPONSIBLE FOR PERSONNEL AND EQUIPMENT
CM/206/1	- 57	ANCONA	HQ 3 Dist	27 Aug	21 Sept	230 Adm Div
"	- 57	BARI	HQ 3 Dist	27 Aug	21 Sept	227 Adm Div
IV/22P/1	4 208 +	BARI	HQ 3 Dist	27 Aug	21 Sept	227 Adm Div
IV/22P/1	4 208 +	VENICE	HQ 13 Corps	27 Aug	21 Sept	228 Adm Div
IV/22P/1	4 208 +	GENOA	HQ 2 Dist	27 Aug	21 Sept	231 Adm Div
CM/574/1	19 71	CESENA	HQ 2 Dist	1 Sept	22 Sept	209 Adm Div
CM/574/1	19 71	FORLI	HQ 2 Dist	1 Sept	22 Sept	209 Adm Div
CM/574/1	19 71	CAPAGGIOLO	HQ 3 Dist	1 Sept	22 Sept	230 Adm Div
CM/574/1	19 71	CAPAGGIOLO	HQ 3 Dist	1 Sept	22 Sept	230 Adm Div
CM/842/1	1 54	NOLA	HQ 3 Dist	26 Aug	22 Sept	227 Adm Div
CM/842/1	1 54	NOLA	HQ 3 Dist	26 Aug	22 Sept	227 Adm Div
	90 1130					

is Italian Navy personnel at present held under Italian Army ceiling.
for any Italian Army equipment held by these units.

MINISTRY OF MARINE

N.S.C.
290955B August

IT IS REQUESTED THAT YOU MAKE NECESSARY ARRANGEMENTS FOR THE IMMEDIATE
DISBANMENT OF NO 2 AND NO 3 I.W.T. COMPANIES AS THEIR SERVICES ARE NO
LONGER REQUIRED BY ALLIED AUTHORITIES.

.....290955B August.....

T/P (IT)

P/L

TOD 0958

W.F.S.

29/8

Dist. 0-5, 13-16, 27, NHC(4), LOG.

7860

SUBJECT: Disbandment of Italian Units.

Transportation (BR) Main,
C.M.F.

Tel: Firebox - 27

Outside line 843119.

TN.A.1/100/7.

26 August 1945.

TO : Navy Sub Commission,
H.Q., Allied Commission.

COPY TO: G-3 (Org), A.F.H.Q.
Tn (Br), A.F.H.Q.
D.D.Tn. Docks.

Nº 2 Italian I.W.T. Company.
Nº 3 Italian I.W.T. Company.

1. As a result of a decrease in I.W.T. work in this theatre the above - named units are now no longer required by this H.Q.

2. These units are available for disbandment forthwith, and it is requested that you will make the necessary arrangements.

P.G.W. Clarke

(P.G.W. CLARKE).

D.A.D.Tn.

for Brigadier.

Director of Transportation.

P-2833

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3264
15 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation (Br) Main, Central Mediterranean
Forces.

FILE

Subject: Italian I.W.T. Units.

Reference: (a) Transportation (Br) Main, C.M.F. ltr.
Tr.A.1/100/7, dated 31 July 1945.

Enclosure: (A) Ministry of Marine ltr. SM.16187, dated
7 August 1945.

1. In reply to reference (a), enclosure (A) is
forwarded herewith for information.

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



16 AUG 1945

00 00

From: MINISTRY OF MARINE (Maristat)

To : N.S.C. - Rome

Date: 7 August 1945

Ref.: SM.16187

Subject: Italian I.W.T. Companies.

38
Reply is made to letter NSC/3128 of 2nd instant.

1. There are at present no orders for the discharge of the 1920 class.

2. However, it being that this class is now the oldest in service it will be the first to be discharged when the military situation makes a further demobilisation necessary. It is deemed advisable that this be taken into account by transferring personnel of the 3rd Company to the 2nd Company in such a way that the latter is formed by men whose discharge is not to be expected in the near future.

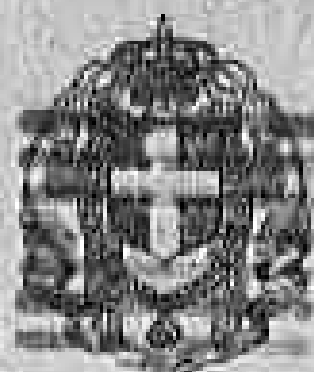
3. Every assurance is given that in any future release by classes it will be arranged always as in the past that personnel serving with the Allies are not discharged without adequate prior relief.

for CHIEF STAFF

GGE/P.

1838

Mod. 39



Roma, 27 nov 1946 19 A

Stato Maggiore della R. Marina

Rep. M.D.S. Uff. P.O.M./2*

NAVY SUB COMMISSION
R O M A

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. Sm 16187 Allegati

ARGOMENTO: Compagnie italiane I.W.T...-

Risposta al foglio NSC/3128 del 2 corrente.

1. - Non esiste attualmente alcuna disposizione per il congedamento della classe 1920.
2. - Considerato peraltro che detta classe, essendo la più anziana tuttora alle armi, sarà la prima ad essere congedata quando la situazione militare renderà necessaria una ulteriore smobilitazione, si reputa opportuno che di ciò sia tenuto conto nel trasferire il personale della Compagnia 3 alla Compagnia 2 in modo che quest'ultima risulti costituita da elementi di non previsto congedo nel prossimo futuro.
3. - Si dà comunque assicurazione che in qualsiasi eventuale futura disposizione di congedamento di classi sarà sempre previsto come per il passato che il personale al servizio degli Alleati non venga rinvio dalle armi se non previa adeguata sostituzione.

1836

IL CAPO DI STATO MAGGIORE

L. Accorri

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 6 August 1945
Ref.: SM.16101

Subject: Explosion in Bari Harbour on 5 April 1945.

Further to my letter SM/13429 dated 5th July '45.

1. In accordance with the undertaking in paragraph six of the above letter, the following details are supplied as a result of the further enquiries ordered : -

- a) The "Tanac 5" was berthed alongside the Pizzoli Mole and remained there upon the order of the Duty N.C.O. of the 1017th I.W.T. As warning was given of another imminent explosion the Commanding Officer moved away, as did all other persons (including the Allied Military) in the locality, and went into the entrance of the University building - i.e. a distance of not more than 40 metres from the tug's berth; however, the Allied police placed their cordon across the pavement outside this entrance and he was prevented, thus, from returning on board when he tried to do so barely a quarter of an hour later.
- b) Concerning the 25 men (approximately) of the Harbour Company, of whom it was said in paragraph (2) that they were sent into the barracks for food, it appears instead that they were sent there in order to be at the disposal of the Allied Authority to whom they were attached, and the fact of their having had a meal was entirely due to a coincidence of time.
- c) Finally it has been shown that owing to the interruption of telephonic communication and the damage to Allied Headquarters the I.R.N. Command at Bari were unable to arrange for the Allied Police to allow re-entry into the Harbour area of the personnel which had left at the time of the explosion, despite repeated attempts.

1835

Personal

P1-4

- 2 -

Personal efforts to intervene made by the I.R.N. Commanding Officer and the Captain of the Port also proved in vain as they were turned back by the Police before they could get into contact with the proper Allied Authorities.

2. In view of the above and of the explanations in the previous letter it is deemed possible to express the opinion that the Italian Officers and seamen cannot be said to have abandoned of their own will their proper places of duty.

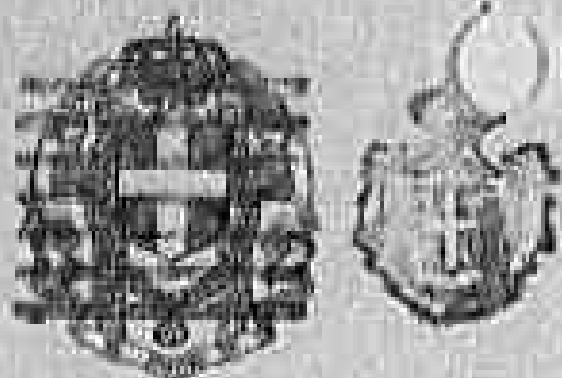
In particular, the results of these new enquiries have made it necessary to forego disciplinary action in the case of the C.O. of the "TANAG 5".

for CHIEF OF STAFF

GGE/P.

1831

Mod. 39



Stato Maggiore della R. Marina

Reg. M.D.S. Uff. P.O.M.2

Roma, 6. 8. 45 19 A

LA NAVY SUB COMMISSION
ROMA

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Dist. N. 16104 Allegati

ARGOMENTO: Esplosione nel porto di Bari il 5.4.1945.-

Seguito al foglio SM/I3429 del 5 luglio u.s.-

I.- A scioglimento della riserva fatta col paragrafo 6 del foglio citato, si forniscono precisazioni in base ai risultati degli ulteriori accertamenti disposti:

- a) - Il Comandante del "Tanac 5", mentre il rimorchiatore era ormeggiato al molo Pizzoli ed ivi fermo per ordine del sottufficiale inglese di servizio della I.W.T. IO17[^], essendo stato dato l'allarme per una nuova imminente esplosione, si allontanò, come veniva fatto da tutti gli astanti, compresi militari alleati, restandosi nel portone del palazzo universitario a distanza, cioè, di non più di 40 metri dal posto di ormeggio del rimorchiatore; senonché, proprio sul marciapiedi che corre davanti al portone, la polizia alleata stabilì il cordone che gli impedì di tornare a bordo, quando tentò di farlo, dopo appena un quarto d'ora;
- b) - Quanto ai 25 uomini circa della compagnia portuale, dei quali è stato detto al paragrafo 2 del foglio in riferimento, che furono inviati in caserma per consumare il rancio, è risultato invece che l'invio fu disposto affinché gli uomini fossero pronti a disposizione dell'Autorità Alleata dalla quale dipendevano e che la circostanza di consumare il rancio fu dovuta ad una pura coincidenza di orario;
- c) - E' risultato, infine, che il Comando Marina di Bari, malgrado i ripetuti tentativi fatti, non riuscì ad intervenire per ottenere che la Polizia Alleata permettesse il rientro del personale allontanatosi dal porto al momento della esplosione, perché le comunicazioni telefoniche erano interrotte e le sedi dei Comandi Alleati colpite.-

Risultò vano anche un tentativo di intervento personale dello stesso Comandante di Marina e del Capitano di porto perché essi furono rimandati indietro dalla Polizia senza poter prendere contatto alcuno con le Autorità Alleate competenti.-

..//..

2.- Da quanto esposto con la presente e col foglio precedente si ritiene potersi esprimere il parere che agli Ufficiali ed ai marinai italiani non possa addebitarsi di aver abbandonato volontariamente il proprio posto.-

In particolare, nei riguardi del Comandante del "Tanaco 5", viste le nuove risultanze dell'inchiesta, si é dovuto sopprimere le sanzioni disciplinari.-

IL CAPO DI STATO MAGGIORE

Chlor

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

U R G E N T

NSC/3138
2 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Italian I.W.T. Units.

FILE

1. It is requested that you will confirm that personnel of the 1920 and later classes are not to be demobilised in the near future.

2. This confirmation is necessary as the number of ratings to be transferred from No. 3 to No. 2 Italian I.W.T. Company will depend on the number eligible for demobilisation in No. 2 Company.

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

725020



1831

3 AUG 1945



HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/5105
31 July 1945.

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

Subject: Morale of Inland Water Transport Company. **FILE**

1. With reference to your letter SM.13429 dated 5th July 1945, it would be appreciated if you could advise whether the further information, as promised in paragraph 6, is now available.

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



Subject: Italian I.W.T. Units.

Transportation (BR) Main,
C.M.F.

Tel: Firebox - 27

Outside line 843119.

TN.A.1/100/7.

31 July 1945.

To: Navy Sub-Commission,
Allied Commission.

Copy to: D.D.Tn. (Docks).

1. Reference your letter NSC/2995 dated 19 July 45, it is understood that the Italian Navy have issued instructions to the effect that personnel in the 1920 and later classes are not to be demobilised.

2. It is requested that you will confirm that this is correct, as the number of men required to be transferred from N° 3 to N° 2 Italian I.W.T. Company will depend on the number eligible for demobilisation, in N° 2 Company.



(P.G.W. CLARKE).

D.A.D.Tn.

for Brigadier.

Director of Transportation.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

WSC/3076
28 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Director of Transportation, Transportation
(Br) Main, C.M.F.

FILE

Subject: Italian I.W.T. Units.

1. With reference to your letter Tn. A.1/100/7 dated 25th July 1945, the Ministry of Marine have been requested to disband No. 1 I.W.T. Company as soon as possible.

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



HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3075
28 July 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: First I.W.T. Company BARI.

1. With reference to your letter SM.14487 dated 20th July 1945, your request to disband the above Company is approved and should be carried out as soon as possible.

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



30 JUL 1945

1825

Subject:- Italian W.I. Units.

Transportation (Br) Main,
C.M.F.

Tel:- Firebox 27.

Outside Line 843119.

Tn. A.1/100/7.

25 July 45.

To :- Navy Sub-Commission,
Allied Commission.

Copy to:- D.D.Tn., A.F.H.Q.
D.D.Tn., (Docks).

1. Further to my letters Tn.A.1/100/7 dated 11 June '45 and Tn.A.1/100/7 dated 9 July '45, the transfer of personnel from No. 1. Italian I.W.T. Coy to No. 2. Italian I.W.T. Coy is now complete.

2. It is requested that No. 1. Italian I.W.T. Coy may now be disbanded.

3. Confirming telephone conversation (Clarke - Davies) O.C., No. 2. I.W.T. Coy., has been instructed to select suitable personnel from No. 3. Italian I.W.T. Coy., When this has been done, you will be notified and requested to arrange for the disbandment of No. 3. Italian I.W.T. Coy.



(P.G.W. CLARKE)

Major. R.E.

for Brigadier.

Director of Transportation.

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 20 July '45
Ref.: SM.14487

U R G E N T

Subject: 1st Company I.W.T. Bari.

With reference to telegram No.13095813 of 13th June, the transfer of personnel of 1st Port Company of Bari to the 2nd Company of Venice having been completed, information is requested, as to whether the 1st Company of Bari can now disband.

for CHIEF OF STAFF

ECL/P.

7825

Mod 40

20 LUG. 1945



Stato Maggiore della R. Marina

Rep. M.D.S. Off. P.M.1

NAVY SUB COMMISSION
HEADQUARTERS ALLIED COM-
MISSION - A.C. - ROMA -

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Ind. N. 11/84 Allegati

ARGOMENTO: 1^a Compagnia I.W.T. Bari.

= URGENTE =

Riferimento telegramma n.13095813 del
13 giugno U.S.-Essendosi completato il trasferimen-
to del personale della 1^a Compagnia Por-
tuale di Bari alla 2^a Compagnia di Vene-
zia si prega comunicare con urgenza se
la 1^a compagnia di Bari può essere disciol-
ta.

CAPO DI STATO MAGGIORE

1825

HEADQUARTERS, ALLIED COMMISSION
Navy Sub Commission APO 394.

NSC/2995.
19th July, 1945.

From : Navy Sub Commission, Hq., Allied Commission.
To : Transportation (Br.) Main, C.M.F.

Subject : Italian I.W.F. Units.

With reference to your letter TN.A.I./100/7 dated 9th July, 1945, the Ministry of Marine have been advised that it is intended to disband No.3 Company in the near future and in the meantime it is proposed to select the more efficient personnel of the Company as reinforcements for No.2 Company.

REO C.L. WARREN
REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

P1-4



1822
21 JUL 1945

B
101

HEADQUARTERS, ALLIED COMMISSION
Navy Sub Commission APO 394.

WSC/2953.
19th July, 1945.

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

FILE

Subject : Italian I.W.T. Units.

It is intended to disband No.3 Company in the near future and in the meantime it is proposed to select the more efficient personnel of the Company as reinforcements for No.2 Company.

2. On completion of these transfers No.3 Company will be disbanded and the personnel should be drafted to other duties.

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

P1-4



1822

B

23 JUL 1945

12

Subject:- Italian Units.

Transmission (Br) Main,
C.M.F.
Tel:- Firebox 27.
Outside Line 843119.
Tn. A.1/100/7.
9 July 45.

To :- Navy Sub-Commission,
Allied Commission.

Copy to:- D.D.Tn., A.F.H.Q.
D.D.Tn., (Decks).

1. Further to my Tn. A.1/100/7 dated 11 June '45, it is now considered that No. 3 Italian I.W.T. Coy., at Genoa is no longer required for lighterage work.
2. It is therefore requested that the same procedure may be adopted as is being adopted in the case of No. 1 I.W.T. Coy., and that permission may be obtained from the Ministry of Marine for O.C., No. 2 I.W.T. Coy?, to select such men as he may require from No. 3 Coy., and for these to be transferred to No. 2 Coy.
3. On completion of these transfers it is requested that No. 3 Italian I.W.T. Coy be disbanded.

P.G.W. Clarke

(P.G.W. CLARKE)
Major. R.E.
for Brigadier.

Director of Transportation.

7821

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 5 July '45
Ref.: SM/13429

Subject: Morale of Inland Water Transport Company.

With reference to your letter 2315 of 3rd May last, from the enquiry executed, by order of this Staff Office, by Marina Bari, the following observations are made :-

1. There is no doubt that the explosion caused in the first moments, panic amongst all the survivors because the fire developed, and the following small isolated explosions that gave cause for fear were larger explosions. Many left the port and the almost immediate closing of the gates by Allied Police made it impossible for the re-entry of the military personnel to their respective posts.
2. The duty Officer of the 1st I.W.T., Captain PALMIERI together with Petty Officer FIRPO, Erminio were, at the moment of the explosion, at S.Vito Bridge. The Officer was knocked flat on the ground by the explosion and suffered abrasions. When he recovered he went together with the Petty Officer to the American Barracks situated outside the entrance to the docks where he collected all the personnel that he had left at the scene of the explosion.

Attempts were made in vain to take back the personnel to the docks, but, as stated above, all the port gates were closed by Allied Police who forbade entrance in spite of the fact that it was explained many times, that the personnel were urgently needed there. The officer decided to take all personnel to S. Cataldo where he made a muster and organised a Service to guard the loaded R.C.L.

The personnel available, about 25 men were sent to the barracks for food. About 14.30 the same Officer went back to the port with his personnel but the gates were still closed and then he went to S.Cataldo from where he took advantage of

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- 2 -

the temporary absence of the Allied Police, and succeeded in going by sea to the port at about 1500 hours. FIRPO, the duty Petty Officer co-operated continuously with Capt. PALMIERI, being with him all the time.

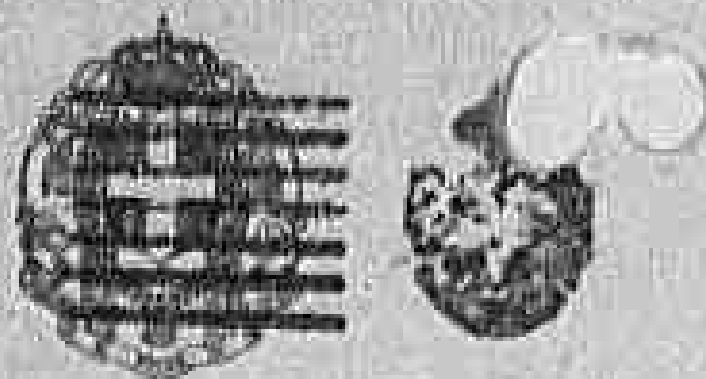
3. The Commanding Officer of TANAC 5 soon after the explosion looked for a refuge outside the port area, but he did not return until 1700 hours because the gates were still closed by Police. This, did not however, stop TANAC 5 from being used, by an Italian Petty Officer Coxswain. Disciplinary action will be taken against the Commanding Officer of this Tug.
4. The technical Officer of the Coy - Lt. DE RITA, Aldo, on the day of the incident was away from Bari on short leave.
5. In conclusion, of the 60 men in the Company's Service :-
 - 14 remained on board the efficient Tugs (TANAC 5 and 84)
 - 11 remained on board the Tugs which were working (TANAC 8 and 210)
 - 6 remained on board the R.C.L's 276 and 262 in service at S.Vito Mole.
 - 4 remained at S.Cataldo ~~on~~ guarding ~~for~~ loaded R.C.L.'s
 - 25 who were temporarily away from the scene of the explosion, were unable to re-enter the port area, (as stated above), the gates were still guarded by police and the police absolutely refused to open the gates. These personnel also went back to work in port at about 1500 hours.
6. Further information will be given when more news becomes available covering some small points of the findings of the Court of Enquiry, which are being examined.

(Sgd) CHIEF OF STAFF

7813

ECL/P.

Mod 39



Roma, 5 LUG 1948 A

Stato Maggiore della R. Marina

Reg. M.D.S. Uff. P.O.M.2

NAVY SUB COMMISSION
ROMA

INDIRIZZO TELEGRAMMI: MARISTAT - ROMA

Dist. N.° SM/13429 Allegati

ARGOMENTO: Morale della 1^a Compagnia Inland War Transport.-

Riferimento al foglio 2315 del 3 maggio u.s. di codesta Navy Sub Commission.

Dall'inchiesta eseguita d'ordine di questo Stato Maggiore da Marina Bari è risultato quanto segue:

- 1- E' indubbio che l'esplosione abbia provocato in un primo tempo panico tra tutti i superstiti dati gli incendi sviluppatisi e i successivi piccoli scoppi isolati che facevano temere nuove grandi esplosioni. Molti si allontanarono dal recinto del porto e il quasi immediato blocco dei cancelli di ingresso da parte della Polizia Alleata, impedì il rientro dei militari ai loro posti.
- 2- L'Ufficiale di servizio della 1^a Compagnia I.W.T. Capitano CREM. PALMIERI Domenico, insieme col Sottufficiale - Sergente Nocchie re FIRPO Erminio - si trovavano al momento dell'esplosione al pontile S.Vito. L'Ufficiale fu sbattuto a terra dall'esplosione, riportando contusioni, e riavutosi, si recò, insieme al Sottufficiale, nella caserma americana situata fuori del cancello d'ingresso alle banchine, dove radunò tutto il personale che aveva lasciato la zona del sinistro. Essendo riusciti vani i tentativi di riportare il personale alle banchine, dato che, come detto sopra, tutti i cancelli del porto erano bloccati dalla polizia alleata, che vietava l'ingresso malgra

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- 2 -

do fosse reiteratamente spiegato l'impiego del personale (i militari alleati però avevano libero transito), l'Ufficiale decise di convogliare tutta la gente a S.Cataldo dove fu fatto l'appello e organizzato il servizio di guardia alle R.C.L. cariche.

Il personale disponibile, circa 25 uomini, fu inviato in caserma per consumare il rancio. Verso le 14,30 lo stesso Ufficiale ritornò al porto col personale, ma i cancelli erano ancora bloccati e si diresse perciò a S.Cataldo da dove, approfittando della temporanea assenza della polizia alleata, potette accedere via mare al porto verso le ore 15. Il FIRPO, sottufficiale di servizio, coadiuvò ininterrottamente il Capitano PALMIERI, tenendosi a contatto con lui.

3- Il Comandante del Rim.TANAC 5, subito dopo l'esplosione cercò rifugio fuori del recinto del porto, rimanendo in seguito impedito di rientrare fino alle ore 17, perchè i cancelli erano bloccati dalla polizia come detto sopra. Ciò però non impedì al TANAC 5 di essere impiegato, al Comando di un ex Sergente Nocchiere. Saranno presi provvedimenti a carico del Comandante di detto rimorchiatore.

4- L'Ufficiale tecnico della Compagnia - Ten.D.M. DE RITA Aldo - il giorno del sinistro trovavasi assente da Bari, avendo ottenuto un breve permesso.

5- Concludendo, dei 60 uomini di servizio della compagnia:

14 rimasero a bordo dei rimorchiatori efficienti (TANAC 5 e 84);
11 rimasero a bordo dei rimorchiatori ai lavori (TANAC 8 e 210);
6 sulle R.C.L. 276 e 262 di servizio al molo San Vito;

4 di guardia a San Cataldo per le R.C.L. cariche;
25 che si erano temporaneamente allontanati dalla zona delle esplosioni furono impediti di rientrare al porto, come detto sopra, perchè i cancelli erano sbarrati dalla polizia e detta polizia non volle assolutamente aderire all'invito di aprirli.
Anche detto personale poté riprendere la sua attività nel porto verso le ore 15.

6- Mi riservo di dare ulteriori informazioni quando giungeranno chiarimenti su alcuni punti dell'inchiesta, dei quali è stato disposto l'ulteriore esame.-

IL CAPO DI STATO MAGGIORE



HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2689
17 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Director of Transportation,
Transportation (Br) Main, C.M.F.
Subject: Italian I.W.T. Units.

1. With reference to your letter Tn.A.1/100/7 dated 11th June 1945, the Ministry of Marine have been advised that it is intended to disband No. 1 Company in the near future.

2. In the meantime instructions have been sent to Italian Royal Naval Centre, VENICE to select the most suitable personnel as re-enforcements for No. 2 Company, and it is suggested that the Commanding Officer of this latter Company contact the Naval Centre, Venice, and make necessary arrangements.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

1815

P1-4

WWW

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 15 June '45
Ref.: 701

Message by Hand.

Your signal 130958 B June refers.

We note that it is intended to disband shortly Port Coy. I.W.T. N°1.

You are informed that orders have been issued to I.R.N. Centre Venice to select the best personnel from above Coy. for incorporation into I.W.T. Coy. N°2.

We await to hear when I.W.T. Coy. N°1 may be disbanded.

ACCORETTI

DG/P.

1815



Mod. 40

15 giugno

5

Roma

Capo Maggiore della R. Marina

NAVY SUB COMMISSION

M.D.S.

P.M.I.

HEADQUARTERS ALLIED COMMISSION

= ROMA =

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Bot. N° 401 Allegati

ARGOMENTO:

= VALE PER MESSAGGIO A MANO =

Riferimento messaggio 130958 B Giugno.

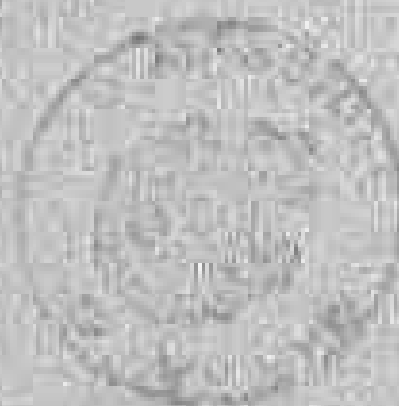
Si è preso atto della comunicazione circa intenzione di sciogliere prossimamente la compagnia portuale I.W.T. numero uno.

Si informa coasta R.E.C. che sono state impartite disposizioni a Maricentro Venezia perchè il personale migliore della predetta compagnia sia prescelto per essere incorporato nella compagnia I.W.T. numero due.

Si rimane in attesa di conoscere la data con la quale la compagnia I.W.T. numero uno potrà essere disciolta.

ACCORETTI

781



MINISTRY OF MARINE

FROM N.S.C.

IMPORTANT

ITALIAN I.W.T. PORT OPERATING COMPANIES. IT IS INTENDED TO DISBAND NO. 1 COMPANY IN THE NEAR FUTURE AND IN THE MEANTIME IT IS PROPOSED TO SELECT THE MORE EFFICIENT PERSONNEL OF THIS COMPANY AS REINFORCEMENT FOR NO. 2 COMPANY. THE OFFICER COMMANDING NO. 2 COMPANY WILL CARRY OUT THE SELECTION AND ON COMPLETION OF TRANSFERS THE REMAINTS OF NO. 1 COMPANY SHOULD BE DRAFTED TO OTHER DUTIES. REQUEST YOUR CONCURRENCE.

HAND P/L Y/T
DIS: 3, 7, 7a, 9, 9a, 11.

13/6

-130958B JUNE

1813

Subject : Italian I.W.T. Units.

Transportation (Br) Main,
C.M.F.

Tel : Firebox - 27
Outside line 843119

Ref : Tn.A.1/100/7
11 June 1945.

To : Navy Sub Commission,
Allied Commission.

Copy to : D.D.Tn., A.F.H.Q.
D.D.Tn. (Docks).

1. Three Italian I.W.T. Coys. formed on W.E. N/22P/1 during April and May 1944 have been employed continuously by this F.A. The Units concerned are as follows :

No 1 Italian I.W.T.	Port Op. Coy.	AFHQ Serial No	141 - Bari.
" 2 "	" "	" "	142 - Venice.
" 3 "	" "	" "	143 - Genoa.

2. There has been from formation a marked difference in the standard of efficiency of the three Coys. Requests have been made from time to time for the replacement of the most unsatisfactory personnel of both the 1st and 3rd Coys. In spite of changes that have been made the first Coy. remains much below the minimum standard of efficiency required.

3. It is considered, therefore, that in view of the increasing availability of civilian I.W.T. personnel in Northern ports and having regard to the shortcomings of the 1st Italian Coy., it is desirable to disband the Coy. and use the more efficient personnel as reinforcements for the 2nd Coy. which it is expected will be required in this theatre for some time to come.

4. It is requested that permission be obtained forthwith from the Ministry of Marine for O.C. No 2 Coy. to select from No 1 Coy. any personnel he may consider suitable as reinforcements for his own Coy. and that on the completion of such transfers, a formal request be made to the Ministry for the total disbandment of the remnants of the 1st Coy.

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(E.L. GRIFFITH).
Lt. Col., R.E.
for Brigadier.
Director of Transportation.

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2412
14 May 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Director of Transportation,
Transportation Increment, C.M.F.
Subject: Italian I.W.T. Port Operating Companies.

1. With reference to your letter TN. A. 1/100/7 dated 25th April 1945, the Ministry of Marine advise that instructions have been issued to suspend transfers of the three named petty officers and to hasten the posting of personnel requested in your letter TN. A. 1/100/7 dated 10th April 1945.

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



15 MAY 1945

1811

P-17 (18)

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 7 May '45
Ref.: SM.9143

Subject: Italian I.W.T.Companies.

NSC/2282 of 28th ulto. refers.

You are informed that instructions have been issued to suspend transfers of P.Os. COPPOLA Francesco, ROMANI Sanzio and FORGIARINI Felice, and to hasten transfer of personnel referred to in your NSC.2179 of 18th ulto.

for CHIEF OF STAFF

DG/P.

1813



Roma

7 MAG. 1946

Mo

Stato Maggiore della R. Marina

NAVY SUB COMMISSION

Rep. M.D.S.

P.M.1

HEADQUARTERS ALLIED COMMS.

= ROMA =

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Tel. 9/43 Allegato

ARGOMENTO: Compagnie Italiane I.W.T.-

URGENTE

Riferimento foglio NSC/2282 del 28
aprile u.s.-

Si comunica che sono ^{state} dispo-
sizioni perche' siano sospesi i trasferimenti dei
Sergenti COPPOLA Francesco, ROMANI Sanzio e
FORGIARINI Felice, e perche' sia sollecitato
l'invio del personale di cui al foglio NSC/
2179 del 18 aprile.

IL CAPO DI STATO MAGGIORE

1803

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394NSC/2315
3 May 1945.

From: Navy Sub-Commission, Hq., Allied Commission.
To : Ministry of Marine, Rome.
Subject: Morale of No. 1 I.W.T. Company, Royal Italian Navy.

FILE

1. Report has been made to the Navy Sub-Commission by the Allied military authorities in command of the subject Company on the behavior of the personnel of the Company at the time of the explosion at Bari, on 9 April 1945.

2. It is reported that on the day of the explosion, the Duty Officer in charge of the Company (the Commanding Officer being absent in Taranto) absented himself from the docks from the time of the explosion at about noon until approximately 1800 hours; that the Duty Warrant Officer apparently left the port area at the time of the explosion and returned at 1315 hours bringing about seven men of the Company back with him; that the Technical Officer absented himself from the dock until about 1800 hours; that only three of the Company remained on board the tug TANAC 5 from which the Skipper and the remainder of the crew disappeared; that at the time of the explosion, two officers and approximately sixty enlisted men of the Company were on duty in the port area and apart from the three members of the crew of TANAC 5 who remained aboard and the crew of RCL 276, none of them was seen after the explosion during the remainder of that day.

3. It is reported that the conduct of the officers and men in leaving their posts of duty impeded the carrying out of safety measures and imposed on others an additional burden in taking emergency action.

4. It is considered that the report of these facts calls for formal investigation by the proper authorities of the Royal Italian Navy. It is requested that the Navy Sub-Commission be advised of such action as may be taken and the result thereof.



(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
FOTALLI,
Transportation Increment, C.M.F.

4 MAY 1945

CONFIDENTIAL.

Subject: Morale of No 1 Italian
I.W.T. Company.

Transportation Increment,
C.M.F.
Tel: Firebox - 27
Outside line 843119.
TN.A.1/100/7.

28 April 1945.

To: Navy Sub Commission,
H.Q. Allied Commission.

1. Attached for your information are copies of three letters containing allegations of the bad morale and lack of discipline of No 1 Italian I.W.T. Coy during and immediately following the recent explosion in Bari Docks.
2. This is one of the two Brit - Iti Companies for which we have been trying to obtain the replacement of unsatisfactory officers and men for a considerable time. (D.D.Tn. (Docks) letter Tn1(a)/4228/M dated 17 Jan 45 refers).
3. The allegations now made are a matter of some delicacy and it is realised that it may not be politic to press the charges but it does bear out our contention that this Company is in an unsatisfactory state and requires more experienced officers and senior N.C.O's if it is to become of any real value as an I.W.T. Unit.

(Signature)
(E.E. TRIFFITT).

Lt.Col., R.E.S.
for Brigadier.

Director of Transportation.

FILE

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394NSC/2282
28 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Italian I.W.T. Port Operating Companies.

1. Information has been received that the Officer Commanding No. 2 Italian I.W.T. Company has received from Marinequip, Rome 2 Div. C.R.E.M. drafting orders for the undernamed three sergeants:

COPPOLA, Francesco.
ROMANI, Sansio
FORGIARINI, Felice

2. These sergeants are understood to be all experienced tug engineers of which serious deficiencies already exist as pointed out in letter NSC/2179, dated 18th April 1945, which requested seventeen additional engineers be made available.

3. As the detachment of the above named engineering ratings will adversely affect the efficiency of the Company, it is requested that the orders from Marinequip be held in abeyance until qualified reliefs have been furnished and steps have been taken to provide the additional ratings required.



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

Copy to:
FOTALI-TARANTO
MMIA
TRANSPORT INCREMENT, CMF.

1 MAY 1945

1803

Rev 17 (7)

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome and for Info, Maridipart Taranto.
Date: 27th Apr. '45
Ref.: SM.8495

Subject: Italian I.W.T. Companies.

Ref. your NSC/2179 of 18th inst.

1. We take note that a part of Watermen personnel is to be used to strengthen I.W.T. No.1 Coy.

2. Arrangements are being made to allocate Ratings asked for in Para.2 of above-cited.

3. In regard to the Officers, it is pointed out that Lt.Cdr.CORRAD, C/O. I.W.T. No.1 Coy. has been replaced already by Lt.Cdr.SANDRI, with approval of Allied Authorities at Bari. S/Lt.CHIAPPORI of I.W.T. No.3 Coy. has also been replaced by Act.S/Lt.VENTURINI.

Request you let us have any further remarks.

for CHIEF OF STAFF

DC/P.

1805

Pa (20)

STATO MAGGIORE DELLA R. MARINA

REPARTO M.D.S. = P.M.1

Prot. N.

fur 8695

Allegati

Indirizzo telegr.: MARISTAT

Argomento: Compagnie Italiane I.W.T.

NAVY SUB COMMISSION
HEADQUARTERS ALLIED COMMISSION

= ROMA =

e, per conoscenza:
MARIDIPART TARANTO

Riferimento foglio n. NSC/2179 del 18 aprile 1945.

1. - Si è preso atto dell'impiego di una parte del personale del gruppo traghetti fluviali per rinforzare la compagnia I.W.T. n.1
2. - Sono in corso provvedimenti per l'assegnazione dei militari richiesti al paragrafo 2 del foglio in riferimento.
3. - Per quanto si riferisce agli Ufficiali si fa presente che il C.C. CORRAO Comandante della Compagnia I.W.T. n.1 è già stato sostituito dal C.C. SANDRI, con il benestare delle Autorità Alleate di Bari. - Anche il S.T.V. CHIAPPORI, della compagnia I.W.T. n.3, è già stato sostituito dal Guardiamarina VENTURINI.

Si prega comunicare eventuali rilievi.

IL CAPO DI STATO MAGGIORE

LACCORUS

1801

Subject: Italian I.W.T. Port
Operating Coys.

Transportation Increment,
C.M.F.

Tel: Firebox - 27

Outside line 843119.

TN.A.1/100/7.

25 April 1945.

To: Navy Sub-Commission,
H.Q., Allied Commission.

1. Information has reached this Directorate that O.C. N° 2 Italian I.W.T. Coy has received from Marinequip, Rome, 2nd Division C.R.E.M. posting orders for the undernamed three Sergeants:

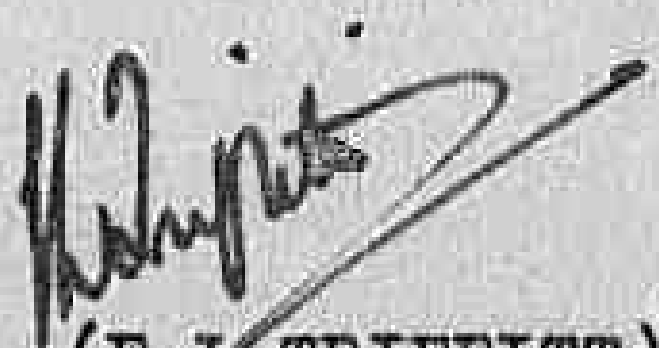
Coppola Francesco.

Romani Sanzio.

Forgiarini Felice.

2. These sergeants are all experienced tug engineers of which serious deficiencies already exist in these Brit - Itl Coys., vide this office TN.A.1/100/7 dated 16 Apr in which we requested you to find 17 tug engineers for the 1st and 3rd Coys.

3. These men cannot possibly be released without affecting adversely the efficiency of the Company and it is requested that you obtain cancellation of the posting order. In the meantime O.C. N° 2 Coy has been told not to release the men pending your decision.


(E.L. TRIFFITT).

Lt.Col., R.E.

for Brigadier.

Director of Transportation.

COPY.

CONFIDENTIAL.

D.D.Tn. (Docks).,
C.M.F.

Subject: Bari Explosion, 9th April 45. Tel. Ext. 12443
Conduct of No 1 Italian I.W.T. Ref. Tn. 1/1237/M
COY.

24 April 45.

To: D.Tn.,
Transportation Increment,
C.M.F.

1. Attached is a copy of a report I have received from Lt.Col. Oram, in his capacity as President of the Court of Inquiry on the Bari explosion, drawing attention to cases of lack of discipline, if not cowardice, on the part of personnel of No 1 Italian I.W.T. Coy.

2. Attached is also a copy of a report from the British I.W.T. officer, Lieut Elven, in charge of I.W.T. working in Bari on the same subject.

3. It is obviously a serious matter when crews of craft, in time of emergency, leave their craft without authority, since these craft are used in various ways in dealing with the situation which arises, e.g., a tug used for moving barges, containing dangerous cargo, away from ships on fire. In fact, had it not been for the good work of Lieut Elven in rallying volunteer crews, there was every likelihood that further damage and casualties would have been caused.

4. Though Lt.Col. Oram recommends that the attention of the Italian Naval Authorities should be directed to this matter and that they should obtain the true facts by means of a Court of Inquiry, I am a little doubtful whether any useful purpose is to be served thereby.

5. I think the matter requires careful handling and I suggest that before any further action is taken, it is discussed by one of your representatives with the Naval Sub-Commission.

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1803

(sgd) H.G.POTTLE.
Colonel.
D.D.Tn. (Docks).
(H.G.POTTLE).

COPY

Radio 488C., Tn.1/1237.

CONFIDENTIAL

Subject: No.1 Italian I.W.F. Coy.

Det. 945 I.W.F. (Port) Operating Coy., RE.
DB 945/204

22nd April 1945.

O.C., Rear HQ No. 6 I.W.F. Group, R.E.

1. Further to this office letter DB945/204 dated 17th April 45 herewith a more detailed report on the lack of discipline displayed by personnel of No.1 Italian I.W.F. Coy. after the explosion in B.R.I Docks on 9-4-45.

2. Captain PALMIERI was Officer i/c at 1 to 4 berth and was at 1 to 4 berth when the explosion occurred. Also in charge under Captain PALMIERI was one senior N.C.O. whose duties were confined to 1 to 4 quay.

When the explosion occurred this Officer and all other ranks working or located near 1 to 4 berth left the docks. Captain PALMIERI was subsequently seen at Cataldo Quay, and was not seen on 1 to 4 quay again until the evening of the 9th.

Two R.C.I.s. were left by their respective crews, one at Central lighter berth and one at 1 to 4 quay. About one hour after the explosion one N.C.O. and three or four men returned to 1 to 4 quay from outside the dock area and were immediately pressed into service.

3. TAMAC F 5 was on 24 hour duty (07.00 9/4 to 07.00 10/4). The skipper of this tug moored his craft at MOLA PIZZOLI after the explosion and then left (his craft) with certain members of the crew. TAMAC 5 was got under way by forcing the Marina engineer to the engine room and putting civilian employees on board to replace the skipper and other missing members of the crew. The skipper was not seen again until the evening of the 9th.

4. TAMAC V 84 was off duty on 9-4-45. This tug was, like TAMAC 5, got under way by putting civilian employees on board. One Marina deck hand was on the craft.

5. The majority of R.C.I.s. were, at the time of the explosion heavily laden with Railway flats and bogeys and were moored at San Cataldo lighter quay.

6. The O.C., No.1 Italian I.W.F. Coy. came to 1 to 4 quay late on the evening of the 9th. It is not possible to state time, but must have been definitely after 19.00 hrs.

It is understood that on this day the O.C. was visiting TARANTO re replacement of personnel.

7. Capt. LNO, 2 i/c of the Company who deals with Coy administration at the barracks did not come to the docks.

8. It has been stressed repeatedly in monthly reports on No.1 Italian I.W.F. Coy. that discipline throughout the Company is poor, and that Officers and N.C.O.s. do not appear to have enough control over the men.

4803

(Signed) J.J. SMITH, Lt., R.E.
Det. 945 I.W.F. (Port) Operating Coy., R.E.

When the explosion occurred this Officer and all other ranks working or located near 1 to 4 berth left the docks. Captain PALMERI was subsequently seen at Cataldo Quay, and was not seen on 1 to 4 quay again until the evening of the 9th.

Two R.C.I.s. were left by their respective crews, one at Central lighter berth and one at 1 to 4 quay. About one hour after the explosion one N.C.O. and three or four men returned to 1 to 4 quay from outside the dock area and were immediately pressed into service.

3. TANAC F 5 was on 24 hour duty (07.00 9/4 to 07.00 10/4). The skipper of this tug moored his craft at MOIA PIZHOLI after the explosion and then left (his craft) with certain members of the crew. TANAC 5 was got under way by forcing the Marina engineer to the engine room and putting civilian employees on board to replace the skipper and other missing members of the crew. The skipper was not seen again until the evening of the 9th.

4. TANAC V 84 was off duty on 9-4-45. This tug was, like TANAC 5, got under way by putting civilian employees on board. One Marina deck hand was on the craft.

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6. The O.C., No.1 Italian I.W.F. Coy. came to 1 to 4 quay late on the evening of the 9th. It is not possible to state time, but must have been definitely after 19.00 hrs.

It is understood that on this day the O.C. was visiting TARANTO re replacement of personnel.

7. Capt. LEO, 2 i/c of the Company who deals with Coy administration at the barracks did not come to the docks.

8. It has been stressed repeatedly in monthly reports on No.1 Italian I.W.F. Coy. that discipline throughout the Company is poor, and that Officers and N.C.O.s. do not appear to have enough control over the men.

1801

(Signed) J.J. ELVEN, Lt., R.E.
Det. 945 I.W.F. (Port) Operating Coy., R.E.

COPY

Folio 488A, Tn.1/1257

From : HQ No.5 Port Operating Group, R.E.

CONFIDENTIAL

To : D.D.Tn. (Docks),
C.M.F.

Ref. D35/374/1

Subject : Bari Explosion - 9th April 1945.

1. Evidence was given before the Court of Inquiry into the explosion at Bari on the steps that were taken by the I.W.T. to minimise the effects of the explosion. The part played by No. 1 W.T. Company, a unit of the Italian Navy as distinct from lightermen recruited from civilian sources, has revealed a serious weakness in the Fire Fighting Organisation and, as President of the Court, (apart from my interest in No.1 I.W.T. Company), I feel it my duty to bring the facts to your notice, so that appropriate steps may be taken with the Italian Naval authorities. I may say that this report is submitted after consultation with Lt.Col. P.A.J. Merrin, C.O., No.6 I.W.T. Group, R.E.

2. The Court was informed that two tugs are kept in a state of constant readiness to undertake the vital duty of removing to a place of safety, craft containing explosives and in the vicinity of the main explosion, or consequent danger points; having regard to the importance of preventing subsequent explosions which would disjoin the organisation of rescue parties and the Fire Fighting Services, the importance of the role allotted to these two tugs is apparent. In addition to the tugs, skilled lightermen in an emergency such as we have just experienced, are valuable in 'poking' craft out of the danger areas.

3. I give below the main facts concerning the behaviour of this Company from 1200 hours onwards on the 9th April 1945.

- (a) The C.O. Company, Capt. Salvatore Corrao was in Taranto on the 9th April and did not arrive on the quays in Bari until approximately 1800 hours; it is a fact that the Fire Brigade from Taranto arrived at Bari in less than two hours after the explosion occurred and it is reasonable to assume that the explosion was known in Taranto shortly after it occurred.
- (b) Capt. Palmieri was on duty within the port area. He could have reported to the I.W.T. Office by 12.15 hours or 12.30 hours at the latest. He was not seen on 1/4 Berths until approximately 1800 hours at which time the Central Control Post had been disbanded and arrangements made for supervision during the night.
- (c) The Technical Officer also absented himself from the dock until reporting at approximately 1800 hours.
- (d) W.O. Boechia, the Duty W.O., apparently left the port area at the time of the explosion and at 13.15 hours he was seen to re-enter the port bringing about seven men of the Company back with him.
- (e) Craft. On tug TAMAC 5 only three of the I.W.T. stayed on board, the Skipper and the remainder of the crew disappeared.
(TAMAC 89 was manned by a civilian crew most of which disappeared).
- (f) At the time of the explosion there were two Officers and approximately 60 O.R. of the I.W.T. Company on duty in the port area and apart from the three sailors on TAMAC 5 and the crew of R.C.L. 276, none of the remainder was seen during the night of the day.

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- (c) The Technical Officer also absented himself from the dock until reporting at approximately 1800 hours.
- (d) W.O. Boonja, the Duty W.O., apparently left the port area at the time of the explosion and at 13.15 hours he was seen to re-enter the port bringing about seven men of the Company back with him.
- (e) Craft. On tug TANAC 5 only three of the I.W.T. stayed on board, the Skipper and the remainder of the crew disappeared.
(TANAC 89 was manned by a civilian crew most of which disappeared).
- (f) At the time of the explosion there were two Officers and approximately 200 O.R. of the I.W.T. Company on duty in the port area and apart from the three sailors on TANAC 5 and the crew of R.C.L. 276, none of the remainder was seen during the rest of that day.

4. I submit that the above facts, when proved, constitute grounds for a charge of cowardice, particularly in the case of the Officers and W.O. I feel that the Italian Naval Authorities should be directed to obtain the facts by means of a Court of Inquiry immediately.

(Signed) R.B. GRAM, Lt. Col., R.E.
Commanding No. 5 Port Operating Group, R.E.

C.M.P.
18 April 1945
RBC/WGG

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2179
18 April 1945.

FROM: Navy Sub-Commission, Hq. Allied Commission.
TO: Ministry of Marine - Rome.
Subject: Italian Inland Water Transport Companies.

1. With reference to your letter SM 6373 dated 6th April 1945, information has been received that of the 100 ratings at Taranto only 55 have been found suitable for utilizing as reinforcements for No. 1 (Italian) I.W.T. Company and arrangements are in hand for these men to join the company in Bari as soon as transport is available.

2. The undermentioned deficiencies in (Italian) I.W.T. Companies could not be filled from the Taranto watermen and special provision action will therefore be necessary.

No. 1 (Italian) I.W.T. Company.

- 6 Tug Skippers of the rank of Sergt or above.
- 8 Tug Engineers (Diesel) of the rank of Corporal or above.
- 8 Fitters (Diesel).
- 12 Fitters (Petrol Engine).
- 6 R.C.L. Skippers.

No. 3 (Italian) I.W.T. Company.

- 1 Tug Skipper, rank W.O.I.
- 1 Tug Skipper, rank W.O.II.
- 4 Tug Skippers, rank Sergeant.
- 3 Tug Engineers, rank of Sergeant.
- 4 R.C.L. Skippers.
- 16 R.C.L. Engineers.
- 6 Tug Engineers.

3. Two of the 4 officers from Taranto are suitable for transfer to I.W.T. Captain Toller Enzo is fitted to take command of No. 1 (Italian) I.W.T. Company, while Sub/Lt. Grosso Nicolo might replace Sub/Lt. Chiappori of No. 3 (Italian) I.W.T. Company.

4. It is requested therefore that action be taken to effect the transfer of these two officers as early as possible and to obtain the specialist reinforcements still required to bring Nos. 1 and 3 Companies up to a reasonable state of efficiency.

Copy to:
TOTALI
MIA
Transport. Increment C.M.P.



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

Res 170) 19 APR 1945

Subject : Italian Inland Water
Transport Companies.

Transportation Increment,
C.M.P.

Tel : Firebox - 27

Outside line 843119

Ref : TW.A.1/100/7.

16 April 1945.

To : Navy Sub Commission,
H.Q., Allied Commission.

With reference to your letter MSC/2052 dated 7 April 1945.

1. Of the 100 ratings at Taranto only 55 have been found suitable for utilising as reinforcements for No 1 (Italian) I.W.T. Coy. and arrangements are in hand for these men to join the Coy. in Bari as soon as transport is available.

2. The undermentioned deficiencies in (Italian) I.W.T. Coys could not be filled from the Taranto watermen and special provision action will therefore be necessary.

No 1 (Italian) I.W.T. Company.

- 6 Tug Skippers of the rank of Sergt or above.
- 8 Tug Engineers (Diesel) of the rank of Cpl or above.
- 8 Fitters (Diesel).
- 12 Fitters (Petrol Engine).
- 6 R.C.L. Skippers.

No 3 (Italian) I.W.T. Company.

- 1 Tug Skipper, rank W.O.I.
- 1 Tug Skipper, " W.O.II.
- 4 Tug Skippers, " Sergt.
- 4 R.C.L. Skippers.
- 3 Tug Engineers, rank of Sergt.
- 16 R.C.L. Engineers.
- 6 Tug Engineers.

3. Two of the 4 Officers from Taranto are suitable for transfer to I.W.T. Coy. Capt. Toller Enze is fitted to take command of No 1 (Italian) I.W.T. Coy. while Sub/Lt. Gresso Nicolo might replace Sub/Lt. Chiappori of No 3 (Italian) I.W.T. Coy for whom the Italian Navy have already agreed to find a replacement.

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arrangements are in hand for these men to join the Coy. in Bari as soon as transport is available.

2. The undermentioned deficiencies in (Italian) I.W.T. Coys could not be filled from the Taranto watermen and special provision action will therefore be necessary.

No 1 (Italian) I.W.T. Company.

- 6 Tug Skippers of the rank of Sergt or above.
- 8 Tug Engineers (Diesel) of the rank of Cpl or above.
- 8 Fitters (Diesel).
- 12 Fitters (Petrol Engine).
- 6 R.C.L. Skippers.

No 3 (Italian) I.W.T. Company.

- 1 Tug Skipper, rank W.O.I.
- 1 Tug Skipper, " W.O.II.
- 4 Tug Skippers, " Sergt.
- 4 R.C.L. Skippers.
- 3 Tug Engineers, rank of Sergt.
- 16 R.C.L. Engineers.
- 6 Tug Engineers.

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4. It is requested therefore that action be taken to effect the transfer of these two officers as early as possible and to obtain from the Regia Marina the specialist reinforcements still required to bring Nos. 1 and 3 Companies up to a reasonable state of efficiency.


(E.L. TRIFFITT).

Lt. Col., R.E.
for Brigadier.

Director of Transportation.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission AFO 394

NSC/2052
7 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Transportation Increment, C.M.F.
Subject: Italian Inland Water Transport Companies.
Reference: (a) Land Forces Sub-Com. HQ.AC, ltr SD4/I of 22
March 1945.
(b) Transportation Increment C.M.F. ltr TM. A.1/100/7
of 24 March 1945.
(c) Navy Sub-Com. ltr NSC/1947 of 27 March 1945.
Enclosure: (A) Copy Ministry of Marine ltr SM/6673 of 6 April 1945.

1. In accordance with the proposals contained in references (a) and (b), the Ministry of Marine in reference (c) was requested to utilize the 4 officers and 100 ratings at Taranto as a reinforcement unit for No. 1 and No. 3 Inland Water Transport Companies.

2. The Ministry of Marine in enclosure (A) advises that instructions have been given to the Commander-in-Chief, Taranto, to employ the above personnel as reinforcements or replacements for unfit personnel.

3. The proposal made in references (a) and (b) that an Allied officer inspect the draft and select only those personnel with special aptitude for I.W.T. work is not approved. The selection of Italian Navy personnel for specific duties is a matter of internal Italian Navy administration, the responsibility for which should be definitely placed upon responsible Italian Navy authorities. In the event competent personnel is not provided, proper representations will be made to the Ministry of Marine.

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
FOITALI
LAND FORCE HQAC



7 APR 1945

1797

B

VERY URGENT

TRANSLATION

General Staff of the Royal Navy.

Rome, 6 April 1945.

Prop. No. SM/6673

To: Chief Navy Sub-Commission,
AC, Headquarters, Allied
Commission.

Subject: Inland Water Transport Companies.

Reference to: Navy Sub-Commission letter 1947 of 27 March 1945.

1. Action has been taken pursuant to the above communication with regard to the selection of a group of 4 officers and 100 men which it is expected will be engaged in service on river craft.

2. In accordance with the proposal made in paragraph 2 of the above reference, instructions have been given to the Commander in Chief, Taranto, to make use of the personnel of the group in question as reinforcements for unit number 1 and number 3 Inland Water Transport Companies, or as substitutes in those companies for unfit personnel.

3. From information received by the General Staff, it appears that notable improvement in the personnel of the number 1 and number 3 units of Inland Water Transport Companies has taken place. In particular, the Inland Water Transport Company serving at Ancona is going through a period of rapid training under the guidance of Lieutenant NICCOLI, in order to meet the requirements of the local British authorities.

THE CHIEF OF THE GENERAL STAFF.

/s/ E. ACCORRTTI.

1793



Mod. 39

Roma, 26 APR 1945 19 A

Stato Maggiore della R. Marina

Rep. 2.3.3. Uff. P.M.1

M Chief Navy sub-Commission

I.O.

Headquarters, Allied Commission

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. Im/6673 Allegato

ARGOMENTO: Compagnie I.W.T.

URGENTISSIMO

Riferimento al foglio N.3.C./1947 in data 27 marzo 1945.

1. - Si è preso atto di quanto comunicato circa lo scioglimento del Gruppo di 4 Ufficiali e 100 uomini che avrebbero dovuto essere impiegati per servizio su imbarcazioni da fiume.
2. - In accordo con quanto proposto al paragrafo 2° del foglio cui si fa riferimento, si informa che sono state impartite istruzioni al Comando in Capo di Eboli per utilizzare il personale di detto gruppo per rinforzare la 1^a e 3^a Compagnia I.W.T. o per costituire nelle compagnie stesse elementi italiani.
3. - Dalle informazioni ricevute da questo Stato Maggiore risulta che alla 1^a e alla 3^a Compagnia I.W.T. sono già stati apportati notevoli miglioramenti nel personale. Particolare la Compagnia I.W.T. in servizio ad Ancona sta eseguendo un periodo di rapido addestramento sotto la guida del T.V. NICCOLI per rispondere alle richieste delle locali autorità britanniche.

IL CAPO DI STATO MAGGIORE

Subject : Italian Watermen.

Transportation Increment,
C.M.F.
Tel : Firebox - 27
Outside line 843119
Ref : TN.A.1/100/7.
30 March 1945.

To : Naval Sub Commission,
Allied Commission.

Copy to : Land Forces Sub Commission (M.M.I.A.)
Allied Commission.

D.D.Tn. Docks.

1. Further to my letter TN.A.1/100/7 of 24 Mar 45 regarding M.M.I.A. SD.4/1 dated 22 Mar 45.
2. Will you please reply early stating where and when the draft of 100 watermen may be inspected.

[Signature]
(E.I. THIFFITT).
Lt. Col., R.A.
for Brigadier.
Director of Transportation.

1793

HEADQUARTERS, ALLIED COMMISSION
Navy Sub Commission APO 394

FILE

NSC/1947
27th March, 1945.

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

Subject: Italian Inland Water Transport Companies.

With reference to your signal No. 274 dated 9th March, 1945, regarding the Unit of 4 officers and 100 ratings formed at Taranto, information has been received that the Unit is not now required.

2. The notification of this change of plans is regretted, but it is suggested that the Unit be made available as a reinforcement Unit for No. 1 and No. 3 Inland Water Transport Companies now employed.

3. It is understood that very little progress has been made in the replacement of inefficient personnel in No. 1 and No. 3 Inland Water Transport Companies as requested in letter L. 21/16, and as these Companies will probably be required for an operational role in the near future, it is most important that the replacement be carried out with the utmost despatch.

4. Your very early remarks on the proposal in paragraph 2 above are requested.



(Sgd) G. L. WARREN

REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

B 301

29 MAR 1945

Copies to :-

Land Forces Sub Commission, Allied Commission.

Ref. S.D. 4/1 dated 22/3/45.

Transport Increment, C.M.F.

Ref. TN A 1/100/7 dated 21/3/45.

FILED
(u)

Subject: Italian Watermen.

Transportation Increment,
C.M.F.
Tel: Firebox - 27
Outside line 843119.
TN.A.1/100/7.

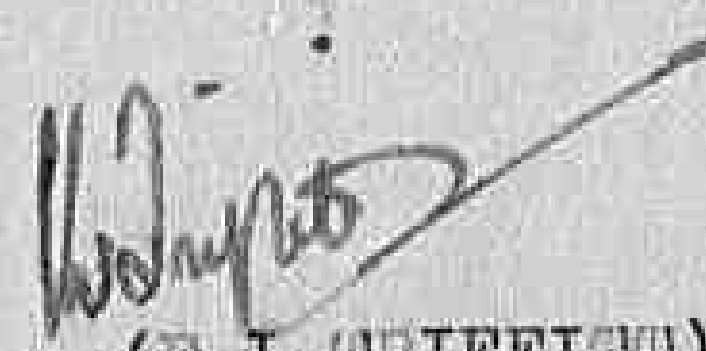
24 March 1945.

To: Naval Sub Commission,
Allied Commission.

Copy to: Land Forces Sub Commission (M.M.I.A.),
Allied Commission.
D.D.Tn.Docks, C.M.F.

With reference to M.M.I.A. S.D.4/1 dated 22 Mar 45.

1. If the proposal made in paragraph 2 of the above mentioned letter meets with your approval, it is requested that you notify this H.Q. where and when the draft of 100 watermen may be inspected by a competent I.W.T. Officer in order to select only those personnel with special aptitude for I.W.T. work.


(E.L. TRIFFITT).
Lt. Colonel R.E.
for Brigadier.
Director of Transportation.

Subject:- Italian Watermen.

Land Forces Sub Com. A.C.
(M.M.I.A.)

SD4/I

22 Mar 45

NAVAL SUB COMMISSION A.C.

Copy to: TM INC.

1. On receipt of your letter NSG/I820 of 14 Mar 45 a signal was sent to A.F.H.Q. to confirm that these Italian naval personnel now assembled at TARANTO were still required for employment in the Italian Watermen Coy. The reply (copy attached) stated that they were not now required.
2. It is regretted that notification of this change of plan has been held back so long, and it is hoped that undue inconvenience has not been caused.
3. It is now requested that these men be made available instead as reinforcements for the I.W.T. Companies now employed by the Army. These companies are already formed of Italian naval personnel.

If this request is agreed, may the officer concerned (British) visit this unit at TARANTO to ensure that the personnel are suitable for employment with the I.W.T. Companies.

RBC [signature]
2 Major General,
M. M. I. A.

1791

COPY

201845A

FROM : AFHQ

TO ; 15 ARMY GROUP MMIA

FX 46909 (.) RESTRICTED (.) REQUEST YOU FORWARD
COMMENTS ON MY ENG/366 OF 15 MAR SUBJECT ENGR WATERMAN COY
SOONEST (.) INTENDED WES WILL BE PUBLISHED SEPARATELY FOR
HQ. AND PLS TO ALLOW IMPLEMENTATION OF LATTER AS REQUIRED (.)
FOR MMIA (.) NAVAL PERSONNEL AT TARANTO NOW REQUIRED (.)
YOUR SD453 OF 16 REFERS

IMPORTANT

1792

Subject: Italian I.W.T. Companies.

To: Navy Sub-Commission, ✓
H.Q., A.C.

Copy to: D.D.Tn. (Docks).

Transportation Increment,
C.M.F.

Tel: Firebox 44.
Outside Line 843062.

TN.A.1/100/7.

21 March. 45.

Reference your letter NSC/1848 dated 16 March. 45.

D.D.Tn. (Docks) has been requested to investigate the possibility of obtaining better billets for N°3 Italian I.W.T. Coy. It is thought, however, that their present billets compare favourably with those of other units and that it will be very difficult to find alternative accommodation.

In this office letter TN.A.1/100/7 dated 17 March (addressed in error to FOTAJI, but understood to have been received by you), attention was drawn to the fact that few changes had been made in the personnel of N°1 Company.

It now appears that this unit will probably be required for an operational role before N°3 Company. It is therefore most important that the replacement of inefficient personnel in N°1 Coy. should be carried out with the utmost despatch.


(E.L. PARKES)
Colonel,
for Brigadier,
Director of Transportation.

1783

Subject: Replacement of Inefficient
Personnel - Italian I.W.T.
Companies.

Transportation Increment,
C.M.F.

Tel: Firebox - 44

Outside line 843062.

TN.A.1/100/7.

17 March 1945.

To: F.O.T.A.L.I. ✓

Copy to: D.D.Tn. Docks.

O.C., 6 I.W.T. Group, R.E.

Tn.5.

Reference your signal to Ministry of Marine dated
3 March and further to my TN.A.1/100/7 dated 26 Feb 45.

1. The latest reports on the subject of replacement of
inefficient personnel of Nos 1 & 3 I.W.T. Coys show that 9
ratings of No. 1 Coy have been replaced. Only one of these
was among the four listed as "unsuitable in everyway" in
D.D.Tn. Docks letter Tn.1(a)/4228/M of 17 Jan 45.

In No. 3 Coy 40 ratings have been replaced of which
only 12 were among the 39 listed as unsuitable in D.D.Tn.
Docks letter of 17 Jan 45.

2. Tenente di Vascello Palmonella has replaced Comman-
dante Barberi as O.C. No. 3 Coy. and Captain Piras, the
technical Capt of No. 1 Coy., has been replaced by Captain
Leo.

3. Although the action taken so far by the Ministry of
Marine is a step in the right direction, much more drastic
measures are necessary if these two units are to become
efficient in time for operations now being planned.

Will you please therefore again press for action
particularly in the case of No. 1 Italian I.W.T. Coy.

DATE: 19 March
TO: F.O.T.A.L.I.
NAVY HQ. AC.

FORWARDED FOR APPROPRIATE ACTION.



[Signature] 1783
(E.L.PARKES).
Colonel.
for Brigadier.
Director of Transportation.

[Signature] F. H. H. S. C.

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

File
NSC/1848

16 March 1945.

From: Navy Sub-Commission, Hq, AC.
To : Transportation Increment, G.M.F.
Subject: 1st and 3rd I.W.T. Companies.

1. With reference to your letter TM A.1/100/7 dated 27 February 1945, a copy of letter SM 4883 of 12th March 1945 is enclosed for your information.

2. As regards paragraph 3 of the Ministry of Marine's letter, it is suggested that your Commanding Officer at Ancona will approach the Naval Officer-in-Charge if he considers such action necessary.

REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.

1-Incl.
Copy ltr. SM 4883
12 March 1945.

17
18 MAR 1945772-B
FILE
3
Admiral

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1820
14 March 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Land Forces Sub-Commission, Hq. AC.

Subject: Italian Watermen.

1. With reference to paragraph 2 of your letter SD/4/I dated 27th February 1945, it is considered that a unit consisting exclusively of naval personnel would be preferred, however, there is no objection to a mixed unit if the naval personnel are under the command of a Naval Officer.

2. You are aware that a group of 4 Officers and 100 Ratings is ready in Taranto and it is requested that you will let us know at an early date when and where it is to report and advise as to equipment that will be necessary.

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



15 MAR 1945

1780

From: MINISTRY OF MARINE (Maristat)
To : F.O.T.A.L.I. - Rome
Date: 12.3.45
Ref.: SM.4883

Subject: 1st and 3rd I.W.T. Companies.

Ref. phonogram 031333 of 3rd inst.

In regard to improving the efficiency of above Companies, it has been arranged to replace personnel who have proved to be inefficient as also the Commander of 3rd Company.

The Chief of Staff at Taranto has gone personally to Ancona and Bari to make a general inspection and has adopted various measures which are in course of execution.

Particularly in connection with 3rd I.W.T. Company stationed at Ancona, it is requested you ask local N.O.I.C. to kindly co-operate with a view, if possible, to better accommodation being made available for the personnel of this Company.

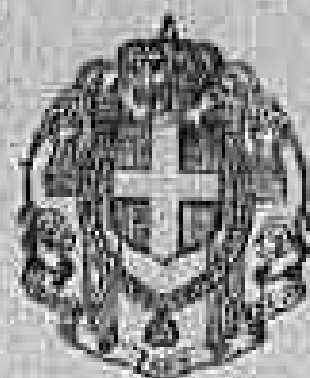
for CHIEF OF STAFF

DG/P.



ASC. Psc attach (P)

178



Mod. 39

Stato Maggiore della R. Marina

Reg. M.D.S. Uff. P.M.1

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 4883 Allegato

ARGOMENTO: 1° e 3° compagnia I.W.T.

Roma, 12 MAR 1946 19 A.

Al F.O.T.A.L.I. = ROMA =

Riferimento fonogramma 031333 in data 3
marzo c.s.

Nei riguardi del miglioramento della efficienza della 1° e 3° compagnia I.W.T. è stata disposta la sostituzione del personale dimostratosi inefficiente ed il cambio del Comandante della 3° Compagnia.

Il Capo di Stato Maggiore del Dipartimento di Taranto si è personalmente recato ad Ancona e a Bari per una ispezione ed ha proposto altri provvedimenti che sono in corso di esecuzione.

Con particolare riguardo alla 3° Compagnia I.W.T. dislocata ad Ancona si prega voler interessare quel F.O.I.C. perchè possibilmente offra il suo concorso nel fare assegnare un migliore alloggio al personale della compagnia 1785.

IL CAPO DI STATO MAGGIORE

L. Accorri

From: MINISTRY OF MARINE (Maristat - Rep M D S)
To : F.O.L.I. - Rome
Date: 9.3.45 (Received 11.3.45)
Ref.: 274

M O S T U R G E N T

Message by Hand N°274.

Ref. your N°011254A - March, it is considered more suitable that the Section (or Party) be formed exclusively with I.R.N. personnel. Stop. Necessary personnel is ready at Taranto. Stop. Please communicate your final decision. Stop.

ACCORRETTI.

DG/P.

12th March, 1945.

TO : POT. I. ROME.
TO : NAVY SUB-COMMISSION, HQ. AC.

FORWARDED FOR APPROPRIATE ACTION.

By REAR ADMIRAL

1783

MODULARIO
M. - II - 468

Mod. 18



MINISTERO DELLA MARINA

(1) MARISTAT = REP.M.D.S. = SEGR.P.M.1

MESSAGGIO A MANO N. 274

indirizzato a:

F.O.L.I. = ROMA

e per conoscenza a:

Data 9.3.945

Rif. del

Testo: PERSONALE TRAGHETTI FLUVIALI.

URGENTISSIMO

Riferimento vostro 011254 A - marzo si
ritiene più conveniente che reparto sia co-
stituito esclusivamente da personale R.Mari-
na alt Personale necessario est pronto Taran-
to alt Pregasi comunicare definitive decisio-
ni Vostra Signoria alt

ACCORRETTI



FIRMA

1782

Autorità mittente.

(NAVY) WL 57260/D 3313 3230031 12745 11 3 3 143 517001

NAVAL MESSAGE.S. 1320e.
(Established—May, 1920.)
(Revised—December, 1951.)

To:

C IN C MED. (R) POTALI ROME

From:

POTALI

YOUR CL1818 FULLY CONCUR IN THIS PROPOSAL

051908

(REF. ITALIAN NAVAL PERSONNEL FOR SERVICE WITH ARMY)

DIS. 3.6.9.10.

P.L.T.P. TCR 2217/5

6/3/45.

6 March, 1948

NAVY SUB DIVISION, HQ, AG

FORWARDED FOR APPROPRIATE ACTION

df

REAR ADJUTANT

1781

(STA 121751)

PSSN (T31) 2-41/10 (1981) 20,000

NAVAL MESSAGE

S. 1320d.

(Established—May, 1930)
(Revised—January, 1938)

To:

POTALL (R) POTALL ROME

FROM:

C IN C MED.

SECRET.

FOLLOWING HAS BEEN RECEIVED FROM A.F.H.Q.

1. G O C 8TH ARMY HAS REQUESTED PROVISION OF ITALIAN WATERMEN FOR SERVICE IN OPPOSED RIVER CROSSINGS.
2. LAND FORCES SUB-COMMISSION, AC(MMIA) HAVE ASCERTAINED THROUGH THE NAVAL SUB-COMMISSION A.C. THAT THERE ARE 4 OFFICERS AND 108 RATINGS OF SUITABLE QUALIFICATION AVAILABLE AT TARANTO.
3. WILL YOU PLEASE SAY WHETHER YOU AGREE TO THE USE OF THESE ITALIAN NAVAL PERSONNEL FOR SERVICE WITH THE ARMY. CONDITIONS OF SERVICE WOULD BE AS FOR THE NAVAL L.W.T. PORT OPERATING COYS. ALREADY PROVIDED.

YOUR REMARKS ARE REQUESTED.

DATE: 6 March, 1945.
FROM: POTALL, ROME
TO: NAVY SUB-COMMISSION, HQ. AC.

041848 MARCH.

FORWARDED FOR APPROPRIATE ACTION.

DIS. 3.6.9.

1780

HAND P.L.

TOR 4M. 6/3

6/3/45.

SEA 181/20

VI. 37000/110015. 16.00000. 12/45. 1.1.10. 61-2000

NAVAL MESSAGE5. 1320d.
Disseminated—May 1990
Reviewed—January 1992

FROM

TOTALI BOMB.

To

MINISTRY OF MARINE (R) TRANSPORTATION INCREMENT
C.M.F.

REFERENCE MY LETTER L 21/46 DATED 30TH JANUARY SUBJECT ITALIAN NAVAL
INLAND WATER TRANSPORT COMPANIES. IT IS UNDERSTOOD THAT VERY LITTLE
PROGRESS HAS BEEN MADE IN REPLACEMENT OF PERSONNEL. IT IS REQUESTED THIS
MATTER RECEIVE IMMEDIATE ATTENTION.

031333 A MARCH.

DIN. 3.4.6.9.10.

3/3/48.

HAND P.L. TOD IN TRANSIT

7773

STC 121/88

WT 37000/D... 15,000m. 12/43. 1. Ltd 51-7000.

NAVAL MESSAGE

To

MINISTRY OF MARINE

FROM

FOPALI ROME.

5. 1320cl.

Established - May 1940
Revised - January 1953

REFERENCE MY 051241 A FEB. ~~YOUR REMARKS ARE REQUESTED AS TO~~
WHETHER ADMINISTRATIVE DIFFICULTIES WOULD ARISE IF ONE UNIT IS
FORMED OF TWO PLATOONS ITALIAN NAVY PERSONNEL AND TWO PLATOONS
ITALIAN ARMY PERSONNEL. ONE PLATOON CONSISTS OF ABOUT 30 MEN.

011254 A MARCH. ✓

(REF. ITALIAN PERSONNEL REQUIRED FOR BARGEWORK)

DIS. 3.4.6.9.10.

HAND P.L. TOD. IN TRANSIT. P.M.

1/3/45.

Land Forces Sub Comm A.C. (AMIA)
SD/4/I
27 Feb 45

Naval Sub Commission A.C.

Subject: Italian Waterman

Ref MIA signal SD430 of 25 Feb addressed to AFHQ copy to you.

I. Below is copy of reply received from AFHQ.

From - AFHQ
To - MIA rptd I5 Army Group

FK34155

RESTRICTED

Your SD430 of 25 (.). Para First (.). I5 Army Gp require best of both Naval and Patriot personnel (.). On confirmation by C in C Med of availability of Naval personnel will arrange move to Santa Maria Capua Vetere when required (.). Para Second (.). ~~Anticipate possible form two platoons naval and two platoons patriot (.). Para Third (.). Your ref to WL of Engr Coy not understood since strength cma Org and Trades totally different (.). Suggest you forward Italian requirements for admin personnel to I5 Army Group for inclusion in WE proposal.~~

2. Would a mixed unit consisting of two platoons Italian naval personnel and two platoons Italian army personnel cause administrative difficulties ?

1778

Photocopy

Ref MMIA signal SD430 of 25 Feb addressed to AFHQ copy to you.

I. Below is copy of reply received from AFHQ

From - AFHQ
To - MMIA rptd 15 Army Group

FZ34155

RESTRICTED

Your SD430 of 25 (.) Para First (.) 15 Army Gp require best of both Naval and Patriot personnel (.) On confirmation by C in C Med of availability of Naval personnel will arrange move to Santa Maria Capua Vetere when required (.) Para Second (.) Anticipate possible form two platoons naval and two platoons patriot (.) Para Third (.) Your ref to WL of Engr Coy not understood since strength cma Org and Trades totally different (.) Suggest you forward Italian requirements for admin personnel to 15 Army Group for inclusion in WE proposal.

2. Would a mixed unit consisting of two platoons Italian naval personnel and two platoons Italian army personnel cause administrative difficulties ?

1778

Robertson

S.O.R.E.
M.M.I.A.

gsh

FILED

STC 131/131

WL 3726 D931R 14/0000 12/43 1.1.0 51-7500

AFHQ, (H) 15 ARMY GROUP

NAVAL MESSAGE

MICA-S. 1320d.

Established May 1900
Revised January 1953

TO:

FROM:

RESTRICTED.

~~FOR G-3 ORG.~~~~SUBJECT IS ITALIAN WATERMEN.~~

15 ARMY GROUP LETTER 3074/24/A (O) OF 2 FEB AND SIGNAL RE 743 OF 21
REFER.

(1) UNDERSTAND ITALIAN NAVAL PERSONNEL SELECTED FOR THIS SPECIAL
UNIT NOT REQUIRED AT PRESENT AND PATRIOTS BEING EMPLOYED IN LIEU.
REQUEST DEFINITE INSTRUCTIONS EARLIEST.

(2) PATRIOTS CAN BE ACCOMMODATED AT SANTA MARIA CAPUA VETERE.
SUGGEST ACTIVATION OF 20 ENGR COY AS QUICKEST MEANS OF AUTHORIZING
AND FORMING UNIT.

(3) ARE ITALIAN NAVAL PERSONNEL REQUIRED AT A FUTURE DATE QUERY.

-251715.

DIST. 3,6,9,10

EXEX HAND.

P.L.

T.O.R. 261500.

26/2/53

NSC

Subject : Italian I.W.T. Coys.

Transportation Increment,
C.M.F.
Tel : Firebox - 44
Outside line 843062.
Ref : TW.A.1/100/7.
26 February 1945.

To : Flag Officer Liaison, Italy, ✓
H.Q., I.C.

Copy to : D.D.Tn., Docks.

1. With reference to your letter N° L.21/16 of 30 Jan., addressed to the Italian Ministry of Marine on the subject of replacement of personnel in Nos. 1 and 3 Italian Inland Water Transport Companies.
2. Reports for the fortnight ending 17th Feb. show that, up to that date, very little action had been taken to carry out your instructions with regard to the replacement of inefficient personnel listed by D.D.Tn., Docks in his letter Tn(a)4228/A of 17 Jan. addressed to you.
3. Actually 6 ratings of N° 1 I.W.T. Coy., and 10 of N° 3 I.W.T. Coy., have been replaced, but only two of these, P.O. Mori Ottone of N° 1 Coy. and Seamen Guarino Vincenzo of N° 3 Coy., are included in the list given by D.D.Tn., Docks.
4. No officers had been replaced up to 17 Feb., although a change in employment within N° 1 Coy. has effected some slight improvement.
5. In view of the terms of para. 3 of your letter the action taken so far by the Ministry of Marine appears hardly adequate.
6. Reports on the progress of replacement of personnel are being made fortnightly and you will be kept informed of the position.



NSC.

Director of Transportation.

(E.L. PARKES) 1773

Colonel,
for Brigadier.

9/12

From: MINISTRY OF MARINE (Maristat)
To : F.O.L.I. - Rome
Date: 14.2.45 (Received 15.2.45)
Ref.: N°182

Subject: Message by Hand N°182 - U R G E N T .

Your message by hand 051241A of 5.2.45 refers.

You are informed that in Taranto Base a Group comprising 4 in N° Officers and 100 in N° men is being formed for service aboard river craft, as requested by F.O.L.I. in above-cited.

We will advise you at earliest moment as regards date when formed and ready for draft to localities as and when indicated by your Command.

(Sgd) ACCORETTI

DG/P.

1775

MODULARIO
M. n. 488

Mod. 7

MINISTERO DELLA MARINA

(1) MARISAT = REPARTO M. D. S. = P. M. 1

MESSAGGIO A MANO N. 182

indirizzato a:

F. O. L. I.

e per conoscenza a:

Data 14/2/1945

Rif. del

Testo:

Riferimento messaggio a mano 051241 A
in data 5/2/1945.-

Si informa che è in corso di costituzione nella sede di Taranto il gruppo di 4 Ufficiali e 100 uomini per servizio su imbarcazioni fluviali, richiesto da codesto F. O. L. I. con il messaggio in riferimento.

Sarà comunicata appena possibile la data con la quale detto gruppo sarà formato e pronto per essere trasferito nella località che sarà indicata in codesto F. O. L. I.-

ACCORETTI

FIRMA

Autorità mittente.



1775

WT. 57850. 015. 16,000m. 12/43. L. 1.14 51.7000.

NAVAL MESSAGES. 1320d.
(Established—May, 1936)
(Revised—January, 1938)TO **MINISTRY OF MARINE**FROM **R.O.T.A.L.I. ROME**

**ALLIED MILITARY AUTHORITIES REQUEST INFORMATION WHETHER FOUR OFFICERS
AND 100 RATINGS OF ITALIAN NAVY CAN BE MADE AVAILABLE IMMEDIATELY FOR
RIVER ~~REINFORCEMENT~~ REINFORCEMENT.**

2. IT IS ESSENTIAL THAT THESE PERSONNEL SHOULD BE THOROUGHLY EXPERIENCED IN THE
TYPE OF EMPLOYMENT FOR WHICH THEY ARE REQUIRED AND IT IS NOT (R) NOT
DESIRABLE TO MAKE USE OF EXISTING I.W.T. COMPANIES.

3. UNLESS SUITABLE OFFICERS AND RATINGS CAN BE PROVIDED WITHOUT DELAY IT
WOULD BE PREFERRED TO EMPLOY MILITARY PERSONNEL WHO ARE LIKELY TO BE
AVAILABLE

0512/4A

DIS. 3.6.9.10

HAND

P.L.

TOD IN TRANSIT

5/2/45.

NSC

1773

63
OFFICE COPYFLAG OFFICER LIAISON, ITALY,
ALLIED COMMISSION,
HEADQUARTERS,
ROME.

30th January, 1945.

No. L.21/16.

MINISTRY OF MARINE,
ROME.ITALIAN NAVAL INLAND WATER TRANSPORT COMPANIES.

A serious complaint has been received regarding the efficiency of numbers 1 and 3 Italian Inland Water Transport Companies. Since their formation, the British Army Unit under whom they work have made strenuous efforts to improve these companies, but have achieved little success. Consequently there has been a large increase in the damage to craft and at Ancona where it was hoped to replace a large proportion of the British Inland Water Transport Company by No. 3 Italian Inland Water Company, the latter have proved so unsatisfactory that it has been necessary to retain the entire British Company.

2. It has been represented that many of the officers and men in these companies are totally unsuited to the work which they have to perform. Some of the men are totally unfamiliar with the sea or, at best, have received training in big ships only and are of little use in small craft.

3. As a first step to improving these companies drastic changes must be made amongst the officers and men comprising them. It has not been the practice to interfere with appointments of individual Italian Naval officers and men, in the past, but in this instance it becomes a real necessity. A list of officers and men whom it is desired to replace at once is attached. While the provision of suitable reliefs for all these men is important

special attention should be paid to the selection of the Commanding Officers, since it is felt that an efficient Commanding Officer, will quickly ensure that he has the right type of men in his company. This has been demonstrated in the case of No. 2 Inland Water Transport Company, which is carrying out its duties satisfactorily chiefly on account of the efforts of its Commanding Officer, Captain NICCOLI, an extremely able officer.

4. The inefficiency of these 3 Companies is not only hampering the War effort, but is also tending to throw the Italian Navy into disrepute in the eyes of Allied units working in the ports. I am sure you will agree that their improvement is a matter of vital necessity and request you will take early action as indicated in paragraph 3 above.

(Sgd.) G L WATREN

1st DEPUTY REAR ADMIRAL.

(Copy to :- D. Transportation, C.M.F.
D.D. Transportation (Decks).)

Subject : Italian I.W.T. Companies.

CONFIDENTIAL

D.D.Tn.(Docks)., 116.
C.M.F.

Tel. Ext. 12443
Ref. Tn.1(a)/4228/M

17 Jan 45

To : FOIJ., Navy Sub-Commission, ✓
HQ A.C., Rome.

1. The purpose of this letter is to ask earnestly for your immediate assistance in improving the standard of Nos. 1 and 3 Italian I.W.T. Companies.
2. The position at the moment, is that No. 1 Coy. is employed at Bari, under the control of a small British detachment. No. 3 Coy. is employed at Ancona under the control of a British I.W.T. Company. The British controlling authority is No. 6 I.W.T. Group R.E. (HQ at Ancona, with Rear HQ at Bari), and this Group is responsible to me for the working of lighterage in East Coast ports.
3. When these units were raised some months ago, we had hoped that with training and good administration, they would prove satisfactory, but our hopes have proved unfounded. The winter with its cold and rough weather, has shown that the units are quite unable to do their work in anything approaching a satisfactory manner. The result is, there has been a big increase in damage to craft (particularly R.C.Is.), and there is a further unfortunate result, in that at Ancona the whole of a British I.W.T. Coy. has to be used, whereas, if the Italian unit there was up to a reasonable standard, a large proportion of the British unit could be made available for future operations. It is our policy to use Italian units for executive work in existing ports, under the control of as small a British detachment as possible, so as to liberate as much as possible of the British units for opening new ports.
4. I think the basic reason for the low standard of these Italian units is that they came to us in the hope that their conditions of living would be improved, but under the present administrative policy laid down by higher authority, these conditions provide no incentive whatever for the Italians to work for us. We find the officers lack interest, and have little or no control over their men; that the men do not respect their officers; that they have no interest in their work, and that their whole attitude is apathetic. The British personnel in control are continually chasing and driving these Italians, but, as is now evident, they see that all their efforts bear little fruit. They are becoming, and I think quite understandably, thoroughly discouraged. Punishment of Italians does not act as a deterrent, in that they appear to prefer the conditions of their punishment to working on craft in an exposed harbour.
5. It seems to me that if we are to have any hope of improving the standard, there must immediately be some radical changes in officers and other personnel, many of whom are quite unsuitable by reason of their previous occupations to perform the duties of tug engineers and lightermen. If they have had any training at all it is in "big ship" work, and they are quite unsuitable to handling small craft.
6. Attached is a list of initial replacements, which I think should be made immediately. Afterwards, further combing out can be undertaken and more replacements provided. I do not consider for one moment that the normal routine procedure for replacements will be effective, as I feel the Naval Authorities do not show sufficient interest in these units, and therefore the replacements they are likely to send, will be as bad, if not worse, than the personnel they are intended to replace.

for the working of lighterage in East Coast ports.

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7. I suggest that a Board of Officers, consisting of one Mechanical officer, and one Operating officer from the I.W.T. Group, be appointed, who possibly with the assistance of a member of your staff, and with the appropriate Italian Naval representative on the personnel side, should meet and interview selected candidates at such location you consider suitable.
8. You may well ask why I have not made any reference to No. 2 Italian I.W.T. Company employed at Taranto and Brindisi. The reason is that this unit was originally raised from selected Naval personnel who were working for us at Taranto before the Italian units were formed. Moreover, they are mainly comprised of men from the North of Italy, and they are earmarked for opening the next Northern port. They have, therefore, something to look forward to. Lastly, their O.C., Capt. Niccole, is an exceptionally good man. I therefore do not suggest that any changes in this unit be made at present. I would make it clear, however, that although it is satisfactory within the limitations set by Italian characteristics, it falls far short of normal British standards.

(contd.../2)

ROME

- 2 -

9. I appreciate that my request may cause considerable difficulty, and interfere with the normal system of Italian administration, but, if as we have found, that the Italians will post unsuitable personnel to units, I see no alternative to my proposal that the British, who are ultimately responsible for the units' actual work, should finally approve the choice of personnel.
10. I would be very grateful if you would therefore consider my proposals sympathetically, and let me know at an early date, what you can do in the matter.

H.G. Pottle

Colonel
D.D.Tn(Docks)
(H.G.POTTLE.)

Copy to : D.Tn.,
Transportation Increment,
C.M.F.

1763

Italian Personnel to be replaced immediately.No. 3 (Italian) I.W.T. Coy. - Ancona.

Rank.	Name.	Remarks.
<u>Officers</u>		
Commandante	BARBERI FILIPPO	O.C. of Coy. Lacking in personality and technical
Capitano	FIORO	Complete lack of interest. Little control. Rarely he is the Technical Captain.
Lieut.	CHIAPPORI	Not interested. Completely lacking in initiative and
<u>Other Ranks</u>		
Chief Petty Officer, 3rd Class.	SAVI BRUNO	Posted as Quartermaster. Knows nothing about job and operational stores.
Serjeant	AVALLONE ARISTIDE	Posted as a mechanic. Is a cripple and unable to do
Corporal	LIGUORI GIOVANNI	Posted as a mechanic. Knows a little about steam Engines.
Corporal	DI MAURO FRANCESCO	Ditto
Serjeant	RESLI GIOVANNI	Knows nothing about the water and will never make a
Serjeant	SCARDICLI FORTUNATO	Ditto
Serjeant	LEO FRANCESCO	Ditto
Serjeant	SPINETTI VITTORIO	Ditto
Corporal	SAMMARTINO CARMINE	Ditto
Gunner	NOVELLO ROCCO	Ditto

Italian Personnel to be replaced immediately.

D.D.Tn.(Docks) ., C.M.F.
Ref. Tn.1(a)/4228/M.

(Sheet 1.)

No. 3 (Italian) I.W.T. Coy. - Ancona.

Remarks.

O.C. of Coy. Lacking in personality and technical knowledge. No drive.

Complete lack of interest. Little control. Rarely to be seen in the Docks, though he is the Technical Captain.

Not interested. Completely lacking in initiative and drive.

Posted as Quartermaster. Knows nothing about job and therefore cannot control operational stores.

Posted as a mechanic. Is a cripple and unable to carry out normal duties.

Posted as a mechanic. Knows a little about steam but nothing about Diesel or Petrol Engines.

Ditto

Knows nothing about the water and will never make a lighterman.

Ditto

Ditto

Ditto

Ditto

Ditto

7760

Italian Personnel to be replaced immediately.

No. 3 (Italian) I.W.T. Coy. - Ancona. (contd)

Rank.	Name.	Remarks.
<u>Other Ranks (contd)</u>		
Gunner	SCAGLIARINI GUISEPPE	Knows nothing about the water and will never make
Gunner	PICCALUGA CARLO	Ditto
Gunner	MISOIGNATTO VIRGINIO	Ditto
Gunner	SCAUZZO ANTONIO	Ditto
Gunner	MONTENOVI ALDO	Ditto
Gunner	BOCCIA ENRICO	Ditto
Gunner	D'ESPOSITO SILVESTRO	Ditto
Gunner	CHIOSSEI FRANCESCO	Ditto
Gunner	BONOCORE OATELLO	Ditto
Gunner	DEL GIUDICE NICOLA	Ditto
R.D.F. Rating	TACCONELLI ARMANDO	Ditto
R.D.F. Rating	ONOFRI ARCEO	Ditto
R.D.F. Rating	LEOPOLDO VINCENZO	Ditto
R.D.F. Rating	CINO CALOGERO	Ditto
Stoker	RUBINO GIUSEPPE	Ditto
Stoker	PELLEGRINO SALVATORE	Ditto

Italian Personnel to be replaced immediately.

No. 3 (Italian) I.W.T. Coy. - Ancona. (contd)

D.D.Tn.(Docks) ., C.M.F.
Ref. Tn.1(a)/4228/M

(Sheet 2.)

Name.	Remarks.
MARINI GIUSEPPE	Knows nothing about the water and will never make a lighterman.
UGA CARLO	Ditto
NATTO VIRGINIO	Ditto
CO ANTONIO	Ditto
NOVI AIDO	Ditto
ENRICO	Ditto
SITO SILVESTRO	Ditto
FRANCESCO	Ditto
ATELLO	Ditto
DICE NICOLA	Ditto
ELLI ARMANDO	Ditto
ARGEIO	Ditto
DO VINCENZO	Ditto
ALOGERO	Ditto
GIUSEPPE	Ditto
RINO SALVATORE	Ditto

1764

Italian Personnel to be replaced immediately.No. 3 (Italian) I.W.T. Coy. - Ancona. (contd)

Rank.	Name.	Remarks.
<u>Other Ranks (contd)</u>		
Writer	CAVALIERI SERGIO	Knows nothing about the water and will
Writer	MAZZERANGHI MARE	Ditto
Hydrophonist	IAPACCIANA ANGELO	Ditto
Hydrophonist	GUARINO VINCENZO	Ditto
Rating	SGUEGLIA GIOVANNI	Ditto

No. 1 (Italian) I.W.T. Coy. - Bari.Officers

Commandante	SALVATORE CORREO	O.C. of Company. Has become slack and
Captain	PIRAS	Technical Capt. Name submitted for r (FOLI letter to Ministry of Marine 11)

Other Ranks

Warrant Officer	MORI OTTONE	Unsuitable in every way. O.C. of Coy replacement.
Warrant Officer	GROPPALI DONATO	
Serjeant Mechanist	CASCIOLI RENATO	
Corporal	MATELLANO ERNESTILDO	

N.B.- Many other men require early replacement, but O.C. of Coy. lacks knowledge of information could be obtained from him.

Italian Personnel to be replaced immediately.No. 3 (Italian) I.W.T. Coy. - Ancona. (contd)D.D.Tn.(Docks) ., C.M.F.
Ref. Tn.1(a)/4228/M

(Sheet 3.)

Name.

Remarks.

TERI SERGIO	Knows nothing about the water and will never make a lighterman.
FRANGHI MARE	Ditto
UCIANA ANGELO	Ditto
INO VINCENZO	Ditto
ELIA GIOVANNI	Ditto

No. 1 (Italian) I.W.T. Coy. - Bari.

TORE CORREO	O.C. of Company. Has become slack and disinterested. Evasive and unhelpful. Technical Capt. Name submitted for replacement on 14 Dec 44. Not yet replaced (FOLI letter to Ministry of Marine L11/34 dated 28 Dec 44 refers).
-------------	---

OTTONE	} Unsuitable in every way. O.C. of Coy. states he has already asked for replacement.
ALI DONATO	
OLI RENATO	

IANO ERNENETILDO	
------------------	--

Other men require early replacement, but O.C. of Coy. lacks knowledge of his men, and no helpful information could be obtained from him.

