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CRDA, MANFALCONE WORKS
JAN. - JULY 1946

823/22.

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CANTIERI RIUN. I DELL'ADRIATICO.Location of the firm: MONFALCONE - TRIESTE

<u>Management:</u>	Barone	DEMETRIO	ECONOMO	-	President
	Sig.	AUGUSTO	COSULICH	-	Delegate Advisor
	Ing.	ARISTIDE	ZENARI	-	" "
	Sig.	ALBERTO	COSULICH	-	Central Advisor
	Ing.	CARLO	CORSERI	-	Purchase Manager
	Sig.	CARLO	FASSETTA	-	Commercial Manager
	Rag.	MARIO	MOSETTI	-	Manager of Personnel

Labour: A total number of 14500 consisting of Workmen, clerks and various supervisors are employed by the firm in the ship yard and various workshops.

Capital : 200000000 Liras (Two hundred million Liras)

Present production:

The following work is being carried out by the various ship yards:-

- 10 Ships for firms and State companies.
- Repairs and conversions of ships for the Allies
- The construction of 2 9000 ton ships for NORWAY will be started shortly.

The following work is being carried out in other workshops:-

- Repairs of loading cranes and elevation portual installations
- Construction of iron bridges for the Venice region.
- Repairs of locomotives for the FF.SS (State Railways)
- Repairs of steam-locomotives for the FF.SS.

Other work is being also carried out such as, wooden furniture, shelves, locks and various small mechanical parts.

Programme for the future:

The industrial plants will be 65/70 % serviceable compared with prewar standard by the end of July 1946; this percentage also apply for production.

GENERAL SITUATION OF CANTIERI RIUNITI DELL'ADRIATICO TRIESTECentral location of C.R.I.A.A.DetachmentCapital of the FirmFactories of the FirmS. Marco ShipyardsBridge and crane w/shopS. Andrea Machinery w/shopCast-iron and bronze foundryS. Rocco ShipyardMONFALCONE AREAMonfalcone ShipyardAeronautical w/shopsElectromechanical w/shopsVENICE AREANaval Shipyards & Mechanical w/shopsMilan OfficesOwnersGeneral ManagerManager for the aeronautical SectionProduction

a/c: Cant 2 1007 - 1018 - 506. Before the armistice they were constructing 4 engines Cant 2 511, they had already built 2 models one of which was destroyed by Germans. The engines of these a/c were made at Alfa Romeo or Piaggio w/shops. The tests were carried out at Campo Ronchi. From 8/9/43 to the liberation the works were taken over by the Germans, and they constructed only some spare parts for the Junker firm. The a/c requested by the I.A.M. were made

- Trieste
- Monfalcone and Venice
- L. 20,000,000
- Trieste Area
- for naval production
- for the construction of railways bridges.
- for the construction of submarine and ship engines
- for similar production of the same
- for general repairs

- for the construction of submarines, mas and corvette
- for aeronautical works
- for engines etc. production

- not important
- Piazza Crespi 3
- Cosulich Brothers
- Barone Demetrio Economo
- Eng. Antonio Majorana
- Before 8/9/43 they constructed

384

- for the construction of submarine and ship engines
- for similar production of the same
- for general repairs
- for the construction of submarines, mas and corvette
- for aeronautical works
- for engines etc. production

VENICE AREA

Naval Shipyards & Mechanical W/shops

Milan Offices

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At present they are not working, with the exception of repairs to some railway trucks. For this purpose the Milanese Managers of the firm say that the firm has 1.120 millions deficit. The firm is controlled by the Allies only, there are no Slavs. From a certain period it appeared that the Allies wanted to give to C.A.D.A. the construction of metalstrips for Far East but ^{the} the political situation was clarified, the construction was suspended. The Managers of Milan hope to work again for aeronautical purposes, they are in contact with USA. They took part in the 1st Technical and Economic Congress of Air Transport (Mr. Majorana, who was the representative for the aeronautical section). At this meeting they declared themselves against any Government intervention on Technical questions. (turn over)

Andrea Machinery W/shop

Cast-iron and bronze foundry

S. Rocco Shipyard

MONFALCONE AREA

Monfalcone Shipyard

Aeronautical W/shops

Electromechanical W/shops

The Directors of Milan are not aware of the position of similar firms and are not well disposed towards FIAT (Aeronautical d'Italia) Number of Workers 4,000 workers and 1000 employees during the war, at present there are only 300 workers and some employees.

Material Stocks:- Not ascertained. According to the Managers of Milan there must be a large quantity of aluminium, if it has not been transferred by Germans. At the armistice the Firm had enough material for the construction of 500 Cant Z 1013 a/c.

Political Trend of the Managers:- They are Triestines, they do not want Slavs in Trieste and are very anxious for the future of their city. They are conservative and absolutely against socialism and communism.

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From : General Air Staff Office
Italian Air Force.

To : Air Forces Sub Commission (Attn. Intelligence),
ALLIED COMMISSION, ROME.

Date : 16/3/946

Ref. : UI/700450/3.

INFORMATION RELATIVE TO THE ACTIVITIES AND CONSISTENCE OF
THE WORKING YARDS AT MONFALCONE

Hereby is forwarded the information so far collected on the
above mentioned.

Chief of Office "I"
(Lieut. Col. SANTINI F.)

INFORMATION RELATIVE TO THE ACTIVITIES AND CONSISTENCE
OF THE WORKING YARDS AT MONTAIGONE

Serviceability state of the Working Yards

Damage caused by aircraft action can be reckoned in the following manner :

- machinery completely destroyed 5%
- machinery seriously damaged 20%
- machinery lightly damaged 20%
- Buildings and sheds destroyed 15%
- Buildings and sheds damaged 25%

The number of workmen and employees actually engaged in the working yards varies from 7.500 to 8.500. The number suspended from work amounts to 2.000-2.500. 30% of the workmen are employed in the workshops whilst all the rest have been detailed to clearing away the rubbish and ruins, and restoration of the damaged buildings and working shops.

Political trend of the personnel.

A strong pro-slav*, pro-Tito and pro-communist tendency is noticed even among the Italian personnel and the pro-slave tendency is noted even in individuals on the Staff.

The authority and ascendancy of the chiefs and directors is greatly diminished.

The general trend is towards communism although quite a number of the personnel belong to the Christian-democrats.

The "United Syndicates" is the most popular because it is also concerned with public assistance problems.

Italians and Slavs with the object of agitating the masses have recently been infiltrated into the works.

Works in progress.

The working Yards are divided into three sections : Naval - ELECTRO-MECHANIC - RAILWAY (ex Air Force). The actual air force section not having for the time being any possibility of undertaking any constructions for its specific purpose will shortly start building series of fixtures (such as doors, windows etc.;.) on orders from various firms in Milan and in Switzerland. Such works would mainly be as a result of the projected building of mountable houses due to compensate for the present shortage of living accommodation.

AIR FORCE WORKSHOPS.

Works on repairs of railway carriages and rolling stock are now in progress although they are limited to the repairs of the parts in wood

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AIR FORCE WORKSHOPS.

Works on repairs of railway carriages and rolling stock ³⁸⁷now in progress although they are limited to the repairs of the parts in wood and the lighter mechanical damages. It is not possible to proceed to the repairs of axles, wheels and hinges because the material* used for such a purpose was withdrawn or sold quite some time ago. In the electrical-mechanic field, electric engines damaged during air-raids are being repaired

ELECTRICMECHANICAL WORKSHOPS.

These workshops are starting to work now because they had to be recuperated from Ronchi and Vermeigliano where they had been previously moved to. They will be in a perfect condition of serviceability within a month or two. The strength of the employes and workmen is a 1,000 30% of which are at present engaged in productive activities.

Capacity of production - normally 120 tons monthly of finished machinery of small and medium potency; a superior weight in the case of heavier machinery.

Principle of production - Electric engines of alternate or continuous currents of all types and up to the maximum strength. More particularly engines of high voltage for rolling-mills, engines for cranes, generators for electric power-stations, transformers, electric welding plants, power generators of the maximum strength and highest tensions, static transformers for all currents, tensions and voltages. Specialised electrical machinery, electrical installations for ships, special electrical equipment for power generators, equipment for regulators on electrical machinery and general electrical devices. Repairs of spares of electric railway engines and constructions of detachable spares etc...

So far all orders were put through by the Italian Government and we are therefore not in possession of coloured lists for reference of electrical spares.

AIR FORCE WORKSHOPS.

The damages suffered by the workshops owing to the war (bombing by air and partisan activities, etc...) are of a considerable extent and can be compared to those suffered by the naval marshalling yards. The biggest work to have been undertaken so far has been the repairs carried out on 750 railway carriages 48 of which have already been consigned to the FF. SS. on the 1st. of March serviceable and ready for immediate employment. That type of work is carried out in the main shed of the "Mechanic" section which used to be engaged on the production aircraft frames and generally speaking the metallic parts of the aircraft.

The directing boards have complained of the internal conditions of the establishments, referring to the contingent political situation; factory meetings, representations, propaganda etc... The communist workers of pro-slavonic tendencies - approximately the 25 or 30% - influence all the rest including the directing personnel. As a result the organisation of the working yards is badly affected; there is a prevailing atmosphere of mutual suspicions on everybody's part which causes the work, which ought to be the main preoccupation of all, to pass as a secondary matter. There is such a state of tension and alarm, that the most common of events such as the visit of an outside personality, becomes the centre of morbid attention.

In the squares where a great number of workmen are engaged on the removal of rubble and various material, all work at times comes to a standstill because of discussions that may suddenly flare up. Amongst this multitude many can be observed dressed up in the Russian style: red cap with visor, large riding boots with spacy trousers, and walking about as if they owned the place. Other groups can be seen perpetually commenting on various manifestos and conversations to internal meetings writing in red characters.

And as for inscriptions they can be found all over the place, on the dilapidated walls, on the ground, on trucks etc... All telling the same

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In the squares where a great number of workmen are engaged on the removal of rubble and various materiel, all work at times comes to a standstill because of discussions that may suddenly flare up. Amongst this multitude many can be observed dressed up in the Russian style: red cap with visor, large riding boots with spacy trousers, and walking about as if they owned the place. Other groups can be seen perpetually commenting on various manifestos and convocations to internal meetings writing in red characters.

And as for inscriptions they can be found all over the place, on the dilapidated walls, on the ground, on trucks etc... All telling the same thing and repeating the same phrases over and over again although it is cleared stated that writing on walls is prohibited and in spite of the rounds of 60 guards. And all this takes place in an oppressive atmosphere. One gets the definite impression that the main ambition of these people might be anything but the ambition of decent and honest work.

To the damage caused by aerial bombardments one must consider the damage caused by the German troops during the occupation period (demolition of aircraft, plants, cranes etc...)

From September 43 up to quite recently, the German Armed forces, the partisan formations and the Allied Commands requisitioned numerous means of transport (motor cars, lorries, motorcycles, small trucks bicycles etc...) at Monfalcone, Trepointi, Cervignano, Fogliano, Tarcento etc... and a lot of other materiel besides. In the case of regular requisitioning in a legal manner negligible compensation has so far been given.

(material requisitioned by the Allies alone amounts to 20 millions).

Going to the war practically all the machinery was displaced. It was sent to the workshops at Tricesimo, Redipuglia, Tarcento, Gemona, Curnia, Casarsa, Federno, Ronchi, Treponzi, Bglliano etc... On the 30.11.45 was completed the relacing of this material at Monfalcone. The workshops had an open area of about 144.812 sq.mts. As a result of bombing, the covered area which will be completely rebuilt after the works at present in progress will have been completed, will still be reduced by 28.000 sq.mts. These works are almost finished.

The workshops will be in possession of the following :

- An edifice of approx. 14.000sq.mts. which will be used as an assembling workshops, and for other works.
- An edifice covering 9.000 sq.mts. will be used as a mechanical and bench workshops.
- An edifice covering 4.500 sq.mts. as a stores.
- An edifice covering 2.500 sq. mts. for a sawmill and carpentry.
- An edifice for the offices and other personnel uses.

Parallel to the works and repairs carried out on the above mentioned edifices and the re-setting up of the material and machinery that had been displaced, is being carried out the cleaning up of the ruins of destroyed or seriously damaged buildings, the restoration of various plants and the clearing of the internal streets and squares. The workshops proper are ready to start on production. The complete reorganisation of the workshops is expected to take place within the month of April next.

Recent air force production :

Previous to the 8.9.43, production was carried on a normal scale and was all destined for the Air Ministry : land and seaplanes, principally bombers and reconnaissance aircraft. Big four engined flying boats for transatlantic transport were also in the process of being constructed. Besides the aircraft a great number of spares were being constructed. From September 1943 to May 1945 PRODUCTION BECAME DERISIVE. Under the control of the German Air Ministry the workshops were labouring for the Junker factories of Dessau. In an year and a half, owing to the desorganisation of the German industries and the continual changes of constructing programs, little more was done than constructing spares and air intakes for the E.M.W. engines.

Works in progress :

1) Railway material: In a first scheme of contract, it was concluded with the State Railway for the repairs and the demolition of trucks, luggage and carriages. Works have started on the 12/11/45.

2) M.T. material: The M.T. park of Villa Vicentine has been taken on consignment from the U.R.M.I.T. The material is in process of being moved

- An edifice covering 9,000 sq. mts. will be used as a mechanical workshop.
- An edifice covering 4,500 sq. mts. as a store.
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 - 2) M.T. material: The M.T. park of Ville Vicentina has been taken on consignment from the U.P.M.I.T. The material is in process of being moved in the workshops pending conclusion of the dealings now in progress relative to repairs and servicing.
 - 3) Various material: After having carried out the necessary preliminary studies, projects and tests, the construction of some items which may find interest in the market is being resumed, such as: utensils, locks, padlocks, ironware for fixture etc.
- Some items have already been ordered by foreign customers: the aforesaid works actually engage only a part of the workmen in strength. Other wood works are in programme, such as furniture etc, but such programme would not even engage all available workmen. In fact the actual strength of the workshops personnel appears to be much reduced in respect of that employed on the 8/9/43. However owing to the reduced capacity of the workshops, it is not expected to be able and engage all personnel in the production work.

- 4 -

The Strength of the Personnel is as follows:

	on the 8/9/43	1/5/45	31/12/45
- Workmen enlisted	5953	3627	2640
- Workmen suspended	=	=	921
- Clerks enlisted	511	500	422
- Clerks suspended	=	=	215

The firm gives no provision in respect of the future aeronautical activity; this is subject to many foreign factors.

Approximate Consistence of Construction material at present.

Various plywood	 Sq.mts.	1500
Construction wood(for railway trucks)	cu.mts.	100
Vericous varnishes	 Kgs.	30000

~~ferros.~~

~~ferros.~~ materials.

Homogeneous iron and carbon steel, in sheets, bars, tubes	...Kgs.	180000
Construction steel, in sheets, bars and tubes	"	90000
Construction steel(type chrome, nickel), sheets, bars, tubes	"	70000
Steels for utensils and tools	"	20000
Total Irony materials	Kgs	360000

~~ferros~~

Non-ferros materials.

Brass in sheets, bars and tubes		Kgs.	7000
Bronze in bars and tubes		"	1500
Lead in scrap and cakes		"	1500
Total non-Irony materials	Kgs		10000

Light Alloy.

Aluminium in sheets, bars, wire and tubes		Kgs	10000
Duraluminium "	"	"	205000
Superduraluminium "	"	"	30000
Kitonal "	"	"	20000
Anticorodal and Itallumes "		"	25000
Total Light Alloy	Kgs		350000

Furthermore, a large selection of manufactured parts and small installation materials are produced, remained from air constructions and about 6000 tons of ~~ferros~~ and aluminium scrap.

ELECTRO-MECHANICAL WORKSHOPS.

These workshops being also damaged by air bombing are setting out towards the full resuming of their activity(in normal times the maximum output reached the figure of 1000 tons electric machinery monthly). However, at the present, the activity could be considered as reduced to a minimum for reasons which exclude the production capacity, i.e. the impossibility of concluding contracts already planned owing to the present uncertain political situation of "Venezia Giulia".

Ferrous materials.

Homogeneous iron and carbon steel, in sheets, bars, tubes	Kgs.	180000
Construction steel, in sheets, bars and tubes	"	90000
Construction steel (type chrome, nickel), sheets, bars, tubes	"	70000
Steels for utensils and tools	"	20000
Total	Irony materials	Kgs 350000

Non-Ferrous Materials.

Press in sheets, bars and tubes	Kgs.	7000
Bronze in bars and tubes	"	1500
Lead in sowsay and cakes	"	1500
Total non-irony materials	Kgs	10000

Light Alloy.

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Also from the Yugoslav Government, in May 1945, came some demands for electrical material for which regular offers were forwarded and amounting to about 100 millions, yet with the engagement of supplying all the necessary materials for construction. Owing to such clause (supply of raw material) everything remained unsettled. Even the A.M.G. who authorized the construction contract, had imposed that the above mentioned clause be respected.

The work now in progress amounts to about 16 millions and consists, mainly, of damaged machinery. 3 Locomotives of the State Railway are also under repair and others are forthcoming. Furthermore, from a firm in Trieste, a supply of numerous transformers has been ordered.

- Workmen actually employed	800
- Clerks	(about) 200
Total	1000

- 5 -

Consistence of Materials stores which are used on electrical construction.

ELECTRICAL MECHANIC WORKSHOPS.

in stores:		
Electrical Copper	Kgs. 15000	
Brass	" 10000	
Tin	" 6000	
Pure Silver	" 2500	
White Metal	" 1500	
Lead	" 600	
Magnetic sheets for transformers	Kgs. 50000	
Dynamo Sheets	" 350000	
Ordinary thick sheets	" 105000	
Rollled section	" 30000	

Insulators.

Amber	Kgs. 30000	Monti & Martini
Mica	" 1500	Negri
Cardboard	" 2500	
Presspan	" 2500	
Pertinax	" 1000	
tape xxar (200 rolls of 50 nets)	" ---	

In the stores, destroyed through bombing, stocks of installations are being salvaged and prepared such as foundry, derivation boxes, valves various switches etc.

Together with the E.W., there was a department of air electrical specialists (Aero-electric headed by Mr. GREGOROTTI Eng, ex-high Fascist member "Squadrista" and disliked by everybody, substituted by the technical expert ZERNETTI Rodolfo, good Italian, a man who can be trusted) This department is now handed over to the Navy.

There are about 1000 coils (from 1 to 400 m/ms) and about 12 66 600 metres each (1200 m/ms coil) for the aircraft electrical installation.

The main stores was bombed and, consequently, robbed of a good part of the remaining material by civilians, workmen etc. Lot of material, especially that belonging to the E.W. Workshops, must be now hidden by the pro-slay partisans.

These days, with the arrival of the Yugoslav Commission for the booty of war, many workmen were noticed trying to approach the said Commission and reporting the hidden materials. However, Italian workmen have succeeded in notifying the fact to the British Authorities who ^{they} ~~they~~ themselves pretty energetic. But with the complicity of the guards, it is expected that some of the half-destroyed or servicesole machinery will disappear.

The E.W. Workshops are intimately and exclusively tied to the

Ordinary thick sheets " 105000)
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The E.M. Workshops are intimately and exclusively tied to the Italian Industry also for the supply of raw and partly-manufactured materials.

The main Societies, from which the E.M. draw the requirements for production are the following:

CONIER. Metallurgica Bresciana - Brescia
 A. Tonolli - Milan
 Pongero & C. - Milanino
 Incet - Turin
 Pirelli - Milan

The copper in "Wireheis" is assigned by the "Comitato Industriale Metalli non-ferrosi" (non-ferrous), then ordered for the "Ente Finanziamenti Industriale" and put at disposal at the above mentioned societies, where it is stored up to the time of the wire drawing work.

IRON:

Ilva - Genova
 Trafilerie e laminati di metalli - Milano
 Acciaierie e Ferriere Lombarde - Milano
 Belp - Milano
 Piov - Milano and Lebrate
 Società Metallurgica Italiana - Fornaci di Barga

ELECTRIC MATERIAL:

Croci & Farinelli
 Commercio Elettrico Lombardo S.A. - Milano
 Fabbrica Italiana Lampade elettriche - Lecco
 Soc. Elettrotecnica Chimica Italiana (SECI) - Milano

BALL BEARINGS: R.I.V. - PaduaINSULATORS:

Modernotecnico - Milano
 S.A. Isola - Milano
 De Toletti & Celi - Verona
 Colombo & C. - Milano

SCREWS & BOLTS: Soc. ACC. Bullonerie G. Marzoretti - Milano

Off. Mecc. Alfredo Mingio - Milano
 Trafilerie Italiane - Milano
 Luigi Codega - Castello di Lecco

IRON CASTING:

S.A. Fonderie e Officine di Gorizia
 Fabbrica Macchine S. Andrea - Trieste

With many of these firms there are special contracts which allow particular facilities on prices, terms of consignment etc. to the E.M.W.

SHIP BUILDING YARDS:

The ship-building yards have suffered heavy damage caused by air bombing. From the following prospect it could be pointed out.

- Storage of materials
- Specification of constructions for which it appears that the relative material needed is already stored.
- Ships under construction
- Ships under repair or under salvage operation.

The personnel actually employed appear to be distributed as follows

Workmen present	3800
" suspended	950
Clerks present	690 + 129 chiefs
" suspended	119

382

The various material needed for the various work for the ship building yard is taken from the stock in stores or brought from the open market. It does not appear that the Allies had supplied any material of the kind for transforming one of the two aircraft carriers at their service into a tanker

NAVAL (CRAFT STEEL)

INSULATORS:

Modernotecnico - Milan
 S.A. Isola - Milan
 De Poletti & Celi - Verona
 Colombo & C. - Milan

SCREWS & BOLTS: Soc.ACC.Eulenerie G. Marzorati - Milan
 Off.Mecc.Alfredo Mieglio - Milan
 Trafilerie Italiane - Milan
 Luigi Codaga - Castello di Iseco

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The ship-building yards have suffered heavy damage caused by air bombing: From the following prospect it could be pointed out.

- Stoppage of materials
- Specification of constructions for which it appears that the relative material needed is already stored.
- Ships under construction
- Ships under repair or under salvage operation.

The personnel actually employed appear to be distributed as follows

Workmen present	3800
" suspended	950
Clerks present	690 + 129 chiefs
" suspended	119

387

The various material needed for the various work for the ship building yard is taken from the stock in stores or brought from the open market. It does not appear that the Allies had supplied any material of the kind for transforming one of the two aircraft carriers at their service into a tanker

NAVAL (CRAFT STEEL)

The material hereunder was in the "Iron" stores on the 13/1/46.

Thick sheets		tons	19826
angle iron		"	15080
		total	34906 tons

Construction 1486-488

Iron sheets		Kgs.	11021
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Construction 1489-91

Iron sheets		Kgs	2040339
Square iron		"	18220
Angle iron		"	163385
Shape "U"		"	34213
Angle Bulb iron		"	222535

- 7 -

Construction 1501 - 505

Iron sheet	Kgs.	1178415
Flade iron	"	30200
Angle iron	"	147798
"	"	44375

Construction 1329 - 155/P.

Steel sheets - Thomas	Kgs.	581700
Rolled Section iron	"	773392
Soft sheets	"	16763
Thick sheets	"	6495535
shakered plate iron	"	109474
Hexagonal bar iron	"	3530
Carbon round bar steel	"	10631
Carbon square bar steel	"	2270
Round iron	"	92660
Semi-round iron	"	285
Square iron	"	51899
Flat iron	"	372227
Angle iron	"	738185
"T" Shape iron	"	750
"I" Shape iron	"	4297
"U" Shape iron	"	11064
Angle bulb iron	"	1172232
Blade bulb	"	25519
Hoop iron (Out)	"	71
Round rolled, polished steel	"	11849.50
Total	Kgs	10573705.50

Construction 1388

Iron sheets	Kgs	2863809
Shakered iron	"	12815
Round iron	"	10344
Semi-round iron	"	304
Square iron	"	54
Flat iron	"	26550
Angle iron	"	681131
"T" Shape	"	2400
"U" Shape	"	3550
Angle bulb iron	"	168200
Total	Kgs.	3769049

Construction 1384 - 387/K.

round steel E.R.	Kgs	71629
Square steel E.R.	"	18494
Galvanized iron sheet	"	107713
Iron sheets S.M.	"	4237337
Round bar steel	"	9400

Round iron	"	92660
Semi-round iron	"	285
Square iron	"	51999
Flat iron	"	372227
Angle iron	"	738185
"I" Shape iron	"	750
"W" Shape iron	"	4297
"U" Shape iron	"	11064
Angle bulb iron	"	1172232
Blade bulb	"	25519
Hoop iron (Cut)	"	71
Round rolled, polished steel	"	11849.50
Total Kgs		10573705.50

Construction 1388		
Iron sheets	Kgs	2863809
Shakered iron	"	12815
Round iron	"	10344
Semi-round iron	"	304
Square iron	"	54
Flat iron	"	26550
Angle iron	"	581131
"I" Shape	"	2400
"U" Shape	"	3550
Angle bulb iron	"	168200
Total Kgs.		3769049

Construction 1384 - 387/K.		
round steel E.R.	Kgs	71699
Square steel E.R.	"	18494
Galvanized iron sheet	"	107713
Iron sheets S.M.	"	4237337
Hexagonal bar steel	"	9400
Round iron	"	112557
Semi-round iron	"	23176
Square iron	"	26875
Flat iron	"	291108
Angle bulb	"	1677831
Total Kgs		6576190

Construction 1453 - 460		
Soft sheets	Kgs	3800
Soft sheets	"	1443
Soft sheets	"	1507
Thick sheets	"	41856
Shakered sheets	"	15878
Semi-round iron	"	238

- 8 -

Construction 1453 - 460 (t.)

Flat iron	Kgs	3991
Angle iron	"	15237
"T" Shape	"	6
"V" Shape iron	"	639
Angle bulb	"	7760
Total Kgs		89041

Construction 1471 - 473

Roller section - Thomas	Kgs	236
Steel sheets E.R.	"	19335
Angle bulb steel	"	2718
Various soft sheets	"	6726
Thick sheets	"	235559
Shakered sheets	"	1810
Round iron	"	13422
Semi-round iron	"	935
Square iron	"	15328
Flat iron	"	24079
Angle iron	"	35511
"T" Shape iron	"	980
"I" Shape iron	"	167
"V" Shape iron	"	2572
Angle bulb	"	2115
Hoop iron	"	29
Total Kgs		361522

Specification of the constructions numbered on the steel data:

Constr.: 1247-250 = Motor tanker	15200 tons	foreign owner
" 1486 - 488 = Pump boats R. Navy (R.M.)		
" 1489 - 491 = Motor ship	10000 tons	(2 for "FINMARE" (1 for "Soc.Commerciale"
" 1501 - 505 = Transport ship	200 tons,	Ministry of communication
" 1329 - 133/P = Tanker	9000 tons,	for "Agip"
" 1388 = Motor ship type "Britti",	for "Siderma"	
" 1384-385/K = Motor tanker	9000 tons,	"Kontinental Transport Berlin
" 1453-460 = Tugboat	350,	R. Navy (R.M.)
" 1471-473 = Transport submarine,	R.M.,	(Italian Royal Navy)
" 1386 = Motor tanker	9000 tons,	for "Siderma"
" 1387 = Motor tanker	9000 tons,	for "Agip"

389

Ship under construction:

4 ships at 450 tons gross load, to be constructed on behalf of the shipyard; consignment expected between June-July present year.

2 ship at 1000 tons gross load, to be constructed on behalf of the shipyard; consignment expected between September-October present year.

2 ship mixed at 3000 tons, to be constructed on behalf of the shipyard, the keel is yet to be laid on the wharf; ready in December, 1946.

Specification of the constructions numbered on the steel date:

Constr.: 1247-250 = Motor tanker 15200 tons foreign owner
" 1486 - 488 = Pump boats R. Navy(R.M.)
" 1489 - 491 = Motor ship 10000 tons (2 for "VINMARE"
" 1501 - 505 = Transport ship 200 tons, Ministry of communication
" 1329 -133/F = Tanker 9000 tons, for "Agip"
" 1388 = Motor ship type "Britti", for "Siderma"
" 1384-385/K = Motor tanker 9000 tons, "Kontinental Transport Berlin
" 1453-460 = Tugboat 350, R. Navy (R.M.)
" 1471-473 = Transport submarine, R.M. (Italian Royal Navy)
" 1386 = Motor tanker 9000 tons, for "Siderma"
" 1387 = Motor tanker 9000 tons, for "Agip"

883

2 ship at 1000 tons gross load, to be constructed on behalf of the shipyard; consignment expected between September-October present year.

1 Motor tanker 10000 tons, already launched; consignment expected during the month of August 1946: Soc. Italia

3 Tugboats already completed but not yet launched.

Motor tanker British "EMPIRE MAC CABE" to be converted from aircraft carrier into tanker; consignment expected during the month of May 1946.
Motor tanker "POSEIDONE" 6000 tons; presently at Venice for craft repair (the local floating dock is submerged owing to bombing); consignment expected within 4 months; "Società Ital. Trasporti Petr. Genoa".

- 9 -

Passenger ship. "AUSONIA" previously converted into hospital ship and now in half-sunk in the dock of Taranto (on one side); the salvaging work should have started in this period but everything is now suspended, ADRIATICA VENETIA".

War buty contested.

In the Ship-yard, there are some moto-raft but work is suspended.

The naval department of the yard amounts to 3800 workmen and 950 workmen suspended from work for the month of February. 34% of the workmen are actually employed on production work while the remaining workmen are employed on clearing and reconstruction work. An increase in the production percentage is expected in the next months; it is mentioned that some dismissals are expected by the end of March (they talk of 4000 for the whole yard : Trieste-Monfalcone)

The average of the production personnel, for all the categories of the naval department, was of 25% in January.

Navals:

Steel (sheets and rolled shaped)	Tons	22000
Steel tubes	"	4200
Nails, bolts	"	2050
Various wood	cu.met.	1600
Copper in bars and tubes	Tons	245
Zinc in loaves	"	28
Lead sheets	"	12
Aluminum sheets	"	6

Transl: Sgt. ELLUL A.,

379

0219