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10000/124/305

IRN-11/N

10000/124/305

IRN-II/N

SALE OF LANDING CRAFT
TO ITALIANS

JAN. 47 - AUG. 47

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11/8/59

22 August 1947

Subject: SALE OF LANDING CRAFT TO ITALIANS.
To: THE CHIEF DISPOSALS OFFICER, MINISTRY OF SUPPLY,
c/o BRITISH EMBASSY, ROME.

1. The enclosed list of specialised types of assault craft is forwarded with reference to your signal No. M.S. 516 dated 011015 August 1947:-

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

H
23/8

25 AUG 1947

Note: Enclosure is an extract
from CAPO. 1828/45.

2268

+ Ref: SI-1/N - Spare Parts for L.C.T. engines.

<u>TITLE</u>	<u>SHORT TITLE</u>	<u>SERIAL NUMBER</u>
<u>Landing Ships</u>		
Landing Ship, Bombardment	L.S.B.	Distinguished by names 1-49
(See Note (iii).)		
Landing Ship, Carrier (derrick hoisting) . . .	L.S.C.	
(See Note (ii).)		
Landing Ship, Dock	L.S.D.	50-99
Landing Ship, Emergency Repair (Landing Ship)	L.S.E. (LS)	
(See Note (iv).)		
Landing Ship, Emergency Repair (Landing Craft)	L.S.E. (L.C.)	
(See Note (iv).)		
Landing Ship, Fighter Direction	L.S.F.	Distinguished by names
(See Note (iv).)		
Landing Ship Gantry	L.S.G. (L)	
Landing Ship, Headquarters (Large)	L.S.H. (S)	
Landing Ship, Headquarters (Small)	L.S.H. (L)	
Landing Ship, Infantry (Large)	L.S.I. (M)	
Landing Ship, Infantry (Medium)	L.S.I. (S)	
Landing Ship, Infantry (Small)	L.S.I. (H)	
Landing Ship, Infantry (Hand Hoisting)	L.S.I. (S)	
Landing Ship, Personnel	L.S.P.	
Landing Ship, Stern-chute	L.S.S.	
(See Note (xvii).)		
Landing Ship, Tank (Class I)	L.S.T. (1)	1 onwards 3,001 onwards
(See Note (i).)		
Landing Ship, Tank (Class II)	L.S.T. (2)	
Landing Ship, Tank (Class III)	L.S.T. (3)	
(See Note (xvii).)		
Landing Ship, Medium	L.S.M.	Distinguished by names
Fighter Direction Tender	F.D.T.	
(See Note (iv).)		
Landing Ship Tank, Maintenance Ship	M.S. (L.S.)	
(See Note (iii).)		
Landing Craft, Maintenance Ship	M.S. (L.C.)	
(See Note (iii).)		
<u>Major Landing Craft (U.S. Landing Craft)</u>		
		2267
		1
		L.C.F. (2)

(See Note (iv).)	L.S.E. (L.C.)	50-99
Landing Ship, Emergency Repair (Landing Craft)		
(See Note (iv).)		
Landing Ship, Fighter Direction	L.S.F.	Distinguished by names
Landing Ship, Gantry	L.S.G.	
Landing Ship, Headquarters (Large)	L.S.H. (L)	
Landing Ship, Headquarters (Small)	L.S.H. (S)	
Landing Ship, Infantry (Large)	L.S.I. (L)	
Landing Ship, Infantry (Medium)	L.S.I. (M)	
Landing Ship, Infantry (Small)	L.S.I. (S)	
Landing Ship, Infantry (Hand Hoisting)	L.S.I. (H)	
Landing Ship, Personnel	L.S.P.	
Landing Ship, Stern-chute	L.S.S.	
(See Note (xvii).)		
Landing Ship, Tank (Class I)	L.S.T. (1)	1 onwards
(See Note (i).)		3,001 onwards
Landing Ship, Tank (Class II)	L.S.T. (2)	
Landing Ship, Tank (Class III)	L.S.T. (3)	
(See Note (xvii).)		
Landing Ship, Medium	L.S.M.	-
Fighter Direction Tender	F.D.T.	-
(See Note (iv).)		
Landing Ship Tank, Maintenance Ship	M.S. (L.S.)	Distinguished by names
(See Note (iii).)		
Landing Craft, Maintenance Ship	M.S. (L.C.)	
(See Note (iii).)		

2267

Major Landing Craft (U.S. Landing Craft)

Landing Craft, Flak (Mark II)	L.C.F. (2)	1
(See Notes (vi) and (xvii).)		
Landing Craft, Flak (Mark III)	L.C.F. (3)	3-18
(See Note (vi).)		
Landing Craft, Flak (Mark IV)	L.C.F. (4)	19 onwards
Landing Craft, Gun (Large) (Mark III)	L.C.G. (L) (3)	1-20 thereafter retain original L.C.T. (3) numbers.
(See Note (vi).)		Retain original L.C.T. (4) numbers.
Landing Craft, Gun (Large) (Mark IV)	L.C.G. (L) (4)	101 onwards.
(See Note (vi).)		501 onwards.
Landing Craft, Gun (Medium) (Mark I)	L.C.G. (M) (1)	1.
Landing Craft, Gun (Medium) (Mark II)	L.C.G. (M) (2)	Retain original L.C.I. (L) numbers.
Landing Craft, Gun (Tower)	L.C.G. (T)	1 onwards.
(See Note (xvii).)		2501 onwards
Landing Craft, Headquarters	L.C.H.	
(See Note (vii).)		
Landing Craft, Infantry (Large)	L.C.I. (L)	
Landing Craft, Infantry (Small)	L.C.I. (S)	

<u>TITLE</u>	<u>SHORT TITLE</u>	<u>SERIAL NUMBER</u>
<u>Major Landing Craft (U.S. Landing Craft) - contd</u>		
Landing Craft, Administration (See Note (vi).)	L.C.Q.	Retain original L.C.I. (1) num- bers. 251-260. - 1 onwards.
Landing Craft, Support (Large) (Mark II).	L.C.S. (L) (2)	1-30
Landing Craft, Support (Large) (Mark III) (See Notes (v) and (xiv).)	L.C.S. (L) (3)	100-172
Landing Craft, Support (Rocket) (See Note (iii).)	L.C.S. (R)	300 - 499, 7,001 onwards.
Landing Craft, Tank (Mark I).	L.C.T. (1)	500-2,000.
Landing Craft, Tank (Mark II).	L.C.T. (2)	2,001-2,500
Landing Craft, Tank (Mark III).	L.C.T. (3)	3,000-3,500
Landing Craft, Tank (Mark IV)	L.C.T. (4)	4,001-5,000
Landing Craft, Tank (Mark V)	L.C.T. (5)	Retain original L.C.T. (5) num- bers.
Landing Craft, Tank (Mark VI)	L.C.T. (6)	Retain original L.C.T. (3) num- bers.
Landing Craft, Tank (Mark VII)	L.C.T. (7)	Retain original L.C.T. (2) num- bers.
Landing Craft, Tank (Mark VIII)	L.C.T. (8)	Retain original L.C.T. (3) num- bers.
Landing Craft, Tank (Armoured) (Mark V) (See Notes (xvi).) & (xvii)	L.C.T. (A) (5)	
Landing Craft, Tank (Emergency Repair) (Mark III) (See Note (vi).)	L.C.T. (E) (3)	
Landing Craft, Tank (Rocket) (Mark II) (See Note (vi).)	L.C.T. (R) (2)	
Landing Craft, Tank (Rocket) (Mark III) (See Note (vi).)	L.C.T. (R) (3)	
<u>Minor Landing Craft (U.S. Landing Boats)</u>		
Landing Craft, Assault (See Note (viii).)	L.C.A.	1 onwards.
Landing Craft, Assault (Hedgehog)	L.C.A. (H.R.)	Retain original L.C.A. numbers.
Landing Craft, Assault (Obstruction Clearance) (See Notes (xviii) and (xix).)	L.C.A. (O.C.)	Retain original L.C.A. numbers.
Landing Craft, Control	L.C.C.	1 onwards.
Landing Craft, Emergency Repair	L.C.E.	1 onwards.
Landing Craft, Mechanized (Mark I)	L.C.M. (1)	1-500
Landing Craft, Mechanized (Mark II)	L.C.M. (2)	501 onwards.
Landing Craft, Mechanized (Mark III)	L.C.M. (3)	3,001-3,500
Landing Craft, Mechanized (Mark IV)	L.C.M. (4)	3,501 onwards.
Landing Craft, Mechanized (Mark V)	L.C.M. (5)	-
Landing Craft, Mechanized (Mark VI)	L.C.M. (6)	-
Landing Craft, Mechanized (Mark VII)	L.C.M. (7)	7,001 onwards.

(See Note (iii).)

Landing Craft, Tank (Mark I) L.C.T. (1)
 Landing, Craft, Tank (Mark II) L.C.T. (2)
 Landing Craft, Tank (Mark III) L.C.T. (3)

Landing Craft, Tank (Mark IV) L.C.T. (4)
 Landing Craft, Tank (Mark V) L.C.T. (5)
 Landing Craft, Tank (Mark VI) L.C.T. (6)
 Landing Craft, Tank (Mark VII) L.C.T. (8)
 Landing Craft, Tank (Armoured) (Mark V) L.C.T. (A) (5)
 (See Notes (xvi).) & (xvii)

Landing Craft, Tank (Emergency Repair) (Mark III) L.C.T. (E) (3)
 (See Note (vi).)

Landing Craft, Tank (Rocket) (Mark II) L.C.T. (R) (2)
 (See Note (vi).)

Landing Craft, Tank (Rocket) (Mark III) L.C.T. (R) (3)
 (See Note (vi).)

Minor Landing Craft (U.S. Landing Boats)

Landing Craft, Assault L.C.A.
 (See Note viii).)

Landing Craft, Assault (Hedgehog) L.C.A. (H.A.)

Landing Craft, Assault (Obstruction Clearance)
 (See Notes (xviii) and (xix).)

Landing Craft, Control L.C.C.
 Landing Craft, Emergency Repair L.C.E.
 Landing Craft, Mechanized (Mark I) L.C.M. (1)
 Landing Craft, Mechanized (Mark II) L.C.M. (2)
 (See Note (ix).)

Landing Craft, Mechanized (Mark III) L.C.M. (3)
 Landing Craft, Mechanized (Mark IV) L.C.M. (4)
 (See Note (x).)

Landing Craft, Mechanized (Mark V) L.C.M. (5)
 (See Note (x).)

Landing Craft, Mechanized (Mark VI) L.C.M. (6)
 (See Note (v).)

Landing Craft, Mechanized (Mark VII) L.C.M. (7)
 Landing Craft, Navigation L.C.N.

Landing Craft, Personnel (Mark I) L.C.P. (1)
 (See Notes (xi) and (xii).)

Landing Craft, Personnel (Mark II) L.C.P. (2)
 (See Note (xii).)

Landing Craft, Personnel (Large) L.C.P. (L)
 (See Note (xiii).)

Landing Craft, Personnel (Medium) L.C.P. (M)

1-30
 100-172
 300 - 499, 7,001
 onwards.
 500-2,000.
 2,001-2,500
 3,000-3,500
 4,001-5,000
 Retain original
 L.C.T. (5) num-
 bers.
 Retain original
 L.C.T. (3) num-
 bers.
 Retain original
 L.C.T. (2) num-
 bers.
 Retain original
 L.C.T. (3) num-
 bers.

1 onwards.
 Retain original
 L.C.A. numbers.
 Retain original
 L.C.A. numbers.
 1 onwards.
 1 onwards.
 1-500 and 4,001
 onwards.
 501 onwards.
 3,001-3,500
 3,501 onwards.
 -
 7,001 onwards.
 1 onwards.
 1,001-1,100.
 1,101 onwards.
 1 onwards.
 1 onwards.

<u>TITLE</u>	<u>SHORT TITLE</u>	<u>SERIAL NUMBER</u>
<u>Minor Landing Craft (U.S. Landing Boats)-contd.</u>		
Landing Craft, Personnel (Nested) (See Note (v).)	L.C.P. (N)	-
Landing Craft, Personnel (Ramped)	L.C.P. (R)	501 onwards.
Landing Craft, Personnel (Small)	L.C.P. (S)	1 onwards.
Landing Craft, Personnel (Survey)	L.C.P. (SY)	Retain original
		L.C.P. (L) num-
		bers.
Landing Craft, Rubber (See Note (v).)	L.C.B.	-
Landing Craft, Support (Large) (Mark I)	L.C.S. (L) (1)	201-203.
Landing Craft, Support (Medium) (Mark I)	L.C.S. (M) (1)	1-24.
Landing Craft, Support (Medium) (Mark II)	L.C.S. (M) (2)	25-33.
Landing Craft, Support (Medium) (Mark III)	L.C.S. (M) (3)	34-200.
Landing Craft, Support (Small) (Mark I)	L.C.S. (S) (1)	-
(See Note (v).)		-
Landing Craft, Support (Small) (Mark II)	L.C.S. (S) (2)	-
(See Note (v).)		
Landing Craft, Vehicle	L.C.V.	501-1,000.
Landing Craft, Vehicle (Mark II)	L.C.V. (2)	3,001 onwards.
(See Note (x).)		
Landing Craft, Vehicle (Personnel)	L.C.V. (P)	1,001-2,000.
<u>Amphibians.</u>		
Landing Vehicle (Tracked) (Mark I)	L.V.T. (1)	1 onwards in common series.
(See Note (xix).)		
Landing Vehicle (Tracked) (Marked II)	L.V.T. (2)	
(See Note (xix).)		
Landing Vehicle (Tracked) (Mark III)	L.V.T. (3)	
(See Note (xix).)		
Landing Vehicle (Tracked) (Mark IV)	L.V.T. (4)	
(See Note (xix).)		
Landing Vehicle (Tracked) (Armoured)	L.V.T. (A) (1)	
(Mark I).		
(See Note (xx).)		
Landing Vehicle (Tracked) (Armoured)	L.V.T. (A) (2)	2265
(Mark II)		
(See Note (xx).)		
Landing Vehicle (Tracked) (Armoured)	L.V.T. (A) (3)	
(See Note (xx).)		
Landing Vehicle (Tracked) (Armoured)	L.V.T. (A) (4)	
(Mark IV).		
(See Note (xx).)		
Landing Vehicle (Tracked) (Mark VI)	L.V.T. (6)	
(See Note (xix).)		
Landing Vehicle (Tracked) (Armoured)	L.V.T. (A) (6)	5001 onwards.
(Mark VI).		
(See Note (xx).)		

Landing Craft, Rubber (See Note (v).)				L.C.R.	
Landing Craft, Support (Large) (Mark I)				L.C.S. (L)	201-203.
Landing Craft, Support (Medium) (Mark I)				L.C.S. (M)	1-24.
Landing Craft, Support (Medium) (Mark II)				L.C.S. (M)	25-33.
Landing Craft, Support (Medium) (Mark III)				L.C.S. (M)	34-200.
Landing Craft, Support (Small) (Mark I)				L.C.S. (S)	-
Landing Craft, Support (v).				L.C.S. (S)	-
Landing Craft, Support (Small) (Mark II)				L.C.S. (S)	-
Landing Craft, Vehicle				L.C.V.	501-1,000.
Landing Craft, Vehicle (Mark II)				L.C.V. (2)	3,001 onwards.
(See Note (x).)					
Landing Craft, Vehicle (Personnel)				L.C.V. (P)	1,001-2,000.

Amphibians.

Landing Vehicle (Tracked) (Mark I)				L.V.T. (1)	
(See Note (xix).)					
Landing Vehicle (Tracked) (Mark II)				L.V.T. (2)	
(See Note (xix).)					
Landing Vehicle (Tracked) (Mark III)				L.V.T. (3)	
(See Note (xix).)					
Landing Vehicle (Tracked) (Mark IV)				L.V.T. (4)	
(See Note (xix).)					
Landing Vehicle (Tracked) (Armoured)				L.V.T. (A) (1)	1 onwards in common series.
(Mark I).					
(See Note (xx).)					
Landing Vehicle (Tracked) (Armoured)				L.V.T. (A) (2)	
(Mark II)					
(See Note (xx).)					
Landing Vehicle (Tracked) (Armoured)				L.V.T. (A) (3)	
(Mark III)					
(See Note (xx).)					
Landing Vehicle (Tracked) (Armoured)				L.V.T. (A) (4)	
(Mark IV).					
(See Note (xx).)					
Landing Vehicle (Tracked) (Mark VI)				L.V.T. (6)	
(See Note (xix).)					
Landing Vehicle (Tracked) (Armoured)				L.V.T. (A) (6)	5001 onwards.
(Mark VI).					
(See Note (xx).)					
M.29C Weasel				W.L.	1 onwards.
(See Note (xxd).)					
D.U.K.W.				D.W.	1 onwards.
(See Note (xxdi).)					
Landing Vehicle (Wheeled) (Large)				L.V.W. (L)	1 onwards.
(See Note (xxdi).)					

Landing Barges.

Landing Barge, Vehicle (Mark II)				L.B.V. (2)	1 onwards.
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TITLESHORT TITLESERIAL NUMBERLanding Barges - contd.These are converted L.B.V.

Landing Barge, Emergency Repair	L.B.E.	1-60.
Landing Barge, Flak	L.B.F.	1-15.
Landing Barge, Kitchen	L.B.K.	1-10.
Landing Barge, Oilier	L.B.O.	1-100.
Landing Barge, Water	L.B.W.	1-20.

NOTES.

- (i) L.S.T. (1) are two ships of the "Thruster" Class.
(ii) Certain L.S.T. (3) are being converted to L.S.C.
(iii) L.S.B., M.S. (L.S.), M.S. (L.C.), and L.C.S. (R) are new designs and have not yet been constructed, or converted
(iv) L.S.B. and F.D.T. are converted L.S.T. (2).
(v) L.S.M., L.C.M. (6), L.C.P.(H), L.C.K., L.C.S. (S) (1), L.C.S. (S) (2) and L.C.S. (L) (3) are built or converted in the U.S.A., and are not employed by British forces.
(vi) L.C.P., L.C.G. (L), L.C.T. (R) and L.C.T. (E) Marks correspond with the L.C.T. Marks from which they are converted.
(vii) L.C.H. and L.C.Q. are L.C.I. (L) which have been converted to carry out control duties and accommodation of administrative staff respectively.
(viii) L.C.A. 2,001-3,000 and L.C.A. 3,001 onwards reserved for craft constructed in India and Australia respectively
(ix) L.C.M. (2) are U.S. built and manned, but, as far as is known, there are none in operational use.
(x) L.C.M. (4), L.C.M. (5) and L.C.V. (2) are built in Australia for local employment.
(xi) All landing craft and barges are self-propelled except L.C.P. (1).
(xii) L.C.P. (1) and (2) are built in the Levant for local employment.
(xiii) Some L.C.P. (L) are also numbered in the L.C.P. (R) series.
(xiv) L.C.S. (L) (3) are converted L.C.I. (L) and are not employed by British forces.
(xv) L.C.M. are converted L.C.P. (L).
(xvi) All L.C.T. (A) (5) have reverted to original L.C.T. (5) classification.
(xvii) L.S.T. (3) 3501 onwards reserved for ships constructed in Canada.
(xviii) Type now obsolescent.
(xix) L.V.T. are amphibious tracked vehicles for landing cargo and personnel.
(xx) L.V.T. (A) are armoured for use in an assault. Some L.V.T. (A) which be modified to provide mortar and gun support.
(xxi) The M.29C Weasel is U.S. built and is a light cargo with tracks specially adapted to negotiate muddy surfaces.
(xxii) The D.U.K.W. is U.S. built and is a wheeled amphibian for carrying cargo and personnel.
(xxiii) The L.V.W. (L) (formerly the British Tarapin) is a wheeled amphibian for carrying cargo and personnel.
(xxiv) All L.C.A. (O.C.) have reverted to original L.C.A. classification.

2264

D.I.E.B.A.F.H.Q. (R) SACRO, F.O.L.I., O.F.L.C., O in G Mod.
SHIPBOARD.

From: C.D.O. (ITALY) M.O.S. ROME.

CONFIDENTIAL

B.S. 516.

Assault craft to Italians.

Controversy arisen your signal dated 10th July. Urgent please specify
by types craft affected.

Timed. 01 1015 August 47.

Ref: Peace Treaty appears to prohibit possession of specialised types
of assault craft by Italy.

Hand. P/L

T.O.R...a.m. 7/8/47

CIS

2263

NAVAL MESSAGE

FROM:

TO: ADMIRALTY (R) P.O.L.I., CINC MED(A).

FROM: CINC MED(M).

Restricted.

AFHQ's 171633 being passed in continuation of my 141914.

.....22 1234/July.....

REF: Possession of types of assault craft by Italy.
DIST: C-6, 16, 10g.

2262

C. G. W.

CHM:TO.

A.M. 22nd.

DCS,

23/7/47.

C O P Y

Rome, Italy

31 July 1947

To: Ministry of Defence, Navy, Republic of Italy.

Subject: Sale of landing craft to Italian Navy.

Reference: Letter of Ministry No. 2435/UT dated 15 July 1947.

1. In response to above reference this office wishes to inform the Ministry that the stipulations in the Italian Treaty on the possession of subject craft was referred to only as a matter of information and also in compliance with the request to do so by the Italian Naval Branch.

2. This office has no authority to interpret the Treaty and, therefore, is prepared to sell any surplus property assigned to it to anyone who wishes to purchase and who meets the requirements as outlined in our sales procedures.

3. We will be glad to negotiate with you the sale of subject craft and suggest that you get in touch with this office for this purpose at your earliest convenience.

P. H. Jeryan
Lt. Comdr. USNA
Maritime Branch.

2261

C O P Y

From: Ministry of Defence, Navy.
To: OFLC and for information: Italian Naval Branch, AFHQ.
Date: 15th July 1947.
Ref.: 2435/UT

Subject: Sale to the Italian Government of the landing craft
LCM 1028 and LCM 1037.

Reference is made to the O.F.L.C.'s letter, dated 3rd July 1947.

1. The Ministry of Defence, Navy, is not able to share the Italian Naval Branch's point of view regarding the Allied landing craft which the Italian Navy has requested to purchase, namely, that after the coming into force of the Peace Treaty, Italy will not be authorized to possess the craft because the Treaty, in articles 56, 59 (paragraph 2) and 67 (paragraph 2), prohibits her possession of them.

The Ministry of Defence maintains that the Peace Treaty, like any other act or agreement, should be closely examined, not only in the letter, but also, and principally, in the spirit of its provisions, and that it is only after such a double examination that it is possible to draw an interpretation which corresponds to principles of logic, justice and loyalty.

2. It is true that the Peace Treaty forbids Italy to possess any specialized type of assault craft (art. 59 paragraph 2), and that Appendix XIII defines these as all craft specially designed or adapted for amphibious operations, and therefore including the landing craft which Italy has asked to purchase. But the spirit, or the purpose, of this prohibition is obviously to prevent Italy possessing or training military landing forces and equipment, or to conceive and execute warlike amphibious operations.

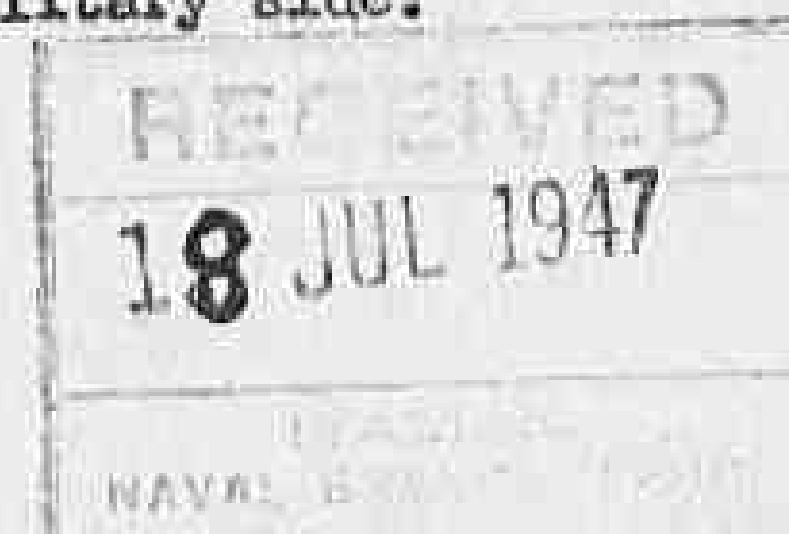
In other words, the limiting clause of art. 59 is a military one, as is also indicated by the title of Part IV, to which art. 59 belongs.

3. The landing craft requested by the Ministry of Defence have no military characteristics or armament, they will not be included among the warships of the Italian Navy, but will be used exclusively for civilian purposes, like any merchant or private vessels, and like all the other landing craft sold by the Allies to Italian citizens.

It does not appear, therefore, that their possession by Italy can be interpreted as not being in accordance with art. 59, since it would not impose the impossibility of carrying out amphibious war operations which the article itself proposes to apply to Italy.

It may be added that, to carry out amphibious operations, even of a modest size, the few landing craft requested by the Navy would ²²⁶⁰ ~~entirely~~ be hardly sufficient.

In conclusion, to enforce the limitations of art. 59 of the Treaty to the craft in question, would be to apply in the economic field a clause which the spirit of the Treaty reserves to the purely military side.



- 2 -

4. This point of view has already once been supported by the Allied Commission, which in the repeatedly mentioned letter from the Naval Sub-Section, No. IRN-11/N/129, dated 15th March 1947, recommended the OFLC to enter into direct negotiation with the Ministry of Defence, Navy, for the sale of LCM's 1028 and 1037.

5. The Ministry of Defence, therefore, without the least intention of attempting to evade the Treaty, confirms its request (made in letter 2164/UT of the 22nd June 1947) to purchase the above 2 craft, certain that, on the coming into force of the Peace Treaty, the Ambassadors of the Four Powers in Rome will come to an agreement with the Italian Government regarding the interpretation of the Treaty by the Ministry of Defence, regarding the landing craft in question.

THE MINISTER.

2259

REPUBLICA ITALIA

Roma,

MINISTERO DELLA DIFESA - MARINA
SEGRETARIO GENERALE - COORDINAMENTO MARINA
~~Ufficio Trattati~~
Indirizzo: MARINA ROMA

Al O.F.L.C.
e per conoscenza:

ITALIAN NAVAL BRANCH

PROT. N. 2435/UT

ALLEGATI

ARGOMENTO: Vendita al Governo italiano delle motozattere L.C.M. 1028
e L.C.M. 1037.

Riferimento foglio in data 3 luglio c.a. di codesto
O.F.L.C.-

1. Questo Ministero non può condividere il punto di vista manifestato dall'Italian Naval Branch nei riguardi delle motozattere alleate che la Marina italiana ha chiesto di acquistare, e cioè che, dopo l'entrata in vigore del Trattato di Pace, l'Italia non potrà essere autorizzata a trattenere tale naviglio perchè il Trattato, con gli articoli 56, 59 par.2 e 67 par.2, le proibisce di possederlo.

Questo Ministero ritiene che il Trattato di Pace, come qualsiasi atto o accordo, debba essere attentamente esaminato, oltre che nella lettera, anche e soprattutto nello spirito delle sue disposizioni, e che soltanto da tale duplice esame possa scaturirne un'interpretazione che risponda ai principi di logica, di giustizia e di lealtà.

2. Ora è vero che il Trattato di Pace fa divieto all'Italia di possedere alcun tipo specializzato di imbarcazione d'assalto (art.59 par.2), e che l'Allegato XIII definisce come tali tutti i tipi di imbarcazioni specialmente progettate o adattate per operazioni anfibiae, e quindi anche le motozattere che la Marina italiana ha chiesto di acquistare,

./.

- 2 -

ma lo spirito, ossia lo scopo di tale divieto è ovviamente quello di mettere l'Italia nell'impossibilità di avere e addestrare mezzi e forze militari da sbarco, di concepire e attuare operazioni belliche anfibiae.

In altri termini la clausola limitativa dell'art.59 è una clausola unicamente militare come è del resto indicato dal titolo della Parte IV cui l'art.59 appartiene, e si prefigge scopi unicamente militari.

3. Le motozattere richieste da questo Ministero non hanno e non conservano alcuna caratteristica militare nè alcun armamento, non faranno parte del naviglio da guerra della Marina Militare, saranno adibite a scopi esclusivamente civili, come qualunque altra imbarcazione della Marina Mercantile o di privati, come lo sono in effetti già altre motozattere vendute dagli Alleati a cittadini italiani.

Non sembra quindi che il loro possesso da parte dell'Italia possa essere interpretato come una inadempienza della clausola dell'art.59, perchè esso non infirmerebbe quell'impossibilità ad attuare operazioni belliche anfibiae che l'articolo stesso si propone di imporre all'Italia.

Si potrebbe aggiungere anche che per attuare operazioni anfibiae, sia pure di modesta portata, non sarebbero certo sufficienti i pochi esemplari di motozattere che la Marina ²²³⁷ chiede di acquistare.

In conclusione, voler applicare alle motozattere in questione la limitazione imposta dall'art.59 del Trattato, significherebbe voler trasferire nel campo economico una clausola che lo spirito del Trattato riserva al campo militare.

4. Del resto tale punto di vista era già stato a suo tempo condiviso dalla Commissione Alleata, che col foglio più volte citato della Sottosezione Navale IRN-11/N/129 del 15 mar-

- 3 -

zo 1947 raccomandava al O.F.L.C. di entrare in negoziati diretti con questo Ministero per la vendita delle due imbarcazioni L.C.M.1028 e L.C.M.1037.

5. Questo Ministero pertanto, nella piena coscienza di non voler eludere il Trattato di Pace, conferma la richiesta di acquisto delle due sopracitate motozattere avanzata col foglio 2164/UT del 22 giugno u.s., fiducioso che, all'entrata in vigore del Trattato di Pace, gli Ambasciatori delle Quattro Potenze a Roma concorderanno col Governo italiano nell'interpretazione data da questo Ministero al Trattato nei riguardi delle motozattere in questione.

IL MINISTRO



2256

0589

DoI.N.B. Rome. (R) Can G. Meds. CIVIC Home, C.D.O. Rome, CHQ. C.M.F.,
TAC. CHQ. CIVIC.

CONFIDENTIAL

From: SACMED. Date: 1947

PA 76894.

Your 101204. SACMED has no responsibility for enforcement of provisions of Italian Peace Treaty which in any event is not yet in force nor can any action be taken by SACMED to interpret these provisions.

2. Furthermore SACMED has no authority over United States or British Disposal agencies and could not therefore issue instructions to them.

3. United States and British Disposal agencies are representing the matter to United States and British Disposal agencies for such action as they think fit to take.

17 16335 103.

Ref: Peace Treaty appears to prohibit possession of specialised types of aircraft used by Italy.

17 16335 103.

PLAC.

2/1

10.11.47/15/1/1/1

This signal must be
PARAPHRASED
before being shown to
British or U.S. non-official
authorities

2255

NAVAL MESSAGE

TO ADMIRALTY (R) F.O.L.I.

FROM CINC MED.

Restricted.

D.I.R.A., A.B.H.Q.'s 101244 being passed in continuation of No. 1552/Med
47/1389/5/8 of sixth June request Foreign Office be informed.

.....14 1944/July.....

2254

REF: Possession of types of assault craft by Italy.
DIST: O-6, 16, 10G.

O & V.

CRYPTO.

F.M. 15th.

DGE.

16/7/47.

SACRED. (R) C in C Med, P.O.L.L., O.F.L.C. Rome, C.D.O. Rome.

CONFIDENTIAL

From: D.I.H.B. A.F.H.Q.

Peace Treaty appears to prohibit the possession of specialized types of assault craft by Italy even if demilitarized and used for civilian purposes or their conversion to scrap. Articles 59 para 2, Article 67 and Annex XIII, sections A and C are relevant.

2. If it is confirmed that this interpretation (which is supported by Captain PRICH, U.S.M.) is correct and that no more of these craft should be released to Italians in violation of the Treaty's provisions, it is submitted that instructions to Allied Disposal authorities need to be revised and other arrangements made to dispose of them.

3. Meanwhile local British C.D.O. and American C.D.O. have been advised to hold up all disposals of such craft to Italian Government and individuals pending clarification.

176 10 12005 July.

Dist: C - 6, 16, 21, G-5, 20g.

OW

OW

T.O.D. - 202/10/7/42

OW

This signal must be
PARA-RELEASED
before being shown to
British or U.S. non-official
authorities.

2253

C O P Y

UNITED STATES OF AMERICA
OFFICE OF THE FOREIGN LIQUIDATION COMMISSIONER
Headquarters, Mediterranean Theater Field Commissioner
Via Umbria 2, Rome, Italy.

3 July 1947

To: Minister of Defence, Navy
Republic of Italy
Rome, Italy.

Subject: Sale of Landing Craft, LCM 1028 and LCM 1037
to the Italian Government.

Reference: (A) Ministry of Defence, Navy letter 2106/UT
dated 18 June 1947, signed Adm. Rubartilli.
(B) Ministry of Defence, Navy letter 2164/UT
dated 22 June, signed by the Minister.

1. Reference is made to the letters mentioned above, addressed to the Office of Foreign Liquidation Commissioner by the Ministry of Defence, Navy, in which the Ministry of Defence proposes to purchase the subject craft from OFLC for the use of the Italian Navy.

2. Capt. R. F. Pryce, USN, the U. S. Naval Member of the Italian Naval Branch, AFHQ, to whom copy of Reference (B) was delivered by the Minister, has informed the writer that under the terms of the articles 56, 59 (2) and 67 (2) of the Italian Treaty, Italy will not be permitted to possess landing craft for any purpose after the coming into force of the said Treaty. He also pointed out Annex XIII, (A) and (C) which further stipulates the above denial. Capt. Pryce has, therefore, recommended that OFLC should not effect any sale of landing craft to the Italian Government.

3. In view of the above stipulation, it is requested that the Minister reconsider his offer to purchase the subject vessels, and when it is decided that they be returned to OFLC, this office will appreciate an early transfer of custody in order to dispose of them as soon as possible.

P. H. JERRYAN
Lt. Comdr. USNR.

2252

1. copy to U.S. Naval Member, SNB. AFHQ.
2. . . . OFLC. Paris.

C O P Y

From: MINISTRY OF DEFENCE (NAVY) (Office of the Secretary General),
To : ~~Italian Naval Branch~~ *O.F.L.C.*
Date: 28th June 1947 *INFO: Italian Naval Branch.*
Ref.: 2239/UT

HAND MESSAGE

Reference is made to our letter 2106/UT of the 18th June last and 2164/UT of the 22nd June.

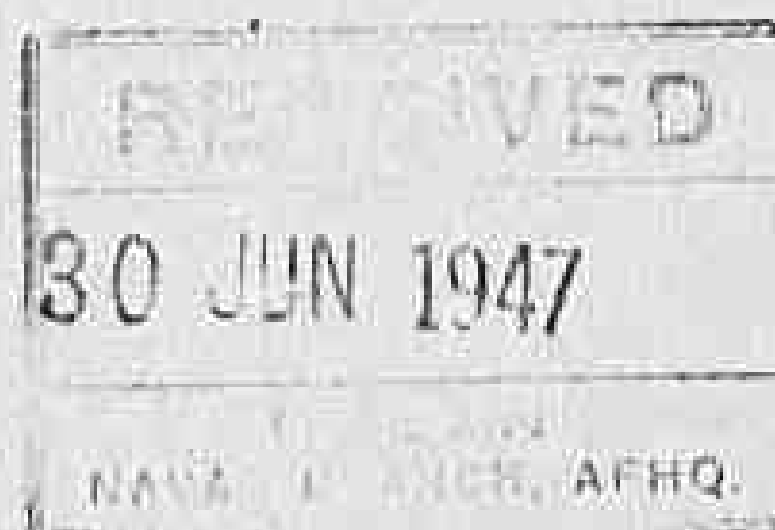
As you have been informed in letter 2106/UT, to which reference is made, the Ministry of Defence (Navy), following the C.F.L.C.'s request has already ordered the Italian Naval Command at Messina to hand over L.C.M.1081 (N.S.B.159) to the personnel appointed by the C.F.L.C.

A person has already appeared twice at the above Command with the C.F.L.C.'s authority for the purpose; but, although asking for L.C.M.1081, he desires to take possession of either L.C.M.s 1028 or 1057 (N.S.B.s 90 and 91), instead of L.C.M.1081.

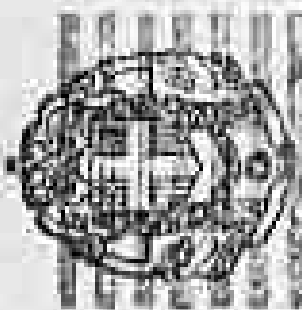
Since L.C.M.s 1028 and 1057 are employed by the Messina Naval Command in an essential service in the port and the Ministry of Defence has requested to purchase them in letter 2164/UT, to which reference is made, the Messina Naval Command naturally refused to comply with the above person's wishes.

CIRCULANT.

2251



JIP/P.
30



MINISTERO DELLA MARINA

DIFESA

Segretario Generale - Coordinamento Marina
(1) Ufficio Trattati

MESSAGGIO A MANO N. <u>2239/n1.</u>	
indirizzato a: O.F.I.C.	e per conoscenza: ITALIAN NAVAL BRANCH
Data <u>28 giugno 1947</u> Rif. _____ del _____	

Testo: Riferimento fogli 2106/UT del 18 giugno c.a. e 2164/UT del 22 giugno u.s.-

Come è stato comunicato col foglio 2106/UT in riferimento, questo Ministero, in seguito a richiesta di codesto O.F.I.C., ha da tempo ordinato al Comando M.M. di Messina di consegnare il natante L.C.M.1081 (N.S.B.159) al personale delegato da codesto Ufficio.

Informo che si è già presentato due volte a detto Comando M.M. una persona munita di mandato di codesto Ufficio per tale scopo; però detta persona, pur richiedendo il natante L.C.M.1081, pretende di ritirare uno dei due L.C.M.1028 e 1037 (N.S.B.90 e 91), anziché il vero L.C.M.1081.

Poiché i due natanti L.C.M.1028 e 1037 sono impiegati dal Comando M.M. di Messina in un servizio essenziale per quel porto e di essi è stato richiesto l'acquisto da questo Ministero col foglio 2164/UT in riferimento, il Comando M.M. di Messina si è ovviamente rifiutato di aderire alla pretesa dell'inviato di codesto O.F.I.C.-

CINGOLANI

MESSAGGIO A MANO N. 2239/UT.

Indirizzato a:

O.F.L.C.

e per conoscenza:

ITALIAN NAVAL BRANCH

Data 28 giugno 1947

Rif.

del

Testo:

Riferimento fogli 2106/UT del 18 giugno c.s. e 2164/UT del

22 giugno u.s.-

Come è stato comunicato col foglio 2106/UT in riferimento, questo Ministero, in seguito a richiesta di codesto O.F.L.C., ha da tempo ordinato al Comando M.M. di Messina di consegnare il natante L.C.M.1081 (N.S.B.159) al personale delegato da codesto Ufficio.

Informo che si è già presentato due volte a detto Comando M.M. una persona munita di mandato di codesto Ufficio per tale scopo; però detta persona, pur richiedendo il natante L.C.M.1081, pretende di ritirare uno dei due L.C.M.1028 e 1037 (N.S.B.90 e 91), anziché il vero L.C.M.1081.

Poichè i due natanti L.C.M.1028 e 1037 sono impiegati dal Comando M.M. di Messina in un servizio essenziale per quel porto e di essi è stato richiesto l'acquisto da questo Ministero col foglio 2164/UT in riferimento, il Comando M.M. di Messina si è ovviamente rifiutato di aderire alla pretesa dell'inviato di codesto O.F.L.C.-

CINGOLANI



(1) Autorità mittente.

L'AMMIRAGLIO DI DIVISIONE
Capo Ufficio Trattati
(L. Rubartelli)

[Handwritten signature]

From: MINISTRY OF DEFENCE (NAVY)
To : C.F.L.C.
and for info.: Italian Naval Branch - A.F.H.Q.
Date: 22nd June 1947
Ref.: 2164/UT

Subject: Cession to the Italian Navy of two landing craft N.S.B.90 and 91 (ex L.C.M.s 1026 and 1037).

- a) With reference to the Navy Sub Section - I.M.A.S.'s letter No. IRE-11/1/429, dated 15th March 1947, addressed to the C.F.L.C. of Rome.
- b) Further to letter No. 2106/UT, dated 18th June 1947, addressed to the C.F.L.C. of Rome.

The Ministry of Defence (Navy) requests to purchase the two American Naval landing craft N.S.B.90 and 91 (ex L.C.M.s 1026 and 1037), at present at Messina, which are necessary for harbour services and for the transport of personnel in that port.

The Ministry of Defence (Navy) therefore requests to be informed at what price the above two landing craft could be ceded to the Italian Navy.

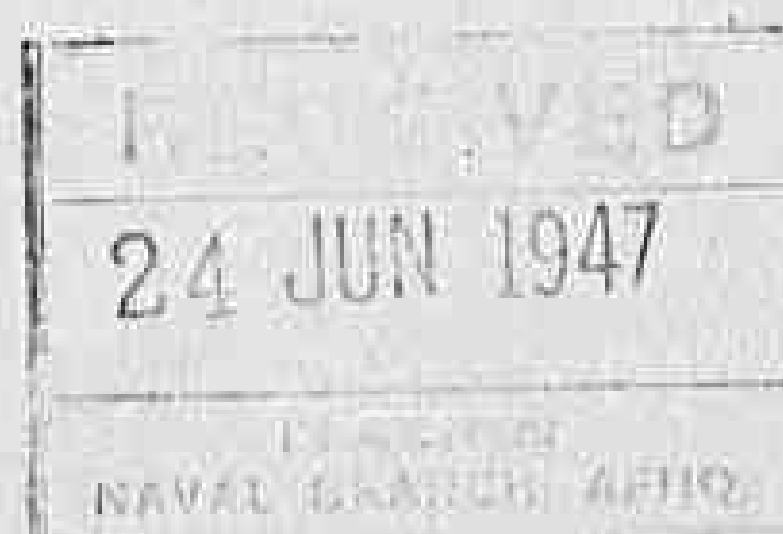
In considering a price for the landing craft, it would be appreciated if the C.F.L.C. would bear in mind that the Italian Navy has already spent considerable sums to keep these craft in running order, to make them fit for the work on which they are employed.

For the same reason, it would also be appreciated if consideration could be given to the fact that, since April 1946, the Italian Navy has supported the considerable burden of the guarding and safekeeping of the numerous American craft suddenly abandoned by the British Navy in Sicily.

It is only through the above safeguarding that these craft were, in the first place, going to be sunk as "unservicable", are now at the disposal of the C.F.L.C., for sale.

(Sgd.) THE MINISTER

JEP/P.
24



REPUBLICA ITALIANA

Roma, 22 GIU 1947

MINISTERO DELLA DIFESA - MARINA
SEGRETARIO GENERALE - COORDINAMENTO MARINA

Ufficio Trattati
Indirizzo: MARINA ROMA

Al O.F.L.C.

e per conoscenza:

ITALIAN NAVAL BRANCH
ALLIED FORCE H.Q.

PROT. N.

2164/UT.

ALLEGATI

ARGOMENTO:

Cessione alla Marina Italiana di due motozattere N.S.B. 90
e 91 (ex L.C.M. 1028 e 1037).

- a) Riferimento foglio della Naval Sub Section - I.M.A.S. -
IRN-11/N/129 in data 15 marzo 1947, diretto all'O.F.L.C.
di Roma.
- b) Prosecuzione foglio N.2106/UT in data 18 giugno 1947, di-
retto al O.F.L.C. di Roma.

Questo Ministero chiede di acquistare le due motozatte-
re della Marina Americana N.S.B.90 e 91 (ex L.C.M.1028 e
1037), attualmente dislocate a Messina, indispensabili per
i servizi portuali e per trasporto di personale in quella
sede.

Questo Ministero resta in attesa di conoscere a qual
prezzo le due sopradette motozattere potrebbero essere ce-
dute alla Marina Italiana.

2248

Nello stabilire il prezzo di cessione si prega codesto
O.F.L.C. di voler tener presente che la Marina italiana ha
già sostenuto spese non indifferenti per la rimessa in effi-
cienza delle motozattere in argomento, al fine di renderle
idonee al servizio che attualmente prestano.

Allo stesso scopo si prega altresì tener presente che
la Marina, fin dall'aprile 1946, sopporta il considerevole
onere della sorveglianza e custodia dei numerosi natanti

./.

americani lasciati improvvisamente in abbandono in Sicilia dalla Marina britannica. Mercè tale sorveglianza e custodia, i suddetti natanti, dei quali in un primo tempo era stato addirittura deciso l'affondamento perchè dichiarati inservibili, sono ora a disposizione di codesto O.F.L.C. per la vendita.

IL MINISTRO

A large, stylized handwritten signature in dark ink, likely belonging to the Minister mentioned in the text above. The signature is fluid and cursive, with a prominent initial 'M'.

Telephone: ROME 5425041748 6226/7/8



CHIEF DISPOSALS OFFICER (ITALY)
SURPLUS STORES DIVISION
MINISTRY OF SUPPLY
BRITISH EMBASSY
ROME

A.P.O. C.M.F.

Our Ref:

CDX/11/60/5

Your Ref:

1st July, 1947.

Subject : Disposals Landing Craft

To : F.O.L.I.
Rome.

Further to conversation Lt.Cdr. Messenger - Capt.
Loveridge of to-day's date.

Until any further communication is received from
your office all current transfer of landing craft already declared
to this Mission as surplus has been suspended.

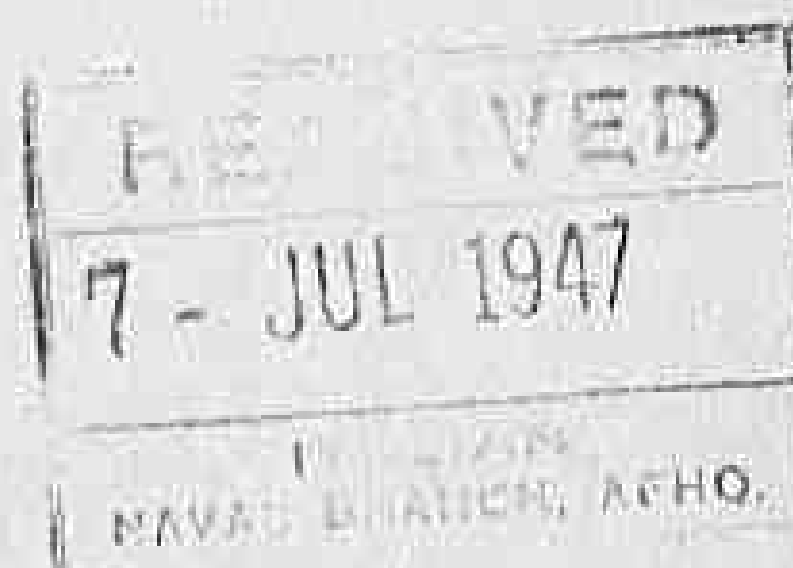
Your latest declaration of landing craft, FOLI/
/424/10 dated 17th June 1947, is hereby cancelled.

JCL/bh

c.c. File
Float
Declaration Registry.


(J.C. LOVERIDGE)
A.D.O., (Italy)
for C.D.O., (Italy).

2247



FOI/424/10.
The Director,
Italian Naval Branch.

II



NAVAL MESSAGE

FROM

CINC MED DEPT COMNAVFOR DIR MED

FROM.....JEDIO TRICSTI

RESTRICTED

Tour 061745A. Para 100. Arden representative travelling to Rome Tuesday 13th: May (FOIA pass to PIRG only) to confer with (CIC) representative, anticipated announcement of handover at Messina Saturday 17th: May.

DIN.....09 1645Z/24.....

Ref: Last leave 0210 at Messina.
 Edst: 0-6 10 15 16 21 Log.

PACIFIC (CIC) (CIC)

TTH 4.11.1945: 12/5/47

2246

11N 11

NAVAL MESSAGE

TO D.I.N.B. OF A.F.H.Q. NOIC TRIESTE (R) COMNAVRO.

FROM CINC MIO.

Restricted.

O.F.L.O. Paris reports following Land Lease craft at Messina in custody of Italian Navy sold to Arden, 3 Via Genoa, Trieste, L.O.M. (3) 504, 566, 578, 91, 917, 1002, 1012, 1016, 1022, 1027, 1032, 1038, 1074 and 1102 N.S.B. 82 and 91 both ex-L.C.M. (3). L.O.P. 564 and 574, 671, 769 and 906 also three L.O.P. and three landing craft number unidentifiable.

2. Request NOIC Trieste ascertain from Arden arrangements to take over.

3. Request D.I.N.B. instruct Italian Navy to hand over to Arden and report when done.

.....C6 1745A/Day..... 2245

DIST: O-6, 10, 15, 16, 21, Log.

RELEASABLE.

CRYPTO.

A.M. 9th.

DGS.

9/5/47.

18/11

From: MINISTRY OF DEFENCE (NAVY) (Cabinet)
To : Italian Naval Branch - A.F.M.Q.
Date: 26th April 1947
Ref.: 1416/UT

Subject: L.C.M. 1040

Following a verbal request from the Chief of the Naval Branch of the O.F.L.C., you are informed of the following :

The wreck of L.C.M. 1040 is at Messina, completely stripped of fittings and machinery. The iron hull measures 15 x 4.25 metres.

The wreck is unused and useless for any purpose. It is not employed either by the Navy or any other military authority.

The Navy does not desire to purchase it.

The wreck of L.C.M. 1040 is always at the disposal of the Allied Authorities.

It would be appreciated if you would inform the O.F.L.C. of the above.

*Copy
given to O.F.L.C.*

*Previous correspondence
in NS.C. files - 1RA-11.*

DATE: 30 APR 1947
FROM: NAVAL BRANCH, AFHQ.
TO : FLAG OFFICER LIAISON, ITALY.

FORWARDED FOR APPROPRIATE ACTION

P. Rogers

By direction
CHIEF OF CABINET

2244



JLP/P.
28

THE FLAG OFFICER LIAISON, ITALY,
Rome.

16th April, 1947.

No.FOLI/424/10(a).

THE ITALIAN NAVAL BRANCH,
A.F.H.Q.

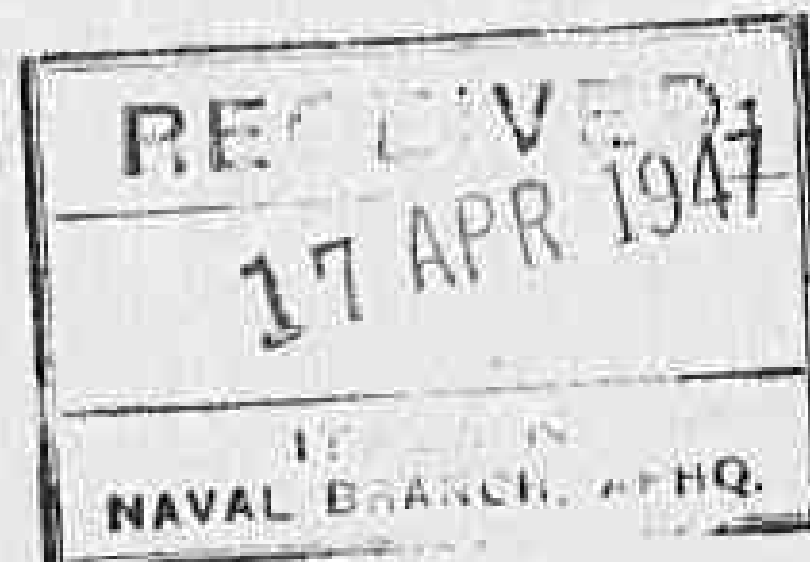
DISPOSAL OF ALLIED CRAFT IN ITALIAN
CUSTODY AT MESSINA.

With reference to paragraph 3 of my letter No.FOLI/424/10, dated 7th March, 1947, it is requested that the motor-boat with a petrol engine may be declared surplus to O.F.L.C., as it has been established that is an L.C.V. type craft, whose number is not known.

2. The other motor-boat is of British origin and has been reported as surplus to the British Ministry of Supply.

*Previous correspondence in
NSC files - IRN-11*

C. J. Blackburn



for REAR-ADMIRAL.

2243

** * **
21 April 1947

*HCh, Macey has informed FOL to communicate this directly to
them - not via I & B - No further action. JH Rogers*

0605

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-11/M/80

16 April 1947.

Subject: ALLIED CRAFT IN ITALIAN HANDS AT MESSINA.
To: MINISTRY OF DEFENCE, NAVY (MARISTAT).
Reference: (a) Ministry of Defence, Navy (Maristat) ltr. 14712 dated
29 March 1947.

1. In reply to reference (a), you are advised that the Rome Representative of Commander United States Naval Forces Eastern Atlantic and Mediterranean for lease-lend matters has notified this Branch that several of the a/m craft have already been sold and it is anticipated that an early transfer will be made to the purchasers. He further states that he will do everything possible to expedite transfer of the craft upon receipt of the contracts from Office of Foreign Liquidation Commission, Paris.

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

2242

171030/4
JH

17 APR 1947

0606

ALLIED Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

16 April 1947.

IRN-11/N/ 79

Subject: ALLIED CRAFT IN ITALIAN CUSTODY AT MESSINA.

To: COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.

Reference: (a) Commander-in-Chief, Mediterranean Station's signal
timed 191524A/February/1947.
(b) Naval Sub-Section, Italian Military Affairs Section
letter IRN-11/N/129 of 15 March 1947, to Office of
Foreign Liquidation Commission, Rome.

Enclosure: (A) Copy of Italian Ministry of Defence, Navy, letter
14712 dated 29 March 1947.

1. Enclosure (A) is forwarded.
2. This Branch reported the a/m craft as available for disposal
to the Office of the Foreign Liquidation Commissioner on 15 March, (reference
(b)).
3. The Rome Representative of Commander United States Naval
Forces, Eastern Atlantic and Mediterranean, for lease-lend matters has advised
this Branch that several of the craft have been sold and it is anticipated
that an early transfer will be made to the purchasers. He further states that
he will do everything possible to expedite transfer of the craft upon receipt
of the contracts from the Office of Foreign Liquidation Commission, Paris.

H. W. ZIROLL,
COMMODORE, U. S. NAVY.
FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

2241

Copy to:
ComNavEastLant Rep., Rome.

17/037
111

17 APR 1947

From: MINISTRY OF DEFENCE (NAVY) (Maristat)
To : Italian Naval Branch - A.F.H.Q.
Date: 29th March 1947
Ref.: 14712

Subject: Allied craft in Italian Hands at Messina

With reference to your letters IRN-11/N/130, and IRN-11/N/129, dated 15th March 1947.

1. The Sicily Naval Command has informed us that of the craft mentioned in the letter to which reference is made, the following 30 are unserviceable and partly sunk, as the Commander-in-Chief, Mediterranean, is already aware :

- 17 iron hulled : L.C.M.s (3) Nos. 504 - 566 - 910 - 917 - 1002 - 1012 - 1016 - 1022 - 1027 - 1032 - 1038 - 1040 - 1074 - 1102 and 2 whose numbers are unidentifiable.
- 13 wooden hulled craft: L.C.P.s (R) Nos. 671 - 769 - 906
L.C.P.s (L) Nos. 564 - 574 and 2 whose numbers are unidentifiable.
L.C.V.s (E) Nos. 2, whose numbers are unidentifiable.
L.C.V.s Nos. 4, whose numbers are unidentifiable.

2. The prolonging of these craft's presence in their present condition, besides encumbering uselessly stretches of water and quays which are necessary for the harbour traffic in Messina, will make clearance more expensive and difficult as the wooden craft are subject to very rapid deterioration.

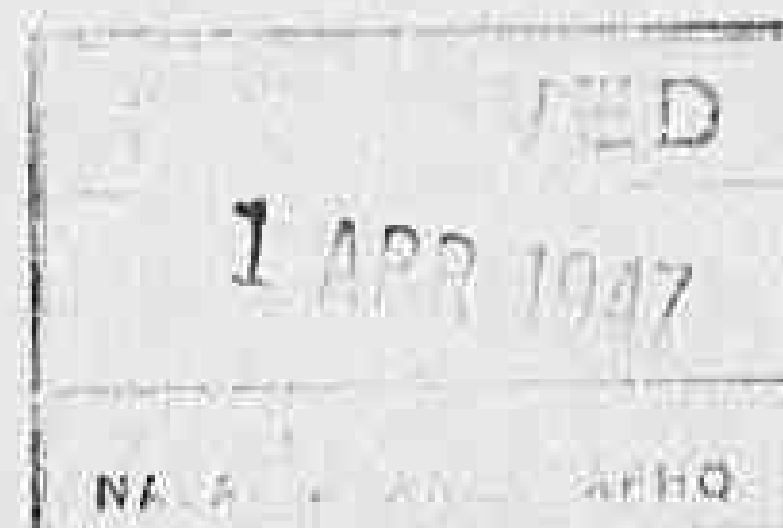
3. You are therefore requested to hasten the American Authorities' decisions regarding the breaking up or sinking in deep water of the above craft.

2240

for CHIEF OF NAVAL STAFF

JLP/P.

1



20 MAR 1947

Roma

19

M. Maggiore della Marina

"ITALIAN NAVAL BRANCH
ALLIED FORCE HEADQUARTERS, APO 794

M.D.S. M.D. B.D.

R O M A

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Aut. V. 14.7.12. 4.4.4.4.

ARGOMENTO Imbarcazioni alleate in custodia italiana a Messina.

Riferimento fogli N° IRN-II/N/130 e N° IRN-II/N/129 in data
15 Marzo 1947.

I. - Il Comando Marina della Sicilia ha reso noto che tra i natanti di cui ai fogli in riferimento, 1 seguenti 30 mezzi da sbarco, di cui 17 scafi in ferro: L.C.M. (3) nn. 504 - 565 - 910 - 917 - 1002 - 1012 - 1016 - 1022 - 1027 - 1032 - 1038 - 1040 - 1074 - 1102 e 2 con numeri indecifrabili;

e 13 scafi in legno: L.C.P. (R) n. 671 - 769 - 906
L.C.P. (L) n. 564 - 574 e 2 con numeri in
decifrabili

L.C.V. (E) n. 2 con numeri indecifrabili
L.C.V. n. 4 con numeri indecifrabili

sono inservibili e in parte semiaffondati, situazione già nota al
Comando in Capo del Mediterraneo.

2. - Il procrastinare della permanenza di detti mezzi, nelle attuali condizioni, oltre ad ingombrare inutilmente specchi d'acqua e banchine che necessitano per il normale espletamento dei servizi marittimi nel porto di Messina, renderà più lunghe e dispendiose le operazioni di sgombero delle imbarcazioni di legno soggette a rapidissimo deperimento.

3. - Si prega pertanto di voler sollecitare la competente Autorità Americana a prendere le opportune decisioni in merito alla demolizione o all'affondamento in alti fondali dei mezzi sopra elencati.

IL CAPO DI STATO MAGGIORE

Ref. N. 14713. Allegato

ARGOMENTO Imbarcazioni alleate in custodia italiana a Messina.

Riferimento fogli N° IRN-II/N/130 e N° IRN-II/N/129 in data 15 Marzo 1947.

I. - Il Comando Marina della Sicilia ha reso noto che tra i natanti di cui ai fogli in riferimento, i seguenti 30 mezzi da sbarco, di cui 17 scafi in ferro: L.C.M. (3) nn. 504 - 566 - 910 - 917 - 1002

1012 - 1016 - 1022 - 1027 -
1032 - 1038 - 1040 - 1074
1102 e 2 con numeri indecifrabili;

e 13 scafi in legno: L.C.P. (R) n. 671 - 769 - 906
L.C.P. (L) n. 564 - 574 e 2 con numeri in
decifrabili

L.C.V. (E) n. 2 con numeri indecifrabili
L.C.V. n. 4 con numeri indecifrabili

sono inservibili e in parte semiaffondati, situazione già nota al Comando in Capo del Mediterraneo.

2. - Il procrastinare della permanenza di detti mezzi, nelle attuali condizioni, oltre ad ingombrare inutilmente specchi d'acqua e banchine che necessitano per il normale espletamento dei servizi marittimi nel porto di Messina, renderà più lunghe e dispendiose le operazioni di sgombero delle imbarcazioni di legno soggette a rapidissimo deperimento.

3. - Si prega pertanto di voler sollecitare la competente Autorità Americana a prendere le opportune decisioni in merito alla demolizione o all'affondamento in alti fondali dei mezzi sopra elencati.

IL CAPO DI STATO MAGGIORE

Per.

IRN-11/W/ 136

15 March 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
To: Mr. Francesco de Sarzana, Via Paisiello No. 24,
Rome.

Subject: Allied Landing Craft at Messina, Purchase of.

Reference: (a) Yourltr. to Navy Sub-Commission, Allied
Commission, dated 9 December 1947.

1. In reply to reference (a) you are advised that the landing craft at Messina have now been declared to the Office of Foreign Liquidation Commissioner, Rome, for disposal. It is therefore recommended that you contact the Office of Foreign Liquidation Commission, Via Umbria No. 2, Rome relative to purchase of the a/m craft.

H. W. ZIEGLER,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS.

2238

171700/3
MS

18 MAR 1947

IRN-11/N/ 130

15 March 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
To: Ministry of Defense, Navy.

Subject: Disposal of Allied Craft in Italian Custody at
Messina - Report to OFLC.

Reference: (a) Ministry of Marine ltr. 58872 dated 9 December,
1946.
(b) Ministry of Marine signal Maristat 3565 timed
100015 of 15 January 1947.
(c) Ministry of Defense, Navy (office of the Secretary
General) ltr. 439 dated 3 March 1947.

Enclosure: (A) Copy of Naval Sub-Section, Italian Military
Affairs Section ltr. IRN-11/N/129 dated 15
March 1947.

1. In reply to references (a) and (b) and further to
reference (c), there is forwarded herewith enclosure (A) for information
and necessary action.

2. It is understood that there is, in addition to the
vessels listed in enclosure (A), one Italian Motor Boat with a British
Diesel engine. This boat (with engine) may be retained for use at the
discretion of the Ministry of Defense, Navy.

H. W. ZORILL,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS.

2237

15/225/2
188

IRM-11/N/ 129

15 March 1947

From: Naval Sub-Section, Italian Military Affairs Section.
 To: Office of Foreign Liquidation Commission,
 Via Umbria No. 2, Rome.

Subject: Disposal of Allied Craft in Italian Custody at Messina.

1. The following lease-lend craft of United States origin, now in Italian Naval custody at Messina are herewith reported as available to the Office of Foreign Liquidation Commission for disposal:

NAB 173 (ex LCP (L) 939)	LCM (3) 1027
NSB 82 (ex LCM (3)1006)	LCM (3) 1032
NSB 90 (ex LCM (3)1028)	LCM (3) 1038
NSB 91 (ex LCM (3)1037)	LCM (3) 1040
NSB 145 (ex LCM (2))	LCM (3) 1074
NSB 159 (ex LCM (3)1081)	LCM (3) 1102
LCM (3) 504	LCP (R) 671
LCM (3) 566	LCP (R) 769
LCM (3) 578	LCP (R) 906
LCM (3) 910	LCP (L) 564
LCM (3) 917	
LCM (3)1002	

In addition, there are the following craft bearing unreadable numbers:

2 in number LCM (2)
 2 in number LCP (L)
 2 in number LCV (E)
 1 in number LCV.

2236

37

IRM-11/W/129

15 March 1947

Subject: Disposal of Allied Craft in Italian Custody at Messina.

2. It is understood that the Italian Navy is desirous of retaining two of the above craft, which they have repaired and used for harbour transport in Messina. It is accordingly recommended that the Office of Foreign Liquidation Commission enter into direct negotiations with the Italian Ministry of Defense (Navy) for the sale of these two craft, which are described as having the following characteristics:

2 small landing craft - MSB (LCM) 90 - 91
Length - 15 meters
Breadth - 4.25 meters
Draft - 0.6 meters
2 "Gray" type Marine Engines, 6 cylinder, 2000 rev., 250 H.P.
maximum speed 8 knots.

3. The Italian Ministry of Defense (Navy) is being furnished a copy of this letter.

H. W. BIRCH,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB SECTION, IMAS.

2235

Copy to:
Italian Ministry of Defense (Navy).
Cinc Med Sta.
Com Nav Med.

17 MAR 1947

15/227/3
JRS

THE FLAG OFFICER LIAISON, ITALY,
Rome.

7th March, 1947.

No. POLI/424/10.

THE NAVY SUB-SECTION,
ITALIAN MILITARY ATTACHES SECTION.

DISPOSAL OF ALLIED CRAFT IN ITALIAN CUSTODY AT
MESSINA.

With reference to the Commander-in-Chief, Mediterranean Station's signal timed 191524/February it is requested that the following lease-lend craft of United States origin now in Italian Naval custody at Messina may be reported to CFIQ for disposal :-

NAB 173	(ex LCP	(L) 939)	LCM (3)	1027
NSB 82	(ex LCM	(3) 1006)	LCM (3)	1032
NSB 90	(ex LCM	(3) 1028)	LCM (3)	1033
NSB 91	(ex LCM	(3) 1037)	LCM (3)	1040
NSB 146	(ex LCE	2)	LCM (3)	1074
NSB 159	(ex LCM	(3) 1081)	LCM (3)	1102
LCM (3)	504		LCP (R)	671
LCM (3)	566		LCP (R)	769
LCM (3)	578		LCP (R)	906
LCM (3)	910		LCP (L)	564
LCM (3)	917			
LCM (3)	1002			

2234

Two in number LCM (3), two in number LCP (L), two in number LCV (E) and four in number LCV.

2. It is understood that the Italian Navy is desirous of retaining two of the above craft which they have repaired and used for harbour transport in Messina (vide Ministry of Marine's letter No. 58872, dated 9th December, 1946).

3. I am asking the Ministry of Marine to report the nationality of the two motor-boats quoted in my signal timed 341525A/January, and will inform you when this information is received.

4. It is further requested that you will arrange the disposal of the Italian motor-boat with the British Diesel engine in such a way that the one does not become separated from the other. The Chief Disposals Officer, British Ministry of Supply

THE NAVY SUB-SECTION,
ITALIAN MILITARY AFFAIRS SECTION.

DISPOSAL OF ALIEN CRAFT IN ITALIAN CUSTODY AT
MESSINA.

With reference to the Commander-in-Chief, Mediterranean Station's signal timed 191524/February it is requested that the following lease-lend craft of United States origin now in Italian Naval custody at Messina may be reported to OFLO for disposal :-

NAB 173	(ex LCF (L) 939)	LCM (3) 1027
NSB 82	(ex LCM (3) 1006)	LCM (3) 1032
NSB 90	(ex LCM (3) 1028)	LCM (3) 1038
NSB 91	(ex LCM (3) 1037)	LCM (3) 1040
NSB 1146	(ex LCF 2)	LCM (3) 1074
NSB 159	(ex LCM (3) 1081)	LCM (3) 1102
LCM (3) 504		LOF (R) 671
LCM (3) 556		LOF (R) 769
LCM (3) 578		LOF (R) 906
LCM (3) 910		LOF (L) 564
LCM (3) 917		
LCM (3) 1002		

2234

Two in number LCM (3), two in number LCP (L), two in number LCV (E) and four in number LCV.

2. It is understood that the Italian Navy is desirous of retaining two of the above craft which they have repaired and used for harbour transport in Messina (vide Ministry of Marine's letter No. 58372, dated 9th December, 1946).

3. I am asking the Ministry of Marine to report the nationality of the two motor-boats quoted in my signal timed 3115254/January, and will inform you when this information is received.

4. It is further requested that you will arrange the disposal of the Italian motor-boat with the British Diesel engine in such a way that the one does not become separated from the other. The Chief Disposals Officer, British Ministry of Supply has no objection if the engine is not declared surplus to him.

S. B. Robinson



NAVAL MESSAGE

FROM:

TO MINISTRY OF MARINE (R) N.S.S.

FROM ROLL(5).

Unclassified.

It is requested that you will report if possible whether the following craft which are shown in your lists to be in Italian Naval custody at Messina are of American or British origin:-

- (A) motor-boat designated 'Allied'.
- (B) motor-boat with petrol engine.

REF: 67 11244/Maritime

DIST: 0-5, 10, 14, 15, 16, 17, 21, Log. 2 1/2 Min of Marine.

H/H

P/L

A.H. 7th.

DGS.

7/5/47.

FW 2233

~
B.V.A

From: MINISTRY OF DEFENCE (NAVY) (Office of the Secretary General).
To : N.S.S. - I.M.A.S. - A.F.H.Q. - Rome.
Date: 3rd March, 1947.
Ref.: 439.

Subject: Request for landing craft.

With reference to your letter No.NSC/5868, dated 17th January, 1947.

1. The two landing craft requested by the Italian Navy, included among those handed over at Messina, have the following characteristics :

2 small landing craft - WSB (LCM) 90-91.
Length 15 metres.
Breadth 4.25 metres.
Draught 0.6 metres.
2 "Gray" type marine engines, 6 cylinder, 2000 rev., 250 H.P.
maximum speed 8 knots.

2. There is no information to suggest that at one time any of the landing craft in paragraph 1 of letter No.25206, dated 9th May, 1946, had operated with the American Navy.

3. The craft which bears U.S. numbers, are the following:

- LCM - American characteristics and numbers.
- LCP - " " " "
- LCV - " " " "
- 1 petrol engined craft handed over to Compagnie Messina for pilotage - American LCV type, without number.

2232

THE SECRETARY GENERAL.

JIF/G
6.



MINISTERO DELLA MARINA MILITARE

UFFICIO DEL SEGRETARIO GENERALE
(Ufficio Collegamento A.R.A.R.)

Indirizzo telegrafico: Marisegrege - Roma

Roma, lì 3/2/47

NAVAL SUB SECTION = IMAS

AI ~~NAVY EXERCISES~~ COMMISSION

R O M A

Proto N. 439

Allegati

ARGOMENTO: Richiesta mezzi da sbarco.

Riferimento foglio NSC/5868 del 14 gennaio 1947.

1°) - I due mezzi da sbarco di cui la Marina Militare ha chiesto l'assegnazione, compresi fra quelli dati in consegna nella Se di Messina, hanno le seguenti caratteristiche:

N°2 mezzi da sbarco piccoli - WSB (LCM) 90 - 9I
lunghezza mt. 15
larghezza " 4,25
pescagione " 0,60

N°2 motori di propulsione tipo Gray - marin - 6 cil. 2000 gi
ri - 250 HP - Velocità max: nodi 8.

2°) - Non si hanno elementi per stabilire se dei mezzi elencati al paragrafo I) del foglio 25206 del 9 maggio 1946 ve ne sia qualcuno che abbia a suo tempo operato con la Marina Americana.

3°) - I mezzi che portano numeri degli Stati Uniti sono i seguenti:

- L C M = numeri e caratteristiche americani
- L C P = "
- L C V = "

- I imbarcazione con motore a benzina consegnata a Compagnare Messina per servizio piloti = Tipo L C V senza numero - Americana.

IL SEGRETARIO GENERALE

2231

D. Cerretti

NAVY MESSAGE

TO FOLM (R) NAVY SUBSECTION IIBS.

FROM CINC MND.

Unclassified Deferred.

Your 311525. American craft comprising HSB 90 and 159 which are ex-ICM(3) 1028 and 1081 respectively and all minor landing craft mentioned should be reported to CMC, craft of British origin should be reported to CMC Rome.

....19 1524A/Deb....

REF: Request whether craft may be declared surplus.

DIST: 0-6, 10, 14, 15, 16, 17, 21, Log.

CMR.

P/L.

AM 20th

DCG.

20/2/47.

2230

NAVAL MESSAGE

TO RAM (R) CINC MED, NSC.

FROM FOLI(5).

Unclassified,

Italian Navy confirms that all craft in your 2042394 not to all) are in Messina.

2. In addition following craft are reported in Messina.

Two in number LCH(3).

Two in number LCP(L).

Two in number LCV(E).

Four in number LCV.

All above bear unreadable numbers.

NSB 90.

NSB 159.

One Italian motor boat with British Diesel engine.

One motor boat designated "Allied".

Gas motor boat with petrol engine.

3. Ministry of Marine has requested NSC that very early disposal instructions be given for these craft in view of expense incurred in guarding them.

4. Request information whether they may be declared surplus to either Chief Disposals Officer or OMB.

....31 15254/Jan....

2229

DIST: 0-6, 10, 14, 15, 16, 21, 100.

CAN

P/L

FM 31st

DCS

1/2/47.

PW

0 6 2 1