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10000/135/584

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Declassified E.O. 12356 section 3.3/NND No.

785017

10000/135/584

TRANSFER OF MARINE CRAFT FROM RAF TO IAF
JAN. - AUG. 1947

min. 7 (cont.)

extract ones: 42A, 43A, 44A from No. 157 M.V.'s file when I was as Treves recently, but they are months old & tell us very little. No idea of back-ups "Hook" had arrived up to this time (mid. June).

The Air Ministry Plan provides for 1 year's spares for the maintenance of the marine craft and engines, but the scale has not been received and is not scheduled under the head of tasks. In any case there are no spares in this country.

I suggest we signal bedone direct for the progress on "Hook" and a list of the stores being provided. The authority for the whole idea is in the old part of the file (attached), see ~~Ad.~~ para 94.

W. C. Cunningham
S.A.O.

1.7.47

The this briefing plan provides for 1 year's spare for the maintenance of the marine craft and engines, but the scale has not been received and is not scheduled under the last 7 tasks. In any case there are no spares in this country.

I suggest we signal bedme direct for the progress on "Wood" and a list of the stores being provided. The authority for the whole idea is in the old part of the file (attached), see ~~the~~ para 98.

Williamson AL
SAO.

1.7.47

P.

7312

Director, L.

Enr. 53A is the reply (from 49 pp) to our 50A (to HQ bedme). It only partly answers the question. It is perhaps only an interim reply. The question of cost or no cost in any case would not be dealt with by 49 pp. bedme while I have, I should say, M.V. for a list of items received or advised. The "new address" referred to in 53A is probably 1st Depot, Gibraltar. Williamson AL.

9.9.47

MIN 6
MB

C.T.O. ^{11/27/57}
den 11/27/57

The Director has read Enclosure 30 and suggests that you speak to Colonel Agnew and note his reaction to the lower level hearing in mind about the Board of Summary has stated that none of them look as capable of making the journey. Egypt- starting without an overland.

Verjannanthe
3. 5. 47

7.
Ex. Note. Please note enc. 38B. This change enable you to clear Haples Government.
10.6.47

7.
Director Lr. Reference 48A (dated 9 June, received in study room today)

as capable of making the journey. Egypt-
dialy without an overland.

Verjammange
3.5.47

7.
Ex. Note. Please note enc. 38B. This money
enable you to clear Naples inventors.
RR.

16.6.47

7.
Director Sir. Reference 48A (dated 9 June, received
is today known today).

You have already replied (Ref 2/A) to
the first letter quoted, after corresponding with
the H.M. in London.
Regarding para. 3, the launch from Malta
at last shows signs of moving. The K.O.M.
have been informed at 4.5 A.

Regarding para. 5, this is "back-up
Hook". We have never had a list of
the items going into this pack-up or
any other information. I arranged to

LOOSE MINUTE

Director

I spoke further^d to A/Chm. ESSEX on the matter of the six launches for disposal in Egypt. He has not seen the file as I was unable to locate it prior to my talk with him.

He suggested however that I speak to the Chief Disposals Officer, M. of S., Rome (tel: 66226) asking him to signal his Director General in Egypt for types, quantities, condition and an indication of price. Also whether they can be released for shipment to Italy under Italian arrangements.

This I have done. C.D.O. Rome is sending us a copy of his signal. C.D.O. also mentioned (without any prompting from me) that the Disposals people would not accept this.

T.O. [unclear]

Hollingsworth by Ch.
S.O.

S.O. Ok.

You have Ned/NE's reply to Ind 22A. When you get an answer to X, we'll want to inform Air Ministry (Hae) of the Terms & conditions etc of Boats. In the meantime see 23A & 24C

550.

Pl see WFC's Collingwood's File in this file.

2. I feel that on receipt of Incl 15A forwarding attached to it, Incl 15B, that we should have asked Ned/MR for a detailed report on the condition of the launches in the Canal zone and their spaces banking and whether a not them could proceed Taranto under their own steam or must be shipped.

3. Further that ST A.P. perhaps are under a misapprehension regarding "provision of Egyptian currency" for these boats.

4. Will you get immediate action taken for have any better idea - then we can better send A.P. in the picture. There has been so much delay that I think urgent action with Ned/MR is indicated.

W.C. Collingwood
Ref.

7.10.42

2.

Director

I spoke this morning to Col: CIGERXA and he expressed concern over the decision on high speed launches communicated to the S. A. M. at Dec. 16. He stated that they had spent funds on preparing seven bases to ~~be~~ he equipped with the fourteen launches originally promised - two at each base. He also said that any idea of the Italians purchasing a further 6 launches in Egypt as suggested was impracticable as they have no foreign currency.

Do you think we could bring the matter up once more by pointing out to his ministry that their plan includes 14 launches and where do they propose to get them from. ~~in~~

(11. 4. 47)

Hollingsworth
W. C. H.
S. A. M.
7306

Apr 1.

The question of the disposal of the Lochra Base is now coming up and (disposal staff) would like to know whether the Hahamini Force want it as a going concern or not. If not then the Base will be turned over to the Ministry of Supply, as soon as it is available. This is the simplest course as far as A.H.Q. are concerned, but they don't mind.

A.H.Q. are sending us a copy of the schedule of equipments for disposal as Lochra, & the Hahamini can make selection if they wish.

I understand from Mr O'Brien that the shipway is crumbling & that dilapidations generally are occurring. I could have a decision on whether or not the Hahamini want it as a Base, so that I can inform A.H.Q.

Em. bid & b9d of the old file. (attached) suggests that the Hahamini only came into the picture when it was proposed that they should take over the rehabilitation of the

to the Ministry of Supply, as soon as it is available. This is the simplest course as far as HQ. are concerned, but they don't mind.

HQ. are sending us a copy of the schedule of equipment for disposal at Ichu. The Italians can make selection if they wish. I understand from Mr. O'Brien that the shipway is crumbling & that delapidations generally are occurring. I could have a decision on whether or not the Italians want it as a base, so that I can inform HQ.

Enc. 614 & 694 of the old file (attached) suggests that the only way into the picture when it was proposed that they should take over the repair & rehabilitation of the remaining 8 launches (now 6) is that the HQS - detachments could be withdrawn. They have now had two of the 8 & the remaining 6 are being sent to U.K. so is back as though the original idea can die.

24.2.45 2.

SE.O. Re Min I. for Spoke. See at HQ. taking any action with HQ. until we hear more.

W. Lollingman

Chubb. U.S.

Age Group	Option A (%)	Option B (%)	Option C (%)	Option D (%)
18-24	85	15	10	5
25-34	75	25	15	10
35-44	70	30	15	10
45-54	65	35	20	10
55-64	70	25	15	10
65+	75	20	15	10

Q. What is the purpose of the study?

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郑娟					

Figure 1

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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[illegible]

Figure 1

Table 1

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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RESULTS

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MARINE CRAFT SPARES
SUPPLIED AS "PACK UP "HOOK"

<u>REF.</u>	<u>DESCRIPTION</u>	<u>QTY. RE'D</u>	<u>QTY. SUPPLIED</u>
648	CUTLASS BEARING	4	4
650	BEARING CUTLASS	4	3
756	PACKING GLAND	22	12
308	COUPLING	50	NA
309	"	30	NA
310	MANIFOLD P.C.	36	NA
311	" S.S.	36	NA
312	" P.	26	NA
313	" S.	36	"
314	" S.C.	36	"
517	ELBOW EASY	2	"
313	"	2	"
319	"	2	"
398	ARMATURE COIL & CONTAINER ASSY	36	"
485	CONTACT BREAKER ASSY	36	"
1500	PLUGS SPARKING	144	120
1790		144	NA
272	PUSH FULL ROD ASSEMBLY	1	NA
273	ADJUSTER ROD	1	NA
274	PRO. SHAFT ASSEMBLY	2	1
146	NUTS	6	NA
	NUTS	6	NA
	SPLIT PINS	6	NA
3	PREP SHAFT ASSEMBLY	2	1
	SPLIT PINS	32	NA
2	PROPELLORS	4	1
	STORE TUBE ASSEMBLY	9	NA
	GLAND NUT	2	NA
	NOOK RING	2	NA
	WHITE METAL BEARING	2	NA
	ADAPTOR WATER INLET	1	NA
	BOLTS	12	NA
	"	8	"
	"	6	"
	"	8	"
17	WASHERS	10	"
713	"	20	"

7302

517	ELBOW EASY	2	"
313	"	2	"
319	"	2	"
308	ARMATURE COIL & CONTAINER ASSY	36	"
485	CONTACT BREAKER ASSY	36	"
1500	PLUGS SPARKING	144	120
1790		144	NA
272	PUSH FULL ROD ASSEMBLY	1	NA
273	ADJUSTER ROD	1	NA
274	PRO. SHAFT ASSEMBLY	2	1
146	NUTS	6	NA
	NUTS	6	NA
3	SPLIT PINS	6	NA
	PREP SHAFT ASSEMBLY	2	1
2	SPLIT PINS	32	NA
	PROPELLORS	4	1
	STORE TUBE ASSEMBLY	9	NA
	GLAND NUT	2	NA
	NOOK RING	2	NA
	WHITE METAL BEARING	2	NA
	ADAPTOR WATER INLET	1	NA
	BOLTS	12	NA
	"	8	"
	"	6	"
	"	8	"
17	WASHERS	10	"
713	"	20	"
	NUTS	36	"
	LOCKNITS	36	4
5	BRACKETS "P"	2	NIL
	GRUB SCREWS	16	NA
	BOLTS	12	NIL
717	WASHERS	12	NA
	NUTS	18	NA
100 X	LOCKNUTS	18	12
	BOLTS	12	NA
	"	4	NA
	COLLARS	3	NA
	"	1	"
	COUPLING ASSEMBLY	4	"
721	COUPLING	1	"
	POWER 500 H.P. VOC DRIVE	1	"
724	HARDY SPICER SHAFT ASSEMBLY	2	"

7302

QTY.	DESCRIPTION	QTY. REQ'D	QTY. SUPPL.
161	BOLTS	4	NA
	NUTS	10	"
	WASHERS	10	"
67	"	10	"
727	PINS 3/16"	10	"
INLET	INLET SHIM FITTINGS	3	"
	"	5	"
	"	1	"
	BURNER NOSE	1	"
	LIMOLITE SLITS	1	"
	GENERATOR UNIT	1	"
	LAYDOWN UNIT	1	"
197	PUMP PARSONS : INDUSTRIAL	1	"
	JOINT	1	"
121	SCUD3 ENGINE	1	"
92	PIPE	1	"
93	"	1	"
94	"	1	"
95	"	1	"
96	"	1	"
97	"	1	"
98	"	1	"
99	"	1	"
100	"	1	"
101	"	1	"
102	"	1	"
103	"	1	"
	EXHAUST JUNCTION BOX ASSY	1	NA
	COVER PLATE	1	NA
	EXCHANGE JUNCTION BOX ASSY	1	NA
	EXHAUSTION COVER PLATE	1	NA
	GASKET	1	NA
204	COCK 3/4" 1/2"	1	NA
305	TURN OFF COCK	1	NA
306	TURN OFF COCK	1	NA
12	VALVES	1	NA
11	SPINDLER	1	NA
112	SCOP	1	NA
	THERMOSTAT	1	NA
104	OIL COILMT ASSEMBLY	1	NA
	COVER CUTLET END	1	NA
	GASKET	1	NA
	JOINT VING	1	NA

7300

1763

[illegible]

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EXHAUST FUNCTION COY ASSY
COVER PLATE
EXHAUST FUNCTION COY ASSY
INSPECTION COVER PLATE
GASKET
COCK 3/4" NPS
TURN OFF COCK
TURN OFF COCK
VALVES
SPINDLER
SCOOP
THERMOSTAT
OIL COOLER ASSEMBLY
COVER OUTLET END
GASKET
JOINT RING
"
"
COVER INLET END
ELEMENT
OIL ASSEMBLY
ELEMENT
OIL COOLER ASSEMBLY
SUPERPLEXIT
"
COCK
PIPE SUPERPLEXIT
"
"
PILGER PETROL

92
93
94
95
96
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100
101
102
103

804
505
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104
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295
1105
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924
303
147

922
303
147

785017

REF.	DESCRIPTION	QTY. REQ'D	QTY. SUP.
161	BOLTS	9	NA
67	NUTS	40	"
727	WASHERS	10	"
INLET	"	10	"
	PINS SPLIT	10	"
	INLET SKIN FITTING	3	"
	"	3	"
	RUBBER HOSE	1	"
	LINOLITE SLIPS	6	"
	GENERATOR UNIT	1	"
	LAYSHAFT UNIT	1	"
197	PUMP PARSONS 1 INDUSTRIAL	1	"
	BOLT	3	"
121	STUDZ ENGINE	2	"
92	PIPE	1	"
93	"	1	"
94	"	1	"
95	"	1	"
96	"	4	NA
97	"	1	"
98	"	2	"
99	"	2	"
100	"	2	"
202	"	1	NA
102	"	1	1
103	"	1	NA
	EXHAUST JUNCTION BOX ASSY	1	NA
	COVER PLATE	4	NA
	EXHAUST JUNCTION BOX ASSY	2	2
	INSPECTION COVER PLATE	3	NA
	GASKET	3	NA
804	COCK S/W/ PIPES	2	NA
505	TURN OFF COCK	1	NA
306	TURN OFF COCK	1	EA
12	VALVES	4	NA
11	SPINDLER	4	729 NA
112	SCOOP	4	NA
	THERMOSTATE	1	NA
104	OIL COOLER ASSEMBLY	1	NA
	COVER OUTLET END	2	NA
	GASKET	3	NA

121	BOLT	PUMP PARSONS 1 INDUSTRIAL
122	STUDZ ENGINE	
123	PIPE	
124	"	
125	"	
126	"	
127	"	
128	"	
129	"	
130	"	
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265	"	
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268	"	
269	"	
270	"	
271	"	

785017

REV.	DESCRIPTION	QTY REQ'D	QTY SUPPL.
225	CAPS FOR HYDROL PISTON	2	
26	PIPE SUPPLEMENT	1	
933	PIPE 6/8 BSW STEEL	1	
937	" " "	1	
941	" " "	1	
945	" " "	1	
949	" " "	1	
951	" " "	1	
956	SEAL JETTING OUTLET	2	
	BRIDGE PUMP TORD	1	
	" " ft.	1	
316	COOLER	1	
107	"	1	
108	"	1	
109	"	1	
327	GLIMMANT	2	
329	"	1	
662	OIL TEMP.	3	
664	" " RESERVE GEAR 20'	3	
	OIL TEMP GAUGE 30' 0"	1	
	" DRIVE BOX TEMP GAUGE 16' 0"	1	
665	TEMP GAUGE 25' 0"	2	
129	SEISMOGRAPH OUTLET BEARING	36	
7	BOLTS "2" BRACKETS	36	NA
146	KEYS	12	NA
707	PINS SPLIT	12	NA
360	TANK OIL	3	"
612	FILTERS PETROL	6	"
919	COCK PETROL	3	"
302	TUBING SUPPLEMENT	25	"
107)	COOLER WATER	1	NA
108)	COOLING WATER (2x each)	1	"
109)	"	1	"
720	BLOCK COUPLING RADIOLASTIC	12	
729	BOLTS SPECIAL	12	
725	PLATE	2	
724	SPART	2	
726	BOLTS	12	
762	BOLTS	12	
755	GASKET	30	16
768	CLUSTER SPRING ASSY	30	NA
425	" " "	9	"

7295

107	COOLER
108	" "
109	" "
327	ELEMENT
328	" "
552	OIL PUMP.
554	" " BELLOWS REAR 20'
	OIL LINE GAUGE 30' 0"
	" JIVE FOR WIND 24' 16' 0"
555	TANK GAUGE 25' 0"
129	SCHROEDER FILTER UNIT FOR
7	BOLTS 1/2" HEXAGONS
145	KINGS
707	LINE SPLIT
360	CAMP OIL
612	FILTERS FUEL/OIL
519	COCK INVERT
302	TUBING SUPERHEATER
107)	COOLER WATER
108)	COOLING WATER (of each)
109)	" "
720	BLOCK COUPLING BATHULASTIC
729	BOLTS SPECIAL
725	PLATE
724	SPACER
725	BOLTS
762	BOLTS
755	GASKET
768	CLUSTER SPRING ASSY
425	" " "
92	PIPE
93	" "
94	" "
100	" "
95	" "
98	" "
24	LINK
804	COCK
501	KENT CLEARVIEW SCREEN
3	PROPELLOR TYPE SP.38
630	BRACKET (P)
187	BOLT 1/2" BRACKET
17	" "
509	STERN TUBE ASSEMBLY

REF.

DESCRIPTION

QTY RE'D

QTY SUPP.

225	CAPS FOR PETROL FILTER	2	
26	PIPE SUPERFLEXIT	1	
933	PIPE C/W SKIN FITTINGS	1	
937	" " " "	1	
941	" " " "	1	
945	" " " "	1	
949	" " " "	1	
954	" " " "	1	
958	SELFFITTING OUTER	1	
316	BILGE PUMP FORD	2	
107	" " aft.	1	
108	COOLER	1	
109	"	1	
327	ELEMENT	1	
328	"	2	
662	OIL TEMP.	1	
664	" " RESERVE GEAR 20'	3	
665	OIL TEMP GAUGE 30' 0"	3	
129	" DRIVE BOX TEMP GAUGE 16' 0"	1	
7	TEMP GAUGE 25' 0"	1	
146	SETSCRAP OUTLET BEARING	2	
707	BOLTS "P" BRACKETS	26	
360	KEYS	36	
612	PINS SPLIT	12	
919	TANK OIL	12	
302	FILTERS PETROL	3	
107)	COCK PETROL	6	
108)	TUBING SUPERFLEXIT	3	
109)	COOLER WATER	25	
720	COOLER WATER (of each)	1	
729	"	1	
725	BLOCK COUPLING PANDULASTIC	1	
724	BOLTS SPECIAL	12	
726	PLATE	12	
762	SHAFT	2	
755	BOLTS	2	
708	BOLTS	12	
425	GASKET	12	
	CLUSTER SPRING ASSY	30	
	" " "	30	
	" " "	9	

2 NA NA NA " " " " 1 NA " " " " " " 16
729

QTY	DESCRIPTION	UNIT	REMARKS
1	OIL TEMP.		
1	"		
2	"		
1	"		
3	"		
3	"		
1	"		
1	"		
2	"		
26	"		
36	"		
12	"		
12	"		
3	"		
6	"		
3	"		
25	"		
1	"		
1	"		
1	"		
12	"		
12	"		
2	"		
2	"		
12	"		
12	"		
30	"		
30	"		
9	"		
5	"		
5	"		
3	"		
6	"		
6	"		
6	"		
6	"		
1	"		
1	"		
8	"		
6	"		
36	"		
36	"		
2	"		

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REF.	DESCRIPTION	QTY. REQ'D	QTY. SUPP.
4	STEM TUBE ASSEMBLY	2	NA
40	NUTS 3" M.S.P.	144	"
35	LOCKNUTS 6" P.S.P.	144	"
134	BOLTS 3/4"	12	"
132	BOLTS 7/8"	12	"
629	COCK	1	"
436	"	1	"
437	"	1	"
1	SHAFT PRES. ASSY	1	"
2	"	2	"
605	WASHERS	1	"
149	NUTS	12	"
144	KEY COUPLING	12	"
143	RINGS SPLIT	6	3
336	COUPLING	0	NA
142	"	3	"
158	RUDDER PORT	3	"
160	RUDDER	2	"
150	" PORT	2	NA
101	BEARINGS RUDDER	2	2
140	BOLTS	4	NA
65	LOCKNUTS	18	"
14	BEARINGS	14	"
49	BOLTS	4	"
132	GLAND NUT	12	"
133	RING REAR	12	10
134	RING SEALING	8	6
284	SCREWS	8	6
328	TANKS OIL	24	2
456	GLASS OIL TANK GAUGE	5	NA
271	THERMOSTAT	3	"
104	COOLER OIL	2	"
105	"	2	"
106	"	2	"
470	COCK PETROL	2	"
477	TUBING SUPPLEMENT	3	"
924	"	6	"
531	GASKET	4	"
225	BOLTS S.S. SPECIAL	3	"
557	BOLTS	24	7597
550	FIRE	144	"

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144	KEY COUPLING	3	NA
143	RINGS SPLIT	"	"
338	COUPLING	"	"
142	"	2	NA
158	RUDDER PORT	2	NA
160	RUDDER	2	NA
150	"	"	"
101	PORT	"	"
140	BEARINGS RUDDER	"	"
65	BOLTS	10	"
14	LOCKNUTS	6	"
49	BEARINGS	6	"
132	BOLTS	2	NA
133	GLAND NUT	"	"
134	HING REAR	"	"
284	HING SEALING	"	"
328	SCREWS	"	"
450	TANKS OIL	"	"
271	GLASS OIL TANK GAUGE	"	"
104	THERMOSTAT	"	"
105	COOLER OIL	"	"
106	"	"	"
470	"	"	"
477	COCK TUNGE	"	"
924	TURING SUPERFLEXIT	"	"
531	"	"	"
225	GASKET	"	"
557	BOLTS S.S. SPECIAL	"	"
558	BOLTS	"	"
559	PILE	"	"
560	"	"	"
77	"	"	"
534	"	"	"
10	"	"	"
9	"	"	"
5	"	"	"
6	"	"	"
7	"	"	"
11	"	"	"
12	"	"	"
575	CHAIN	1	NA
577	"	"	"
578	"	"	"

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144

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REF.	DESCRIPTION	QTY.	RE'D	QTY. SUPP
4	STERN TUBE ASSEMBLY	2		NA
40	NUTS 3" N.S.P.	141		"
39	LOCKNUTS 6" B.S.P.	144		"
134	BOLTS 3 1/2 x	12		"
132	BOLTS 7 1/2	12		"
629	COCK	1		"
436	"	1		"
437	"	1		"
1	SHAFT PRES. ASSY	2		"
2	"	1		"
605	WASHERS	12		"
149	NUTS	12		"
144	KEY COUPLING	6		3
143	RINGS SPLIT	6		NA
338	COUPLING	3		"
142	"	3		"
158	RUDDER PORT	2		2
160	RUDDER	2		NA
150	" PORT	2		2
101	BEARINGS RUDDER	4		NA
140	BOLTS	18		"
65	LOCKNUTS	14		"
14	BEARINGS	4		"
49	BOLTS	12		"
132	GLAND NUT	12		10
133	RING REAR	8		8
134	RING SEALING	8		6
984	SCREWS	24		2
328	TANKS OIL	2		NA
456	GLASS OIL TANK GAUGE	5		"
271	THERMOSTAT	3		"
104	COOLER OIL	2		"
105	"	2		"
106	"	2		"
476	COCK PETROL	3		"
477	TUBING SUPERFLEXIT	6		"
924	"	4		"
531	GASKET	3		NA
225	BOLTS S.S. SPECIAL	24		"
557	BOLTS	144		"
558	PIPE	3		"

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785017

149	NUTS	12	"	3	NA
144	KEY COUPLING	6	"	"	"
143	RINGS SPLIT	6	"	"	"
338	COUPLING	3	"	"	"
142	"	3	"	"	"
158	RUDDER PORT	2	"	2	NA
160	RUDDER	2	"	2	NA
150	"	2	"	2	NA
101	PORT	4	"	NA	"
140	BEARINGS RUDDER	18	"	"	"
65	BOLTS	14	"	"	"
14	LOCKNUTS	4	"	"	"
49	BEARINGS	12	"	"	"
132	BOLTS	12	"	"	"
133	GLAND NUT	8	"	10	"
134	RING REAR	8	"	6	"
884	RING SEALING	24	"	6	"
328	SCREWS	2	"	2	NA
456	TANKS OIL	5	"	"	"
271	GLASS OIL TANK GAUGE	3	"	"	"
104	THERMOSTAT	2	"	"	"
105	COOLER OIL	2	"	"	"
106	"	2	"	"	"
476	"	3	"	"	"
477	COCK PETROL	6	"	"	"
924	TUBING SUPERFLEXIT	4	"	"	"
531	"	3	"	"	NA
225	GASKET	24	"	"	"
557	BOLTS S.S. SPECIAL	144	"	"	"
558	BOLTS	3	"	"	"
559	PIPE	3	"	"	"
560	"	3	"	"	"
77	"	6	"	"	"
534	"	3	"	"	"
10	"	9	"	"	"
9	"	3	"	"	"
5	"	3	"	"	"
6	"	3	"	"	"
7	"	3	"	"	"
11	"	3	"	1	NA
12	"	3	"	"	"
576	CHAIN	2	"	"	"
577	"	2	"	"	"
578	"	2	"	"	"

7290

REF.	DESCRIPTION	QTY REQ'D	QTY SUPP.
15755	PACKING	20	NA
602	BOLT SIZE C	18	18
24	Indicator, Triple revolution	6	NA
31	CONNECTION	9	NA
22	DRIVES, REVOLUTION	9	NA
272	GAUGE, OIL PRESSURE 10" G"	4	"
631	"	4	"
63	"	4	"
985	NUTS	13	"
722	SCREWS	9	9
607	GASKET	27	27
743	"	54	54
	<u>AUX. DRIVE SHAFT</u>		
2	HOVELS HOALS	8	8
8	SHAFTS STANDARD	8	8
10	THROWERS OIL	30	23
22	<u>REAR DRIVE</u>		
23	DRIVES SHAFT FORWARD	30	30
24	"	30	30
24	"	30	NA
29	DRIVE, BENTON COMPLETE	8	NA
39	SPRING FINISH	30	17
40	"	30	25
	<u>CANSHAFT</u>		
52	BEARING FRONT AND INTER LEFT	8	8
53	HAID	8	8
54	BEARINGS, FRONT & INTER	8	8
55	RIGHT HAND & VERTICAL	8	8
76	BEARINGS REAR LEFT HAND &	30	23
81	VERTICAL	30	19
82	BEARINGS REAR RIGHT HAND	30	19
	RINGS LOCKING FRONT END		
	BEARING INTER HAND WITH		
	COVER AND STUDS		
	BEARINGS RIGHT HAND WITH		
	COVER AND STUDS		
			7208

697 713

27 54 27 49

1775

ACK. DRIVE PLANT

2	ROVELS DETAILS	8
8	STARTS SHA BAND	8
12	THROWERS OIL	33
22	BEARING HOPE	30
23	BEARING START FORWARD	30
24	" " RARE	30
28	" " "	30
29	DRIVE, BEARING COMPLETE	8
39	SPRING FINISH	30
40	" "	30

CAMSHAFT

52	BEARING FRONT AND LITTLE LEFT	8
53	HAND	8
54	BEARINGS, FRONT & INNER	8
55	RIGHT HAND & VERTICAL	8
56	BEARINGS REAR LEFT HAND & VERTICAL	23
57	BEARINGS REAR RIGHT HAND	12
58	RINGS LOCKING FRONT END	7208
59	BEARING LEFT HAND WITH COVER AND STUDS	25
60	BEARING RIGHT HAND WITH COVER AND STUDS	30
61	BEARINGS VERTICAL WITH COVER AND STUDS	30
62	BEARINGS TACHOMETER DRIVE	30
63	BEARINGS COUPLING L. HAND MR. AND	30
64	" " VERTICAL	8
65	" FRONT TACH DRIVE VERTICAL	8
66	TAB. BEVEL WHEEL BUT VERTICAL	30

CAMSHAFT OIL FEED

135	CONNECTIONS RUBBER	60
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CAMSHAFT

143	BEARING TACHOMETER SPINDLE	40
155	BEARING COMPLETE	30
162	SPINDLE L. HAND & VERTICAL	40
205	BEARING TACHOMETER COIL SPRING	60

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REF.	DESCRIF ON	QTY REQ'D	QTY SUPP.
16755	PACKING	36	NA
602	BOLT SIZE C	18	18
24	Indicator, Triple revolution	6	NA
31	GENERATOR	9	NA
22	DRIVES, REVOLUTION	9	NA
272	GAUGE, OIL PRESSURE 10' 0"	4	"
631	" " 30' 0"	4	"
63	" " 13' 0"	4	"
986	NUTS	13	"
722	COCKS	9	9
697	GASKET	27	27
713	"	54	49
	<u>AUX. DRIVE SHAFT</u>		
2	BOVELS DOVALS	8	8
8	SHAFTS STANDARD	8	8
18	THROWSERS OIL	30	23
	<u>BENDIX DRIVE</u>		
22	BUSHES SHAFT FORWARD	30	30
23	" " REAR	30	30
24	" " "	30	NA
28	DRIVE, BENDIX COMPLETE	8	NA
39	SPRING PLIION	30	17
40	" "	30	25
	<u>CAMSHAFT</u>		
52	BEARING FRONT AND INTER LEFT	8	8
53	HAND	8	8
54	BEARINGS, FRONT & INTER	8	8
	RIGHT HAND & VERTICAL	8	8
	BEARINGS REAR LEFT HAND &	8	8
	VERTICAL	8	8
55	BEARINGS REAR RIGHT HAND	30	23
76	RINGS LOCKING FRONT END	30	19
81	BEARING LEFT HAND WITH	30	29
	COVER AND STUDE	30	29
82	BEARINGS RIGHT HAND WITH	30	29
	COVER AND STUDE	30	29
83	BEARINGS VERTICAL WITH COVER	30	25
	AND STUDE	30	25

AUX. DRIVE SHAFT

2	BOVELS DOVALS	8	49
8	SHAFTS STANDARD	8	
18	THROWERS OIL	30	23

BENDIX DRIVE

22	BUSHES SHAFT FORWARD	30	
23	" " REAR	30	
24	" " "	30	NA
28	DRIVE, BENDIX COMPLETE	8	NA
39	SPRING PLIION	30	17
40	" "	30	25

CAMSHAFTBEARING FRONT AND INTER LEFT

52	HAND	8	
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BEARINGS, FRONT & INTERRIGHT HAND & VERTICALBEARINGS REAR LEFT HAND &VERTICALBEARINGS REAR RIGHT HANDRINGS LOCKING FRONT ENDBEARING LEFT HAND WITHCOVER AND STUDSBEARINGS RIGHT HAND WITHCOVER AND STUDSBEARINGS VERTICAL WITH COVERAND STUDSBEARINGS TECHOMETER DRIVEBUSHES COUPLING L. HAND & R. HAND" " VERTICAL" FRONT TACH DRIVE VERTICALTAB. REVEL WHEEL NUT VERTICALCAMSHAFT OIL FEED

135	CONNECTIONS RUBBER	60	
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CARBURETTOR

143	BUSHES THROTTLE SPINDLE	40	
155	FLOAT COMPLETE	30	
192	SPINDLE L. HAND R. HAND VERTICAL	40	
205	WASHERS ECONOMISERS COIL SPRING	60	

REF.	DESCRIPTION	QTY	BRAND	ITEM SUPPLIER
204	WASHERS ECONOMISER POOD			
	HOLE	60		60
205	WASHERS MAYNET HOLE RING			
	SCREW	120		120
206	WASHERS NEEDLE VALVE			
207	"	90		63
208	"	90		90
209	"	90		90
210	"	90		90
211	"	90		90
212	"	90		90
213	"	90		90
214	"	90		90
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REF.	DESCRIPTION	QTY	REF'D	QTY SUPPLIED
204	WASHERS ECONOMISER FOOD HOLE	60		60
205	WASHERS MAINJET HOLE PLUG SCREW	120		120
206	WASHERS NEEDLE VALVE	90		63
207	" PILOT JET	90		90
208	PILOT JET CAP NUT	90		90
209	THROTTLE LEVER SPACING VERTICAL	30		27
210	THROTTLE LEVER SPACING L.HAND R. HAND	36		36
237	JOINTS CARBURETTOR	90		90
238	JOINTS MANIFOLD	50		60
<u>GLUTCH AND REVERSE GEAR</u>				
232	BOVELS DRIVING	8		5
353	BOVEL	8		8
254	" CENTER	8		NA
250	" REVERSE	8		8
269	" SMALL	50		30
364	SPIDER	8		6
281	BUSHES APT. HOUSING	30		21
282	" SLING PLUTE	30		NA
283	" BEARING COVER	30		26
284	" FORWARD HOUSING	30		21
285	" OPERATING PLUNGER	30		21
313	OILSEAL OPERATING SHAFT	40		40
314	" REVERSE SHAFT	30		9
353	LINING, BRAKE BAND	30		30
356	LINKS TOGGLE	1		108
379	PLACES DISTANCE EYE BOLT	60		NA
380	" " ROLLER TRACK	1		NA
381	" " "	120		14
383	PINS ADJUSTING RING PLUNGER	90		NA
400	" OPERATING COLLER	90		NA
413	TOGGLE LINK PLUNGER	90		35
414	PINS NUTS	60		35
420	PLATES CLUTCH DRIVEN	1		118
421	" " DRIVING	1		4
422	" " "	1		144
423	" " THICK	30		30

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90
60

90
50

JOINTS CARBURETOR
JOINTS MANIFOLD

GLUTCH AND REVERSE GEAR

232	BOVELS DRIVING	8
353	BOVEL	8
254	"	8
250	"	8
269	"	50
364	SPIDER	8
281	BUSHES APT. HOUSING	30
282	"	30
283	"	30
284	"	30
285	"	30
313	OILSEAL OPERATING SHAFT	40
314	"	30
353	LINKING, BRAKE BAND	30
356	LINKS TOGGLE	30
379	PLACES DISTANCE EYE BOLT	60
380	"	1
381	"	120
383	PINS ADJUSTING RING PLUNGER	90
400	"	90
413	TOGGLE LINK PLUNGER	90
414	PINS NUTS	60
420	PLATES CLUTCH DRIVEN	1
421	"	1
422	"	1
423	"	30
425	"	30
437	PLUNGERS ADT. RING	90
438	"	90
439	"	90
452	"	30
451	"	90
466	"	8
467	"	30
468	"	90
469	"	30
471	"	60
512	"	50
513	"	30
514	"	120
515	"	1

JOINTS CARBURETOR 90
JOINTS MANIFOLD 50

GLUTCH AND REVERSE GEAR

BOVELS DRIVING 8
BOVEL 8
" 8
" 8
" 50
SPIDER 8
BUSHES APT. HOUSING 30
" 30
" 30
" 30
" 30
OILSEAL OPERATING SHAFT 40
" 30
LINKING, BRAKE BAND 30
LINKS TOGGLE 30
PLACES DISTANCE EYE BOLT 60
" 1
" 120
PINS ADJUSTING RING PLUNGER 90
" 90
TOGGLE LINK PLUNGER 90
PINS NUTS 60
PLATES CLUTCH DRIVEN 1
" 1
" 1
" 30
" 30
" 90
" 90
" 30
" 90
" 8
" 30
" 90
" 30
" 60
" 50
" 30
" 30
" 120
" 1

JOINTS CARBURETOR 90
JOINTS MANIFOLD 50

GLUTCH AND REVERSE GEAR

BOVELS DRIVING 8
BOVEL 8
" 8
" 8
" 50
SPIDER 8
BUSHES APT. HOUSING 30
" 30
" 30
" 30
" 30
OILSEAL OPERATING SHAFT 40
" 30
LINKING, BRAKE BAND 30
LINKS TOGGLE 30
PLACES DISTANCE EYE BOLT 60
" 1
" 120
PINS ADJUSTING RING PLUNGER 90
" 90
TOGGLE LINK PLUNGER 90
PINS NUTS 60
PLATES CLUTCH DRIVEN 1
" 1
" 1
" 30
" 30
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" 8
" 30
" 90
" 30
" 60
" 50
" 30
" 30
" 120
" 1

ITEM	DESCRIPTION	QTY	UNIT
516	PUSHES W/ASE - IN	1	
526	RINGS STANDARD	1	
527	RINGS STANDARD (EISIMO)	2	
531	" SCRAPES STANDARD	2	
532	WASHER CAP	10	
			1440
540	CRANE CASE		
	BEARINGS FRONT RIM IN TOP		
	AND BOTTOM	30	
507	PACKING GLAND UNION	60	
369	RETAINER OIL FRONT BEARINGS	30	
			17
			90
			14
584	BEARINGS COVER		
585	PUSHES W/ASE. DRIVE SHAFT	30	
596	OIL PUMP DRIVE NUTS	120	
	PUSHES OIL PUMP DRIVE		30
	WHEEL FLAIN		60
527	PUSHES WATER PUMP DRIVING SHAFT	120	
592	SEALS, DRIVING OIL WATER PUMP	30	
			87
			16
603	CRANE SHAFT		
608	BEARINGS FRONT STANDARD	30	
615	" INTERMEDIATE	90	
624	" REAR	30	
623	GRANDSCHAFTS	30	
	PUSHER WITH INTER BEARINGS	90	
			NA
			6
			7
			2
			34
647	CYLINDERS		
648	Cylinders	1	
651	CLIPS JOINT RINGS	2	
550	PACKING SCOURING	4	
552	NUTS COUPLING	4	
553	PIECES DISTANCE	4	
654	RINGS JOINT, OIL TO CRANKCASE	4	
655	RINGS RUBBER BETWEEN PACKINGS	2	
			31
			292
			576
			130
			331
			288
			288
656	BEARINGS		
658	GUIDES EXHAUST	90	
659	" TUBET	120	
663	PUSHER OIL FRONT COVER	150	
			90
			120
			150
			7200

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556	SEALINGS	30
558	GUIDES LUBRATOR	100
559	" INLET	100
563	JOINTS GASK VOLT COVER	100
564	" " BR MACHICOLD	2
565	" " WATER OUTLET FLANGE	2
569	SEALINGS EX VALVE	30
570	" " IN.	3
576	UNION INLET WATER	5
577	" " OUTLET	100
1231	DYNAMO DRIVE	130
1257	HOUSING ADAPTER	30
1258	ADAPTER DYNAMO SPEEDOMETER	30
1259	COMP DYNAMO DRIVE	30
1256	KEY DRIVING GEAR	30
1259	NUT EXTENDED DYNAMO	30

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REF.	DESCRIPTION	QTY DEM'D	QTY SUPPLIED
516	BUSHES WRIST PIN	1	132
586	RINGS STANDARD	1	144
587	RINGS STANDARD (PISTON)	2	288
531	" SCRAPER STANDARD	2	288
532	WASHER TAB	10	1440
540	<u>CRANK CASE</u>		
	BEARINGS FRONT PIN IN TOP AND BOTTOM	30	11
507	PACKING GLAND UNION	90	90
369	RETAINER OIL FRONT BEARINGS	30	14
584	<u>REAREND COVER</u>		
	BUSHES AUX. DRIVE SHAFT	30	30
585	OIL PUMP DRIVE WHEELS	120	120
586	BUSHES OIL PUMP DRIVE WHEEL PLAIN	60	60
587	BUSHES WATER PUMP DRIVING GEAR	120	87
592	GEARS, DRIVING OIL WATER PUMP	30	16
603	<u>CRANE SHAFT</u>		
	BEARING FRONT STANDARD	30	NA
608	" INTERMEDIATE	90	6
615	" REAR	30	7
624	CRANKSHAFTS	30	2
623	PUSHER WITH INTER BEARINGS	90	31
647	<u>CYLINDERS</u>		
	Cylinders	1	31
648	CLIPS JOINT RINGS	2	288
651	PACKINGS COUPLING	4	576
650	NUTS COUPLING	4	130
652	PIECES DISTANCE	4	331
654	RINGS JOINT, CYL TO CRANKCASE	2	288
655	RINGS RUBBER BETWEEN JACKETS	2	288
656	<u>CYLINDER HEAD</u>		
	BEARINGS	90	12908
658	GUIDES EXHAUST	120	180
659	" INLET	180	180
660	VALVES GASE HOPE COVER	2	288

<u>REAREND COVER</u>			
584	BUSHES AUX. DRIVE SHAFT	30	30
585	OIL PUMP DRIVE WHEELS	120	120
586	BUSHES OIL PUMP DRIVE	60	60
	WHEEL PLAIN	87	87
587	BUSHES WATER PUMP DRIVING GEAR	120	120
592	GEARS, DRIVING OIL WATER PUMP	30	16
<u>CRANE SHAFT</u>			
603	BEARING FRONT STANDARD	30	NA
608	" INTERMEDIATE	90	6
615	" REAR	30	7
624	CRANKSHAFTS	30	2
623	PUSHER WITH INTER BEARINGS	90	31
<u>CYLINDERS</u>			
647	Cylinders	1	31
648	CLIPS JOINT RINGS	2	288
651	PACKINGS COUPLING	4	576
650	NUTS COUPLING	4	130
652	PIECES DISTANCE	4	331
654	RINGS JOINT, CYL TO CRANKCASE	2	288
655	RINGS RUBBER BETWEEN JACKETS	2	288
<u>CYLINDER HEAD</u>			
656	BEARINGS	90	12908
658	GUIDES EXHAUST	120	180
659	" INLET	180	180
663	JOINTS CASE HOLE COVER	2	288
664	" Ex MANIFOLD	2	288
665	" WATER OUTLET FLANGE	90	90
669	SEATINGS EX VALVE	3	432
670	" In. "	5	357
676	UNION INLET WATER	180	180
677	" OUTLET "	130	109
687	<u>DYNAMO DRIVE</u>		
57	HOUSING ADAPTER	30	NA
55	ADAPTER DYNAMO SPRECHET	30	4
55	CORR DYNAMO DRIVE	30	NA
55	KEY DRIVING GEAR	30	NA
55	NUT EXTENDED DYNAMO	30	NA

REF.	DESCRIPTION	QTY ORDERED	QTY SUPPLIED
361	NUT HOLDING STUDS	180	180
1 260	PIECE, DISTANCE ADAPTERS	30	30
1261	PLW, ADAPTOR SET	50	10
1262	" DYWIDAG NUT LOCKING	30	16
1263	PLATE INSTRUCTIONS	30	30
1264	STROGENT DYNAMO	30	30
1265	STUD HOUSING	180	"
1266	PLATE DYWIDAG BEAR RETAINING	20	30
	WASHER HOUSING STUD	180	30
	EXHAUST BOX		
	JOINTS COVER PLATE	2	104
698	" EXHAUST OUTLET FLANGE	90	90
699	" INSPECTION PLATE	2	33
700	" WATER OUTLET FLANGE	90	14
	INDUCTION		
729	JOINTS COVER PLATE	90	90
730	" INDUCTION FINS	90	90
731	SPINNER SET	90	46
	MAGNETO DRIVE		
763	BEARINGS	180	34
764	LOWRIS DRIVING SPINDLE	120	3
765	BUSHES BEARING INNER	120	120
766	" " OUTER	120	99
769	SPINDLE DRIVING	60	34
770	" "	60	60
	OIL FUEL STRAINER		
792	ELEMENT OIL FILTER	30	30
784	OIL STRAINER PRESSURE		
	PUMP SECTION		
783	GAUGES FUEL STRAINER	30	11
785	OIL STRAINER PRESSURE SUCTION	30	30
797	RINGS CLAMP	30	4
799	STRINGS PUMP SUCTION	30	15
	PRESSURE SUCTION		
	OIL PUMP	30	8
814	PUSHES AUX. DRIVE SHAFT	30	30
585	" OIL PUMP BEARING	120	120
315	" " COVER	120	120
316	" PRESSURE PUMP COVER	30	30
321	ELEMENT FILTER	30	30
322	FILTERS OIL PUMP TO ENGINE	30	30

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700	" WATER OUTLET FLANGE	90	33
700	INDUCTION	90	14
729	JOINTS COVER PLATE	90	90
730	INDUCTION PINS	90	90
731	THIMER JET	90	45
763	MAGNETO DRIVE	180	88
764	BEARINGS	120	3
765	MOVABLE DRIVING SPINDLE	120	110
766	BUSHES BEARING INNER	120	80
766	" " OUTER	60	84
769	SPINDLE DRIVING	60	60
770	" "	30	20
792	OIL FUEL STRAINER	30	11
794	ELEMENT OIL FILTER	30	30
794	OIL STRAINER PRESSURE	30	4
794	PUMP SECTION	30	15
793	GAUGES FUEL STRAINER	30	8
785	OIL STRAINER PRESSURE SUCTION	30	30
797	RINGS CLAMP	30	11
799	STRINGS PUMP SUCTION	30	15
814	PRESSURE SUCTION	30	30
814	OIL PUMP	30	30
814	FUSHERS AUX. DRIVE SHAFT	30	30
815	" OIL PUMP BEARING	120	120
815	" " COVER	120	120
816	" PRESSURE PUMP COVER	30	30
821	ELEMENT FILTER	30	30
822	FILTERS OIL PUMP TO ENGINE	30	30
845	CHAINS RAYBOLDS	30	30
848	GAUGES OIL FILTER	30	30
850	INDICATOR OIL (NOTHERMAN BIA)	30	30
861	SEATS BALL VALVE	30	30
884	SCREENS CHAIN WHEEL	240	240
885	STRINGS? BALL VALVE	30	30
887	" CHAIN WHEEL INT TOOKING	30	3
895	BALL VALVE	210	15
897	WHEELS CHAIN	30	60
900	OIL PUMP GEARS	30	12
900	GEARS FOR NON FIRE SUPE	30	12
901	" " SCAVENGE	30	30
902	" " DRIVING PRESSURE	30	27
903	" " SCAVENGE	30	30

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REF.	DESCRIPTION	QTY REQ'D	QTY SUPPLIED
361	NUT HOUSING STUDS	180	180
1260	PIECE, DISTANCE ADAPTORS	30	NA
1261	PIN, ADAPTOR SET	50	10
1262	" DYNAMO NUT LOCKING	30	6
1263	PLATE INSTRUCTIONS	30	NA
1264	SPROCKET DYNAMO	30	NA
1265	STUD HOUSING	30	"
1266	WASHER DYNAMO GEAR RETAINING	180	NA
	WASHER HOUSING STUDS	20	20
	EXHAUST BOY	180	
698	JOINTS COVER PLATE	2	104
699	" EXHAUST OUTLET FLANGE	90	90
700	" INSPECTION PLATE	8	33
	" WASHER OUTLET FLANGE	90	14
	INDUCTION		
729	JOINTS COVER PLATE	90	90
730	" INDUCTION PINS	90	90
731	PRIMER JET	90	46
	MAGNETIC DRIVE		
763	BEARINGS		
764	BOVETS DRIVING SPINDLE	180	NA
765	BUSHES BEARING INNER	120	3
766	" " OUTER	120	120
769	SPINDLE DRIVING	120	89
770	" "	60	NA
	OIL FUEL STRAINER	60	60
792	ELEMENT OIL FILTER		
794	OIL STRAINER PRESSURE	30	30
	PUMP SECTION		
783	GAUGES FUEL STRAINER	30	11
785	OIL STRAINER PRESSURE SUCTION	30	30
797	RINGS CLAMP	30	4
799	SPRINGS PUMP SUCTION	30	15
	PRESSURE SUCTION		
	OIL PUMP	30	8
814	BUSHES AUX. DRIVE SHAFT	30	30
585	" OIL PUMP BEARING	120	120
315	" " COVER	120	120
316	" PRESSURE PUMP COVER	30	30
321	ELEMENT FILTER	30	30
322	FILTERS OIL PUMP TO ENGINE	30	30
345	?	30	730

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699	" INSPECTION PLATE	8	33
700	" WATER OUTLET FLANGE	90	14
	<u>INDUCTION</u>		
729	JOINTS COVER PLATE	90	90
730	" INDUCTION PINS	90	90
731	PRIMER JET	90	46
	<u>MAGNETO DRIVE</u>		
763	BEARINGS	180	NA
764	BOVELS DRIVING SPINDLE	120	3
765	BUSHES BEARING INNER	120	120
766	" " OUTER	120	89
769	SPINDLE DRIVING	60	NA
770	" "	60	60
	<u>OIL FUEL STRAINER</u>		
792	ELEMENT OIL FILTER	30	30
794	OIL STRAINER PRESSURE		
	<u>PUMP SECTION</u>		
783	GAUGES FUEL STRAINER	30	11
785	OIL STRAINER PRESSURE SUCTION	30	30
797	RINGS CLAMP	30	4
799	SPRINGS PUMP SUCTION	30	15
	<u>PRESSURE SUCTION</u>		
	<u>OIL PUMP</u>		
814	BUSHES AUX. DRIVE SHAFT	30	30
585	" OIL PUMP BEARING	120	120
315	" " COVER	120	120
316	" PRESSURE PUMP COVER	30	30
321	ELEMENT FILTER	30	30
322	FILTERS OIL PUMP TO ENGINE	30	30
345	?	30	30
348	CHAINS RAYNOLDS	30	30
358	GAUZES OIL FILTER	30	10
361	INDICATOR OIL (NOTLERN BL)	30	30
884	SEATS BALL VALVE	240	240
885	SLEEVE CHAIN WHEEL	30	30
886	SPRINGS? BALL VALVE	240	3
57	" CHAIN WHEEL NUT TACKING	30	15
55	BALL VALVE	240	60
7	WHEELS CHAIN	30	12
	<u>OIL PUMP GEARS</u>		
	<u>GEARS FOR NON PRESSURE</u>		
	" " SCAVENGE	30	12
	" " SCAVENGE	30	30
	" " DRIVING PRESSURE	30	27
	" " SCAVENGE	30	30

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REF.	DESCRIPTION	QTY/ SUPP.
8667	SPIRAL DRIVING GEAR AND SPINDLE	NA
957	SHAFTS DRIVEN GEARS	NA
912	WHEELS DRIVEN PRESSURE PUMPS	12.
915	" DRIVING PRESSURE	5
924	" " PUMP	NA
916	" DRIVEN PRESSURE PUMPS	10
935	SIRING CAP LOCKING	30
937	VALVES OIL	30
	OIL & WATER COOLERS	30
	? OIL	30
	" WATER	30
971	RINGS JOINT	30
972	" "	30
	METER GEAR	30
1002	GAUGES	30
1009	CANSHATT	60
1011	DIAPHRAM	27
1013	DISCS IN LIT VALVE	30
1010	SPINDLER DIAPHRAM	60
1044	STRINGS DIAPHRAM	NA
1045	" LEVER	60
1046	" "	60
1047	BEARINGS PUMP SPINDLE	60
1055	BUSHES DRIVER SHAFT	60
1054	" DRIVING SHAFT	NA
1055	DRIVING SPINDLE FRONT	30
1056	" " REAR	30
1067	CABIN DRIVING	30
1069	CLIPS PINS FOLT	30
1070	SEARS DRIVING	30
1075	GEAR YALE	120
1076	? SPINDLE	50
1077	SHAFTS DRIVING	4
1099	SHAFTS YALE	30
1100	SPINDLER	30
1101	STRINGS VALVE EXTERNAL	30
1112	" " INTERNAL	245
1113	WATER SYCOLOM	50
1112 651	PACKING COUPLING	240
1157		250

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972	"	"	30	30
	METER GEAR		30	30
1008	GAUGES		30	30
1009	CAM SHAFT		60	60
1011	PISTON		60	27
1013			30	30
1019	DISCS IN IIT VALVE		60	60
1044	SPINDLE DIAPHRAM		NA	NA
1045	SPRINGS DIAPHRAM		60	60
1046	"		60	60
1047	LEVER		60	60
1055	"		60	60
1055	BEARINGS PUMP SPINDLE		60	NA
1054	BUSHES DRIVER SHAFT		30	30
1055	"		30	30
1056	DRIVING SHAFT		30	30
1067	DRIVING SPINDLE FRONT		30	30
1067	"		30	30
1069	REAR		30	30
1070	CAM DRIVING		30	30
1070	CLIPS PINS BOLT		30	30
1075	SEARS DRIVING		30	30
1076	GEAR YALT		120	120
1077	"		60	60
1099	? SPINDLE		30	4
1100	SHAFTS DRIVING		30	30
1101	SHAFTS YALT		30	30
1101	SPINDLE		30	30
1112	SPRINGS VALVE EXTERNAL		10	245
1113	"		10	50
	WATER SYSTEM			
1112 051	PACKING COUPLING		240	240, 72
1157	"		120	120
1156	"		240	240
1152	"		4	572
1160	"		30	30
1161	"		30	30
	WATER PUMP			
1188	STRAINER		30	30
1199	SPINDLE		30	10

REF.	DESCRIPTION	QTY. REQ'D	QTY. SUPP.
864X	<u>SPIRAL DRIVING GEAR AND SPINDLE</u>		
967	SHAFTS DRIVEN GEARS	30	NA
912	WHEELS DRIVEN PRESSURE PUMPS	30	NA
915	" DRIVING PRESSURE	30	12
924	" " PUMP	30	NS
916	" DRIVEN PRESSURE PUMPS	30	NA
935	SPRING CAP LOCKING	30	10
937	VALVES OIL	30	30
	<u>OIL & WATER CODLERS</u>		
	? OIL	30	NA
	" WATER	30	NA
971	RINGS JOINT	30	30
972	"	30	30
	<u>METER GEAR</u>		
1008	GAUGES	30	30
1009	CAMSLAVE	50	60
1011	DIAPHRAM	60	27
1013		30	30
1010	DISCS IN LIT VALVE	60	60
1044	SPINDLER DIAPHRAM	60	NA
1045	SPRINGS DIAPHRAM	60	60
1046	" LEVER	60	60
1047	"	60	60
1055	BEARINGS PUMP SPINDLE	60	NA
1054	BUSHES DRIVER SHAFT	30	30
1055	" DRIVING SHAFT	30	30
1056	DRIVING SPINDLE FRONT	30	30
1067	" REAR	30	30
1069	CABIN DRIVING	30	30
1070	CLIPS PINS BOLT	30	30
1075	SEARS DRIVING	120	120
1076	GEAR YALE	60	60
1077	? SPINDLE	30	4
1099	SHAFTS DRIVING	30	30
1100	SHAFTS YALE	30	30
1101	SPINDLER	30	30
1112	SPRINGS VALVE EXTERNAL	10	245
1113	" INTERNAL	10	50
	<u>WATER SYSTEM</u>		
DDX 651	PACKING COUPLING	240	240

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971	"	WATER	30	NA
972	"	RINGS JOINT	30	30
	"	"	30	30
		<u>METER GEAR</u>		
1008		GAUGES	30	30
1009		CAM SHAFT	50	60
1011		DIAPHRAM	60	27
1013			30	30
1010		DISCS IN LIT VALVE	60	60
1044		SPINDLER DIAPHRAM	60	NA
1045		SPRINGS DIAPHRAM	60	60
1046		" LEVER	60	60
1047		"	60	60
1055		BEARINGS PUMP SPINDLE	60	60
1054		BUSHES DRIVER SHAFT	60	NA
1055		" DRIVING SHAFT	30	30
1056		DRIVING SPINDLE FRONT	30	30
1067		" REAR	30	30
1069		CABIN DRIVING	30	30
1070		CLIPS PINS BOLT	30	30
1075		SEARS DRIVING	30	30
1076		GEAR YALE	120	120
1077		? SPINDLE	60	60
1099		SHAFTS DRIVING	30	4
1100		SHAFTS YALE	30	727
1101		SPINDLER	30	30
1112		SPRINGS VALVE EXTERNAL	30	30
1113		" INTERNAL	10	245
		<u>WATER SYSTEM</u>	10	50
XU2 651		PACKING COUPLING	240	240
1157		"	120	120
1156		"	220	240
1152		"	4	572
1160		" GLAND	30	30
1161		" PIPE ON BRACKET	30	30
		<u>WATER PUMP</u>		
88		STRAINER	30	30
98		SPINDLE	30	18

2344-7157

Split lines

QTY	ITEM	UNIT	PRICE	TOTAL
1	Rubber strip 1" x 1/16"		2.00	2.00
2	Perapex windows		2.00	4.00
1	Chain Reynolds		25.00	25.00
1	Chain connecting links		15.00	15.00
668	Saddle Kruss D.N. 4"		2.00	1336.00
669	" " D.N. 5/16"		1.00	669.00
670	" " D.N. 3/8"		2.00	1340.00
671	" " D.N. 7/16"		1.00	1341.00
675	Torque Rod Assembly		1.00	1342.00
229	" "		1.00	1343.00
231	" "		1.00	1344.00
233	" "		1.00	1345.00
234	" "		1.00	1346.00
235	" "		1.00	1347.00
236	" "		1.00	1348.00
237	Auxiliary Steering Shaft		1.00	1349.00
143	Rudder port		1.00	1350.00
144	Rudder starboard		1.00	1351.00
145	Rudder centre		1.00	1352.00
260	Grease Fieldam packing 5/16" sq.		1.00	1353.00
700	Coiler		1.00	1354.00
-	Bearings Rudder Bottom P and S.		1.00	1355.00
-	Bearings Top Rudder		1.00	1356.00
-	Bearings Rudder Centre		1.00	1357.00
-	Teleflex Cable No. 3		1.00	1358.00
-	Teleflex Conduit No. 3		1.00	1359.00
-	Joint Drive		1.00	1360.00
-	Clamp connections Connections		1.00	1361.00
-	Grease Connections		1.00	1362.00
271	Throttle w/y shaft assembly		1.00	1363.00
-	Awal Ball joint		1.00	1364.00
272	Push pull rod assembly		1.00	1365.00
273	Adjuster rod		1.00	1366.00
274	Prop. shaft assembly centre		1.00	1367.00
146	Keys		1.00	1368.00
-	Nuts		1.00	1369.00
3	Split pins		1.00	1370.00
-	Prop. shaft assembly (P. and S.)		1.00	1371.00
2	Split pins		1.00	1372.00
-	Propellers		1.00	1373.00
-	Stem tube assembly		1.00	1374.00
-	Clamp nut		1.00	1375.00
-	Back ring		1.00	1376.00
-	White metal bearing		1.00	1377.00
-	Adaptors water inlet		1.00	1378.00
-	Bolts		1.00	1379.00
-	Bolts		1.00	1380.00
-	Bolts		1.00	1381.00
-	Bolts		1.00	1382.00
17	Washers		1.00	1383.00
713	Washers		1.00	1384.00
-	Nuts		1.00	1385.00
-	Locknuts		1.00	1386.00
5	"P" Brackets		1.00	1387.00
648	Cudless Bearing		1.00	1388.00
-	Crab screws		1.00	1389.00

Section	Pt. No.	Ref. No.	Nomenclature	Qty.	INAGULTIES
41C	140x576	-	Bolts	12	Each
	262x5	717	Washers	12	"
	166x4	-	Nuts	12	"
	182x4	-	Locknuts	12	"
	140x564	-	Bolts	4	"
	140x560	-	Bolts	4	"
	901290	-	Collars	3	"
	901289	-	Collars	1	"
	901422	-	Coupling Assembly	4	"
	346x503	721	Coupling	1	"
	906800	-	Power 500 H.P. Vee Drive	1	"
	514x202	724	Hardy Spicer Shaft Assembly	2	"
	970636	-	Bolts	4	"
	197x4	181	Nuts	10	"
	903417	-	Washers	10	"
	232x4	67	Washers	10	"
	257x43	727	Pins split	10	"
	419174	-	Inlet skin fitting	3	"
	419186	-	Inlet skin fitting	3	"
	208351	-	Rubber Hose	4	"
	34x29	-	Linolite slips	6	"
	427.251	-	Generator Unit	1	"
	427.252	-	Layshaft unit	1	"
	427.761	197	Pump Parsons 1" industrial	1	"
	502077	-	Belt	3	pieces
	583x104	131	Studs Engine H/D.	24	Each
	484x107	92	Pipe	1	"
	484x103	93	Pipe	1	"
	484x108	94	Pipe	1	"
	437.5	95	"	1	"
	437.6	96	"	1	"
	437.7	97	"	1	"
	484x111	96	"	1	"
	484x112	93	"	1	"
	484x110	100	"	1	"
	437.16	101	"	1	"
	437.17	102	"	1	"
	437.12	110	"	1	"
	437.11	103	"	1	"
	335x150	747	Exhaust junction box assembly	1	"
	910360	-	Cover plate	1	"
	335x171	282	Exhaust junction box assembly	4	"
	901387	-	Inspection cover plate	2	"
	901719	-	Gasket	3	"
	901705	-	Joint	6	"
	365x164	-	Elbow	1	"
	365x165	-	Elbow	2	"
	901000	-	Adaptor	3	"
	902460	-	Plug 1" gas	3	"
	434x16	-	R.R. Hose	3	"
	134x20	-	R.R. Hose	4	"

[illegible]

Section	Pt. No.	Ref.	Description	Qty.	Unit	INABILITIES
412	346x73	12	Valves	4	Each	4
	346x74	11	Spindles	4	"	4
	512x60	112	Seoos	4	"	4
	989551		Thermostats	1	"	1
	346x321	104	Oil Cooler Assembly	2	"	2
	901379		Cover, outlet and	3	"	3
	902765		Gasket	3	"	3
	902766		Joint ring	3	"	3
	902764		Joint ring	3	"	3
	901380		Cover inlet and	2	"	2
	346x313	297	Element	1	"	1
	346x351	105	Oil Cooler Assembly	1	"	1
	346x345	299	Element	1	"	1
	346x352	106	Oil Cooler Assembly	1	"	1
	523x6	916	Superflexit	1	"	1
	523x7	917	"	1	"	1
	346x36	-	Cock	1	"	1
	523x8	924	Pipe superflexit	1	"	1
	523x4	502	"	1	"	1
	383x6	147	Filter petrol	1	"	1
	383x7	925	Capa for petrol filter	1	"	1
	523x10	26	Pipe superflexit	1	"	1
	48x.15	953	Pipe 0.5" skin fittings	1	"	1
	48x.24	957	"	1	"	1
	48x.34	941	"	1	"	1
	48x.44	945	"	1	"	1
	48x.54	949	"	1	"	1
	48x.65	954	"	1	"	1
	52x51	958	Self bailer fitting outer	2	"	2
	48x.209	-	Bilge pump Ford	1	"	1
	48x.528	316	Bilge pump aft.	1	"	1
	346x361	107	Cooler water	1	"	1
	346x371	108	Cooler water	1	"	1
	346x372	109	Cooler water	1	"	1
	346x363	327	Element	2	"	2
	346x375	328	Element	1	"	1
	1509		Plugs sparking	1	"	1
	1790		Wagier Lion Major Overhaul Tool Kit	1	"	1

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785017

ORIGINAL SPARE FOR 68' H. L.'s (CTI.2)

<u>Pt. No.</u>	<u>Nomenclature</u>	<u>Qty.</u>	<u>INABILITIES</u>
94E.305	Dynamos	2	1 2 8
972x303	Starter	2	1
970x51	Solenoid	1	1
94X521	Tachometer generator	1	1
941764	Screening can	1	1
894x103	Horn	1	1
94X801	Auxiliary dynamo	1	1
994x1	Kent Clearview Screen	1	1
CVS/XVI/5	Disc	4	1
CVS/XVI/9	Belt	1	1
CVS/XVI/18	Brushes	1	1 sets
L54x3	Chernukhef log. c/w cable	1	1
974x1	Switch	2	1
* 974x4	Switch	1	1
974x21	Switch	1	1
974x54	"	1	1
974x51	"	1	1
974x75	"	1	1
974x41	"	1	1
974x52	"	1	1
974x53	"	1	1
878x1	Fuse	15	1
878x2	"	3	1
878x3	"	18	1
878x4	"	3	1
878x5	"	3	1
878x6	"	3	1
954x1	Rheostat	3	1
954x2	"	3	1
810x5	Ammeter	2	1
810x2	"	1	1
810x6	"	1	1
858x32	Boost coil	1	1
990x1	Voltmeter	1	1
898x11	Tachometer	1	1
882x3	Generator	1	1
	Switch		1

7 204

5.172 H

* 974 x 71

68 Ft. U.S.I. (2 off)

INSTRUMENTS

<u>Part No.</u>	<u>Description</u>	<u>Qty.</u>	<u>Remarks</u>
391X52	Oil Temp gauge 10"0"	3	-
391X56	" " " 30"0"	1	-
391X54	" " " (Reserve gear) 20"0"	3	-
391X53	"V" Drive box Temperature gauge 15"0"	1	-
391X55	Temp gauge 25"0"	2	-
47E24	Petrol gauge 260 Galls	2	2
47E44	" " 326 "	2	2
47E64	" " 485 "	1	1
10L008	Rev. Drive	4	4
46F161	Gauge oil pressure 10"0"	1	-
46F102	" " " 15"0"	1	-
46F103	" " " 30"0"	1	-

WAC

7262

ONE YEAR'S SPARE PARTS FOR 6. - 63' E.S.L.'s (Engines & Accessories)

Declassified E.O. 12356 Section 3.3/RND No.

785017

QTY.	DESCRIPTION	QTY.	INABILITIES
6	Propeller type SP.38	6	6
6	Bracket (P)	6	3
6	Bearing Outlass	6	22
24	Setcrew Outlass Bearing	24	36
36	Bolt "up" Bracket	36	36
36	Bolt "up" Bracket	36	36
2	Bolts "up" Bracket	2	2
2	Stern tube assembly	2	2
144	Stern tube assembly	144	144
144	Nuts 3/8" D.C.F.	144	144
12	Locknuts 3/8" D.C.F.	12	12
12	Bolts 8/16 x 3/8	12	12
12	Bolts 7/8 x 3/8	12	12
12	Packing Gland	12	12
100 sq. ft.	Perspex	100 sq. ft.	100 sq. ft.
1	Cook	1	1
1	Cook	1	1
1	Cook	1	1
2	Shaft Prop. assy	2	2
2	Shaft Prop. assy	2	2
12	Keys	12	12
12	Washers	12	12
12	Nuts	12	12
12	Nuts	12	12
12	Pins Split	12	12
12	Pins Split	12	12
6	Key coupling	6	6
3	Kings split	3	3
3	Coupling	3	3
2	Rudder Port	2	2
2	Rudder Stbd.	2	2
2	Rudder Port	2	2
2	Bearings rudder	2	2
12	Bolts	12	12
72	Nuts	72	72
24	Locknuts	24	24
4	Bearings	4	4
12	Bolts	12	12
12	Gland nut	12	12
6	Ring neck	6	6
6	Ring sealing	6	6
12	Bearings	12	12
24	Screws	24	24
24	Washers	24	24
1	Tank Oil port	1	1
2	Tanks Oil	2	2
3	Class oil tank gauge	3	3
3	Thermocstat	3	3

182	Bolts 7/8 x 3/8	12	12	100 sq ft	12	12	100 sq ft
756	Packing Gland	12	12		12	12	
572	Perspx	12	12		12	12	
629	Cock	12	12		12	12	
436	Cock	12	12		12	12	
457	Cock	12	12		12	12	
1	Shaft Prop Assy	12	12		12	12	
2	Shaft Prop Assy	12	12		12	12	
146	Keys	12	12		12	12	
605	Washers	12	12		12	12	
986	Nuts	12	12		12	12	
149	Nuts	12	12		12	12	
5046	Pins Split	12	12		12	12	
707	Pins Split	12	12		12	12	
144	Key coupling	12	12		12	12	
143	Rings split	12	12		12	12	
338	Coupling	12	12		12	12	
142	"	12	12		12	12	
158	Rudder port	12	12		12	12	
160	Rudder Stbd	12	12		12	12	
159	Rudder Port	12	12		12	12	
161	Bearings rudder	12	12		12	12	
140	Bolts	12	12		12	12	
158	Nuts	12	12		12	12	
65	Locknuts	12	12		12	12	
14	Bearings	12	12		12	12	
49	Bolts	12	12		12	12	
132	Gland nut	12	12		12	12	
135	Ring neck	12	12		12	12	
134	Ring sealing	12	12		12	12	
319	Bearings	12	12		12	12	
284	Screws	12	12		12	12	
246	Washers	12	12		12	12	
380	Tank Oil part	12	12		12	12	
328	Tanks Oil	12	12		12	12	
458	Glass oil tank gauge	12	12		12	12	
271	Thermostat	12	12		12	12	
134	Cooler oil	12	12		12	12	
105	"	12	12		12	12	
106	"	12	12		12	12	
612	Filters petrol	12	12		12	12	
476	Cock petrol	12	12		12	12	
919	Cock petrol	12	12		12	12	
477	Tubing Superflexit	12	12		12	12	
302	Tubing Superflexit	12	12		12	12	
924	Tubing Superflexit	12	12		12	12	
551	Gasket	12	12		12	12	
107	Cooler water	12	12		12	12	
108	Cooler water	12	12		12	12	
109	Cooler water	12	12		12	12	
722	Cocks drain	12	12		12	12	
720	Block coupling pendulastic	12	12		12	12	
725	Plate	12	12		12	12	
225	Bolts S.S. special	12	12		12	12	
729	Bolts special	12	12		12	12	
724	Shaft	12	12		12	12	
726	Bolts	12	12		12	12	

INABILITIES.

QTY.

DESCRIPTION

QTY. REQ.

41L	557	Bolts	144	12	12
41L	762	Bolts	12	3	3
41L	558	Pipe	3	3	3
	559	Pipe	3	3	3
	560	Pipe	3	3	3
	77	Pipe	3	3	3
18Y	551	Pipe	27	5	5
-	697	Gasket	54	14	14
41L	713	Gasket	30	9	9
41L	755	Gasket	30	30	30
41L	193	Joint	30	9	9
41L	768	Cluster spring case	30	3	3
-	495	"	30	3	3
41L	92	Pipe	30	3	3
-	93	Pipe	30	3	3
-	94	Pipe	30	3	3
41L	10	Pipe	30	3	3
-	9	-	30	3	3
-	5	-	30	3	3
41L	200	Pipe	30	3	3
-	99	-	30	3	3
-	98	-	30	3	3
41L	6	-	30	3	3
-	7	-	30	3	3
-	11	-	30	3	3
-	12	-	30	3	3
-	576	Chain	30	3	3
-	577	"	30	3	3
-	578	"	30	3	3
41L	24	Link	30	3	3
-	804	Cock	30	3	3
41L	16753	Packing	30	3	3
41L	602	Belt sine G.	30	3	3
268	2279	Screws Brass	30	3	3
	2255	Screws Brass	30	3	3
	2248	Screws	30	3	3
	2191	Screws	30	3	3
	2264	Screws	30	3	3
	2176	Screws	30	3	3
	2206	Screws	30	3	3
29	1102	Nails Copper	30	3	3
	2056	"	30	3	3
	1058	"	30	3	3
35A	249	Paint anti Fouling	30	3	3

63ft. H.S.L. (6 off)

Instrument Components

Ref. No. (Sect. 412)	Instrument Component	Quantity	Remarks
24	Indicator, triple revolution	1	
21	Generator, "	1	
22	Drives, revolution	4	
272	Gauge, oil pressure 10"0"	4	
631	" " " 30"0"	4	
83	" " " 15"0"	4	
632	Thermometer water & oil 4"6"	6	
- 8	" " " 25"0" (see ref. 412/665)	6	
-	" " " 3"0"	6	
633	oil 27"0"	6	
634	stem gland 21"0"	3	
-	" " " 20"0" (see Ref. 412/664)	3	
-	" " " 25"0" (see Ref. 412/665)	3	
86	" " drive 9"0"	3	
25	reverse gear box 12"0"	3	
635	" " " 12"0"	3	
89	Gauge "Korect" depth 350 gall.	1	
90	" " " 220 "	1	
91	" " " 120 "	1	

Electrical Components

Section	Ref. No.	Instrument Component	Quantity	Remarks
162	NIV. 9803	Switch rotary 10 amp.	1	
	NIV. 15131	Plug 2 pin 5 amp	2	
	NIV. 15130	Socket 2 pin 5 amp.	2	
	NIV. 15148	Socket	2	
	NIV. 15147	Plug	2	
	NIV. 11594	Box signal and Junction	1	
	NIV. 11695	Box Junction	1	
	NIV. 11693	Box Junction	1	
	NIV. 11693	Box Junction	1	
	NIV. 15065	Box panel fuse	1	
	NIV. 15054	Box panel switch	1	
	NIV. 15459	Switch on-off	1	
	NIV. 15374	Rheostat	2	
	NIV. 15345	Ammeter	1	
	NIV. 15463	Worn	1	
	NIV. 5208	Dashlight	1	
37	NIV. 1808	Coil Booster	1	

Spares budgeting for one year for complete overhauls of 30 Major Engines in 63,
and 63, R.S. 1e.

All reference number quoted are in section 10Y unless otherwise stated

SECTION 10Y

AUX. DRIVE SHAFT

Ref. No.	Nomenclature	TOTAL	INAGILITIES
2	Devels Dovalo	8	-
8	Shafts Standard	8	-
13	Thorwerns Oil	30	7

REAR DRIVE

22	Bushes shaft for ward	30	-
23	" " Rear	30	-
24	" " "	30	30
28	Drive, Bendix Complete	8	8
39	Spring pinion	30	13
40	" "	30	5

CLAMP SHAFT

52	Bearing, front & Inter Left Hand	8	-
53	Bearings, front & Inter Right Hand & 2 stars	8	-
54	Bearings Rear left hand and Vertical	8	-
55	Bearings Rear right hand	8	-
76	Rings, locking front end Plus	30	7
81	Bearings left hand with cover & studs	30	"
82	Bearings Right hand with cover & studs	30	1
83	Bearings Vertical with cover & studs	30	1
84	Bearings Tachometer drive	30	1
94	Bushes coupling L. hand & R. hand	8	-
95	Bushes coupling Vertical	8	-
96	Bushes front tach drive Vertical	8	-
130	Tab. Devel wheel nut vertical	30	-

CLAMP SHAFT OIL FEED

135	Connections Rubber	60	-
-----	--------------------	----	---

CARBURETOR

148	Bushes throttle spindle	40	-
155	Float complete	30	30
192	Spindle L. hand & R. hand	40	40
193	Spindle Vertical	30	-
201	Rebbers decomiser roll spring	60	-

BEVEL DRIVE

22	Bushes shaft forward	30
23	" " Rear	30
24	" " "	30
28	Drive, Bevels Complete	30
33	Spring pinion	6
40	" "	30

CRANKSHAFT

52	Bearings, front & Inter Left Hand	2 stars
53	Bearings, front & Inter Right Hand & 2 stars Vertical	2 stars
54	Bearings Rear left hand and Vertical	2 stars
55	Bearings Rear right hand	2 stars
76	Rings, locking front and Plus	
81	Bearings Left hand with cover & studs	
82	Bearings Right hand with cover & studs	
83	Bearings Vertical with cover & studs	
84	Bearings Tachometer drive	
94	Bushes coupling L. hand & R. hand	2 stars
95	Bushes coupling Vertical	2 stars
96	Bushes front tach drive Vertical	2 stars
130	Tab Bevel wheel nut Vertical	

MANIFOLD

135	Connections Rubber	60
-----	--------------------	----

CARBURETOR

145	Bushes throttle spindle	40
155	Float complete	30
192	Spindle L. hand R. hand	40
193	Spindle Vertical	30
205	Washers Economiser coil spring	60
204	Washers Economiser feed hole	60
205	Washers Mainjet feed hole pin screw	120
206	Washers Needle Valve	90
207	" Pilot Jet	90
208	Pilot Jet cap nut	30
209	Throttle lever spacing Vertical	30
210	Throttle lever spacing L. hand R. hand	30
257	Joints Carburettor	30
258	Joints Manifold	90

CLUTCH & REVERSE GEAR

252	Revels driving	8
253	Revel	8
254	" centre	8
255	" reverse	8
262	" small	30
264	Spider	8
281	Bushes aft housing	30
282	Bushes aft. Sling Plate	30
283	Bearing cover	30
284	Forward housing	30

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72501

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12,000

CLUTCH & REVERSE GEAR (Contd.)

Ref. No.	Description	Qty.	IN REPAIR
285	Bushes Operating plunger	30	9
313	Gitsail operating shaft	40	21
324	Reverse shaft	30	-
353	Lining, brake band	50	36
356	Larks Toggle	1 Gross	60
379	Pieces Distance Eye Bolt	60	1 Gross
380	" " Roller track	1	106
381	" " "	120	90
383	Pins adjusting ring plunger	90	90
400	" operating collar	90	55
413	Toggle link plunger	90	55
424	Pins Yokes	60	26
420	Plates clutch driven	1	140
421	Plates clutch driving	1	-
422	" " "	1	30
423	" " thick	30	30
425	" oil retaining	30	90
437	Plungers Adt. ring	90	59
438	" " "	90	-
439	" Band Operating	30	-
452	Rollers Plunger	90	6 Gross
451	Rollers Needle	5	36
466	Springs brake band	30	90
467	" " drum plunger	90	65
468	" " "	90	35
469	" " steady	60	14
471	" Reverse band	30	30
512	Wheels chain, oil Pump Drive	30	35
513	Yokes	30	-

CONNECTING RODS & PISTONS

514	Bearings two halves	120 Pra.	7252
515	Bushes guide pin	1 Gross	12
516	" Wrist pin	1	80
522	Pistons standard	1	-
527	Rings piston standard	2	-
531	" Scraper	2	-
538	Roller pad	10	-

CRANKCASE

540	Bearings front plain top & bottom	30 Pra.	19 Gross
567	Packings gland Union	90	-
569	Retainer oil, front bearings	30	16

419	Toggle link plunger	30	55
420	Pins Yoke	60	26
421	Plates clutch driven	1	140
422	Plates clutch driving	1	-
423	" " thick	1	30
425	" " oil retaining	30	30
427	Plungers alt. ring	30	90
438	" " "	90	69
439	" " Band Operating	30	-
452	Rollers Plunger	90	-
451	Rollers Needle	5	6 Gross
466	Springs drive band	30	30
467	" " drum plunger	90	45
468	" " " "	90	35
469	" " steady	60	14
471	" Reverse band	30	30
512	Wheels chain, oil pump drive	30	35
513	Yokes	30	

XX

CONNECTING RODS & PISTONS

514	Bearings two halves	120 Pcs.	7259
515	Bushes guideon pin	1 Gross	-
516	" wrist pin	1	12
522	Pistons standard	1	80
527	Rings piston standard	2	-
531	" Scraper "	2	-
538	Washer Tab.	10	-

CRANKSHAFT

540	Bearings front plain top & bottom	30 Pcs.	19 Pins
567	Backings Glard Union	90	16
569	Retainer cil, front bearings	30	

CRANK COVER

584	Bushes, aux. drive shaft	30	-
585	Oil pump drive wheels flanged	120	-
596	Bushes oil pump drive wheel plain	60	-
597	Bushes water pump driving gear	120	33
592	Gears, driving oil water pump	30	14

CRANKSHAFT

603	Bearings front standard	30	30
608	" Intermediate	90	84
615	" Rear	30	23
624	Crankshaft	30	23
625	Bushes split inter. bearings	90	59 Pins

XX

/3.....

785017

- 3 -

INNOVATIONSQty.NomenclatureCYLINDERS

647	Cylinders	1	Gross	113
648	Clips joint rings	2	"	-
651	Packings coupling	4	"	-
650	Wate coupling	4	"	446
652	Pieces distance	4	"	245
654	Rings joint, cyl. to crankcase	2	"	-
655	Rings Rubber between jackets	2	"	-

CYLINDER HEAD

656	Bearings	90		-
658	Guides Exhaust	130		-
659	" Inlet	130		-
663	Joints Gesso hold cover	2	Gross	-
664	" Wx. manifold	2	"	-
665	" Water outlet flange	90		-
669	Seatings Ex. Valve	3	"	-
670	Seating In. Valve	3	"	75
676	Union Inlet water vertical	180		-
677	" Outlet "	180		71

XX
XXDYNAMO DRIVE

1257	Housing adaptor	30		30
1255	Adaptor dynamo, sprocket	30		26
1256	Gear dynamo drive	30		30
1258	Key driving gear	30		30
1259	Nut, extended dynamo	30		30
361	Nut, housing studs	130		-
1260	Pieces, distance adaptors	30		30
1261	Pin adaptor set	60		50
1262	Pin dynamo nut locking	30		24
1263	Plate instructions	30		7
1264	Sprocket dynamo	30		35
1265	Stud housing	130		30
1266	Washer, dynamo gear, retaining	30		150
1267	Washer housing studs	130		30

EXHAUST BOX

12697	Joints cover plate	2	Gross	184
698	Joints Exhaust outlet flange	90	ea.	-
699	Joints Inspection Plate	2	gas.	265
700	Joints Water outlet flange	90	ea.	76

INDUCTION MANIFOLD

729	Joints cover plate	90	ea.	-
730	Joints Induction pipe	90	"	-

785617

Guides Exhaust
" Inlet
Joints Case hold cover
" Ex. manifold
" Water outlet flange
Seatings Ex. Valve
Seating in valve
Union Inlet water vertical
" Outlet "

DYNAMO DRIVE

1257 Housing adaptor
1255 Adaptor dynamo, sprocket
1256 Gear dynamo drive
1258 Key driving gear
1259 Nut, external dynamo
361 Nut, housing studs
1260 Piece, distance adaptors
1261 Pin adaptor set
1262 Pin dynamo nut locking
1263 Plate instructions
1264 Sprocket dynamo
1265 Stud housing
1266 Washer, dynamo gear, retaining
1264.07 Washer housing studs

EXHAUST BOX

187697 Joints cover plate
698 Joints Exhaust outlet flange
699 Joints Inspection Plate
700 Joints Water outlet flange

INDUCTION MULTIPLO

729 Joints cover plate
730 Joints Induction pipe
731 Joints Primer jet

MACHINO DRIVE

763 Bearings
764 Bevels, driving spindle
765 Bushes bearing inner
766 Bushes bearing outer
769 Spindle driving
770 Spindles driving

OIL FUEL STRAINER

782 Element oil filter
783 Gauges, fuel strainer
784 Oil strainer, Pressure pump section
785 Oil strainer Pressure suction
797 Rings clamp
799 Springs, pump suction pressure suction

74.....

- 4 -

Ref. No.	Nomenclature	Qty.	MANIFOLD
<u>OIL PUMP</u>			
814	Bushes aux drive shaft	30	-
815	Bushes oil pump bearing	120	-
816	Bushes Oil pump cover	120	-
817	Bushes pressure pump cover	30	-
821	Element filter	30	-
822	Filters, oil pump to engine	30	-
<u>OIL PUMP & DRIVE</u>			
160/404	Hoffman bearing	30	30
160/480	Hoffman bearing	30	30
181/845	Bushes body	30	-
846	Chain Reynolds	30	20
856	Gauges oil filter	30	-
861	Indicator oil (Rotlerum Pl.)	30	237
884	Seals ball valve	240	257
885	Sleeve, chain wheel	30	15
886	Springs, ball valve	240	150
887	" chain wheel nut locking	30	15
895	Ball valve	240	
897	Wheels chain	30	
<u>OIL PUMP GEARS</u>			
900	Gears driven pressure	30	15
901	Gears driven Scavage	30	3
902	Gears driving pressure	30	-
903	Gears driving Scavage	30	
904	Spiral driving wheel spindle	30	30
907	Grafts driven gears	30	30
912	Wheels, driven pressure pumps	30	18
915	Wheels driving pressure	30	30
918	Wheels driven suction pump	30	72
924	Wheels driving suction pump	30	95
935	Springs cap locking	30	120
957	Valves oil	30	-
<u>OIL & WATER COOLERS</u>			
965	Element Oil	30	30
966	Element water	30	-
971	Rings joint	30	-
972	Rings joint	30	-
<u>PATROL PUMP</u>			
1002	Bearings, camshaft	30	-
1003	Gears	60	-

OIL, FUEL, GEARS

900 Gears driven pressure
901 Gears driven Searge
902 Gears driving pressure
903 Gears driving Searge
904 Spiral driving wheel spindle
907 Shafts driven gears
912 Wheels, driven pressure pumps
915 Wheels driving press re
918 Wheels driven suction pump
924 Wheels driving suction pump
935 Spring cap locking
937 Valves oil

GIL & WINTER COLLARS

965	element oil
966	element water
971	ring joint
972	ring joint

THE TOURIST

1002 Bearings, camshaft
1009 Cages
1011 Camshafts
1015 Diaphragms (4 Cagers) sets
1019 Discs in lit valve
1044 Spindles diaphragm
1045 Springs diaphragm
1046 " Lever
1047 Springs winding lever
1053 Bearings pump spindle
1064 Bushes driven shaft
1065 Bushes driving shaft
1066 Driving spindle front
1067 Driving spindle Rear
1069 Cam in driving 12 links
1070 Clips, ring bolt
1075 Gears driving
1076 Gear idle
1077 Giseal, spindles
1099 Shafts Driving
1100 Shafts Idle
1101 Spindles

- 5 -

Ref. No.	Homocyclature	Qty.	MA8 LITERS
1112	Spring valve External	10 Gross	1195
1113	" Internal	10 "	1290
<u>WATER PUMP</u>			
651	Packing Coupling	240	-
1157	"	120	-
1158	"	240	-
1159	"	4 Gross	4 gross
1160	Gland	30 ea.	-
1161	Pipe, on bracket	30	-
<u>WATER PUMP</u>			
1188	Impeller	30	-
1198	Spindle	30	12
<u>Boat. 164 IGNITION HARNESS</u>			
291	Clip fixing manifold	1 Gross	1 gross
294	Perrule	5	-
295	Sleeve	5	-
296	Stud Contact	3	-
299	Washer cup	5	-
300	Conduit	36	-
301	"	72	-
302	"	36	-
303	"	2	-
304	"	1 1/2	-
305	"	2	-
306	"	1 1/2	-
307	"	2	-
308	Coupling	1	-
309	"	36 ea.	-
310	Manifold P.C.	36	ea.
311	" B.C.	36	-
312	" P.	36	-
313	" S.	36	-
314	" S.C.	36	-
317	Blow assy. 900	36	-
318	" 1200	2 gross	2 gross
319	" 1550	2	-
<u>MAGNETO</u>			
398	Armature coil & condenser Assy	36	-
485	Contact breaker assy	36	-
<u>Boat. 273.</u>			

18151

1188 Impeller
1198 Spindle

Sect. 164 KENTUCKY RAILROADS

291 Clip fixing manifold
294 Ferrule
295 Sleeve
296 Stud Contact
299 Washer cup
300 Conduit

301 " "
302 " "
303 " "
304 " "
305 " "
306 " "
307 " "
308 Coupling
309 " "
310 Manifold P.C.
311 " S.C.
312 " R.
313 " S.
314 " S.C.
317 Elbow assy. 900
318 " " 1200
319 " " 1350

MAGNETO

398 Armature coil & condenser Assy
435 Contact breaker assy

Sect. 276.

155 Bearing Ball

30
30

1 gross
5 " "
5 " "
3 " "
5 " "
36 " "
72 " "
36 " "
2 " "
1 1/2 " "
2 " "
1 " "
36 ea. ca.
36 " "
36 " "
36 " "
36 " "
36 " "
36 " "
72 17
gross
2 " "
2 " "

36
36

1 gross

From : Lt., General Staff.
To : A.F.B. A.F.H.Q.
Date : 1/8/47.
Ref : 302900/1128/Coll.

70A
(7)

LOG BOOKS

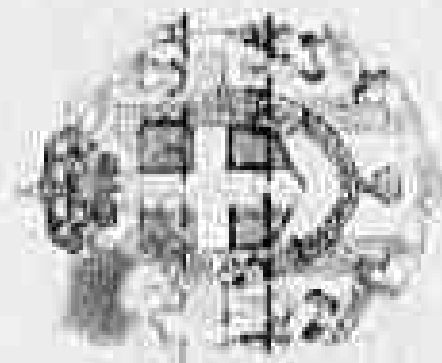
With reference to letter AFB/682/EQ/ dated 18th,
July, 1947. we hereby acknowledge receipt.

Signed:- Colonel Donadio.

4/3/51
682/EQ

7245

785017



Stato Maggiore. Capo di Stato Maggiore
Sezione Logistica

Numero 101

708

AIR FORCES HEADQUARTERS

AIR FORCES HANGAR

101

Tramite Ufficio Collegamento - S.M.S.

(Ril. 1002 del 23/10/54)

Spedita al p.p.

OCCETTO: LAVORI DI SORBO.

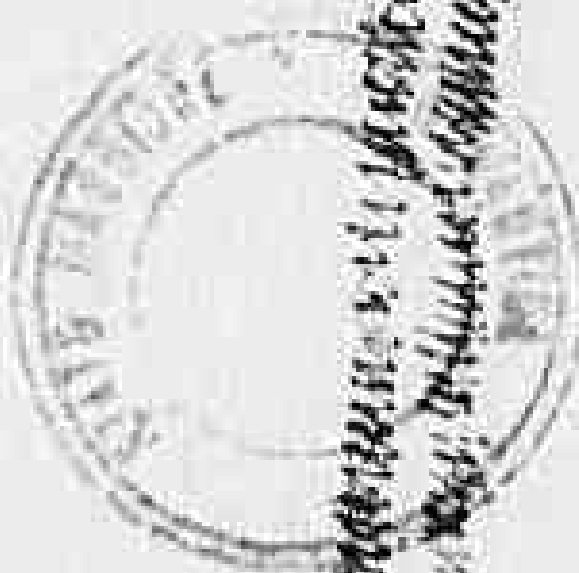
La rinvenimento al foglio ABB/002/54, del 10

luglio c.a., si accusa ricevuta.

d'ordine

IL CAPO DEL REPARTO
(Col. d. A. R. A. - Fil. E. Cigara)

IL CAPO SEZIONE LOGISTICA
(Col. P. L. - C. (radio))



Spedita al p.p.

Il Capo del Reparto ha ricevuto la presente e ne ha dato atto.

7243

785017

1818
Trat. 71-301900/14/11/1128-Cell. (tramite Ufficio Collegamento - SEDS)
(rif. 1002 del 23/11/1941)
Inviata al p. f. del

OGGETTO: LIBRI DI BORGIO.

In riferimento al foglio ARA/602/20, del 10

luglio c.a., si accusa ricevuta.

U' ordine
IL CAPO DEL DEPARTO
(Col. A. d. r. m. - p. l. o. L. Cigera)



IL CAPO SEZIONE (Col. P. L. o. C. m. d. o.)

Il CAPO SEZIONE (Col. P. L. o. C. m. d. o.)
Il CAPO SEZIONE (Col. P. L. o. C. m. d. o.)

Il CAPO SEZIONE (Col. P. L. o. C. m. d. o.)

7243

XXXXXXXXXXXXXXXXXXXX

XXXXXXXX Branch

69A

Ministry of Defence - Air

AFD/688/EC.

Marine craft and Spares

7th. August 1947

Further to my letter of above number dated 2nd. July 1947,
para. 3,

An issue of spares for marine craft and engines was received recently from Egypt under code-name "HOOK" and was handed over to your representative at Treviso airfield (Major Spagnolini) early in July. A further four cases of spares are still awaiting despatch from Egypt and will be consigned to Gallarate.


Wing Commander
for Air Commodore
Director,
A.F.B., A.F.H.Q.

7242

1820

785017

RAF. Form 1924 (Small)

POSTAGRAM

Originator's Reference Number:—

MED/ME/S. 77232/135/ESA.

To: Air Forces Branch,

Allied Forces Headquarters, ITALY. 9th July 1947.

Approved for use of 100-1004

From: Headquarters, R.A.F. MED/ME, Abu Sueir, M.E.P.

PACK UP "HOCK".

Marine Craft Spares for Italian Air Force.

With reference to Air Forces Branch signal Q.641 dated 2nd July 1947, attached hereto is a schedule of spares which was prepared for issue under code name "HOCK". The schedule has been annotated to show Command inabilities and Air Ministry has been requested to supply these direct.

2. Issue has been made in accordance with the terms of Air Ministry signal QX 7619 dated 27th June 1946, which was repeated to Air Headquarters Italy. No further information is available regarding any issues on a "no cost basis".

Originator's
Signature

.....3/Ldr.
W.E. ANDREW.

Time of
Origin

7556
1/8 JH:
683/CD.

724

670

ALLIED FORCE HEADQUARTERS,

AIR FORCES BRANCH,

APO 794.

51st July, 1947.

AFB/682/BQ.

Sir,

High Speed Launches for Italian Air Force.

I have the honour to refer to your unnumbered letter dated 15th July, 1947, and to state, in reference to paragraph 4, that the Italian Air Force has no intention of making an external purchase of six further launches.

2. As you are aware I have only held my present appointment since 15th March and, therefore, I am forced to rely on the members of my staff for the back history of this question. From all they tell me I view with some despondency the fact that a special charge against the Italians is to be raised for the eight launches already supplied. I had thought that P.1. Finance Memo. No. 107, which outlines the Anglo-Italian Financial Agreement of 17th April, 1947, would cover the question of the high speed launches and that no separate charge would be raised.

I have the honour to be,

Sir, Yours faithfully,

Your obedient servant,

A.G. Bishop

A.G. BISHOP,
AIR COMMISSIONER,
DIRECTOR,
AIR FORCES BRANCH,
A.F.H.Q., APO 794.

High Speed Launches for Italian Air Force.

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I have the honour to be,

Sir, *Yours*

Your obedient servant,

A. G. Bishop

A. G. BISHOP,
AIR COMMODORE,
DETACHMENT,
AIR FORCE BRANCH,
A.P.H.Q., APO 794.

The Under Secretary of State for Air,
Air Ministry,
Whitehall,
LONDON, S.W.1.

(For Attention Director General of Organization).

Tel. No.—HOLBORN 3434.

Ext.....

Correspondence on the subject
of this letter should be
addressed toTHE UNDER-SECRETARY
OF STATE,AIR MINISTRY,.....
and should quote the reference

Your Ref.....



AIR MINISTRY,

LONDON, W.C.2.

15 July, 1947. 66

Sir,

I am directed to refer to your letter AFE/682/EQ dated 23rd April, 1947, on the subject of Air Sea Rescue Launches for the Italian Air Force.

2. In spite of the Italian General Staff's letter of the 5th April, 1947, enclosed with your letter referred to above, there is no International Agreement in existence binding the Italian authorities to provide Air Sea Rescue facilities in the Italian coastal waters. While, therefore, it would be against the interests of the R.A.F. (and Civil Airlines) to discourage the Italians to operate an Air Sea Rescue Service, there is no moral obligation to provide craft and equipment for the purpose just because they are purported to be unable to purchase them.

3. The Treasury have insisted that the Italian authorities must pay for the eight High Speed Launches which the Italians have already taken over. For your own information we are trying to agree a price with the Treasury which will be related to the prices which may have been offered to the Ministry of Supply for similar launches in M.E.D. M.E. You should not pass this information on to the Italians and we will let you know as soon as some agreement has been reached with the Treasury as to the price. What is clear is that the Italians must make some payment.

Air Commodore Bishop,
Director Air Forces Branch,
A.F. H.Q.
A.P.O. 794.



4....

4. It should be pointed out that the 6 craft that are being requested to bring the total holding up to 14 are in the same category as all other equipment in the plan that will have to be provided from sources outside Italy and will, therefore, under the Treasury ruling, have to be paid for by the Italians.

I am, Sir,
Your obedient Servant,

K. J. Lee
9/1/41

K. J. Lee
Air Vice Marshal,
Director General of Organisation.

1825

Declassified E.O. 12350 Section 3.3/NND No.

785017

I

9788

65A

TO LROF V MMXX NR T 24/25 ROUTINE

T -

FROM AMQ (U) ITALY 250900Z

TO AFB AFHQ ROME

BT

CIA.

Q267 25 JULY UNCLASS (.) REFERENCE LETTER AFD/682/EC

DATED 17 JULY (.) RECEIPT OF F603 I.V. NOS. EX 146 AND EX 150

ACKNOWLEDGED (.)

BT 250900Z

SENT LMC B K

RD NR 24/25 AT 1530 BY MCS

D Q1

7236

7654
24/7
682/cQ.

From; Air Forces Branch, Allied Force Headquarters, Rome.

To; I37 Maintenance Unit.

Date; 19th July, 1947.

Ref; A.F.B/682/EQ.

6411

LOG BOOKS.

Receipt is acknowledged of Log Books in respect of H.S.L.
No. 128, forwarded under cover of your letter I37 MU/I867/I/Eng.
dated 1st. July, 1947.

H. Thompson

for H. THOMPSON. W/CDR.
Air Commodore,
Director,
Air Forces Branch,
Allied Force Headquarters.

7234

From:- No. 137 Maintenance Unit.

To:- A.F.S.C. Rome.

Date:- 1st July, 1947.

Ref:- 137MU/1867/1/ENG.

63A

Log Books.

Hull and Engine log books, in respect of H.S.L. No. 128, delivered to O.C. Italian Seaplane Base Tarranto, are herewith forwarded for onward transmission. No. 55 Staging Post/ ACCRA signal Q.1119 dated 23rd June, 1947, refers.

3. Please acknowledge receipt.

B452
17/7/47.

682/CQ.


Squadron Leader,
for Wing Commander, Commanding,
No. 137 Maintenance Unit.

7232

18 JUL 58
67A
AIR FORCES BRANCH, ALLIED FORCE HQ.

AIR HEADQUARTERS, MALTA

UNCLASSIFIED

Q. 421 18TH JULY

SUBJECT: TRANSFER OF HIGH SPEED LAUNCH NUMBER 128 TO THE ITALIAN

AIR FORCE.

FORMS 603 AWAITED IN ACCORDANCE WITH COMMAND ACCOUNTANTS
INSTRUCTIONS.

AFB/602/EQ

ROUTINE

EQUIPMENT SECTION

7231

UNCLASSIFIED

Q. 421 18TH JULY

SUBJECT: TRANSFER OF HIGH SPEED LAUNCH NUMBER 128 TO THE ITALIAN
AIR FORCE.

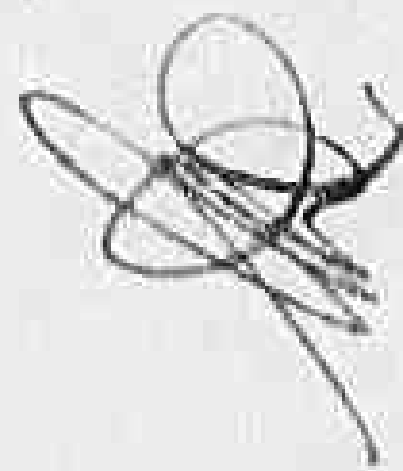
FORMS 603 AWAITED IN ACCORDANCE WITH COMMAND ACCOUNTANTS
INSTRUCTIONS.

AFB/682/EQ

ROUTINE

EQUIPMENT SECTION

7231



W.A.D. COLLINGWOOD W/CDR. A.C. HERRIEN F/O

ALLIED FORCE HEADQUARTERS

~~Italian Military Affairs Section~~

~~Air Forces Sub Section~~ Branch

APC 794

61A

To: Italian Air Ministry

Ref: AFB/682/EQ

Subject: LOG BOOKS

Date: July 18th 1947

Herewith log books for High Speed Launch 128
and Napier Sea Lion engines 1751, 1153, 954, delivered
to Officer Commanding the Seaplane Base at Taranto.

Please acknowledge receipt of same.

H. Thompson

H. THOMPSON

Wing Commander

For Air Commodore

Director,

A.F.B., A.F.H.Q.

1236

From :- Equipment Officer,
A.H.Q.(U) RAF, Italy.

To :- A.F.S.S., A.F.H.Q., Rome.

Date :- 7th July, 1947.

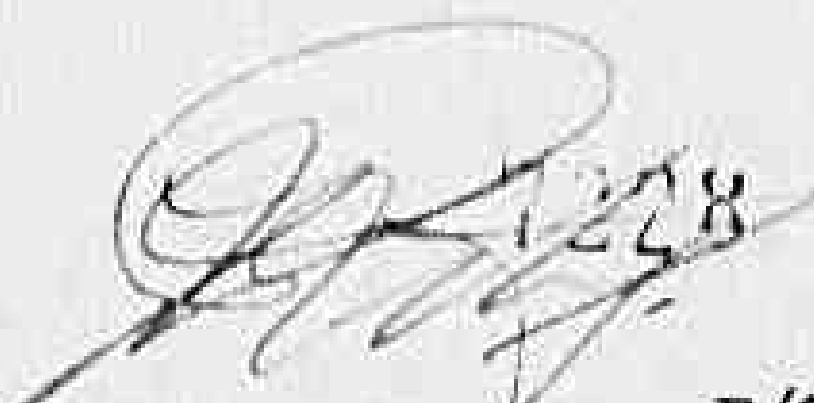
Ref :- AHQI/U/1632/EQ.

DISBANDMENT OF MARINE CRAFT SECTION, ISCHIA.

In accordance with A.H.Q. letter AHQI/11718/1/45/E7 dated 5th June 1947, herewith Fs603 and relevant receipts duly forwarded for signature by a representative of the Italian Air Ministry.

2. It would be appreciated if these receipted copies are distributed in accordance with C.A.I. 140.

3444
15/7
682/cQ


.....F/O.
(K.J.F. ROTHERY)
for Officer Commanding,
A.H.Q.(U) ITALY.

ALLIED FORCE HEADQUARTERS /
~~XXXXXXXXXXXXXXXXXXXX~~
Air Forces ~~XXXXXX~~ BRANCH
APO 794

59 A

To: AIR HEADQUARTERS (UNIT)
(Attention of Equipment Officer)

Ref: AFB/682/EQ

Subject: DISBANDMENT OF MARINE CRAFT
SECTION, ISCHIA

Date: July 17th 1947

Reference AHQ Italy letter AHQI/11718/1/45/E7
dated 5th June 1947 and your signal Q.219 dated 11th July,
herewith receipted copies of Forms 603, I.V. Nos. EX 146
and EX 150.

Two copies of each voucher are forwarded, one
in accordance with C.A.C.I. 140 and one for AHQ (E/7 branch)
as requested in their letter.

Pl. acknowledge.


W.A.D. COLLINGWOOD
Wing Commander
For Air Commodore
Director,
A.F.B., A.F.H.Q. 25

See 65A.

1 8 3 3

Declassified E.O. 12356 Section 3.3/AND No.

785017

(36) LROF V MMXK T50/11 R/R

T

FROM AHQ UNIT ITALY RAF CMF

TO AFSS AFHQ ROME

BT

Q219 11/JULY UNCLASS (.) REF. CONSIGNOR LETTER

AHQI/U/1632/EQ . D/D 7/JULY (.) REQUEST EXPEDITE RETURN
OF RECEIPTED COPIES FORM 603 ~~F111~~ 603 THIS UNIT (.)

BT 111400D

SENT TN B1 K

RD "

EE*

1540

AR K

Air Force

7898
58A (226)



From :- No. 357 Maintenance Unit , R.A.F. , C.M.F. 57A

To :- Air Forces Branch , A.F.H.Q. , Rome.

Date :- 10th July, 1947.

Ref. :- 357MU/1093/EQ.

SUBJECT :- " PACK - UP " HOOK.

Reference is made to your Signal Q. 397 dated
9th July and this Unit's Signal Q. 679 dated 10th July.

Herewith 26 issue vouchers receipted by Officer
of I.A.F.



A. J. Holliday S/L
for (A.J. HOLLIDAY) S/Ldr.
Wing Commander Commanding,
No. 357 Maintenance Unit.
R.A.F. C.M.F. 7223

2 copies for
I. A. F.

attached with from
357 MU. or from
issuing MU's to A.F.

1835

Declassified E.O. 12356 Section 3.3/NND No.

785017

56 A
AIR FORCE 2. 150 ANCH.
(205)

45 LROF Y BROW T100/10, 2 R BVR,
FROM SWI W U DAF CRY 101600D.
TO AIR FORCE BRANCH, A.T.H.O.
BT.

776222

16/9, JULY 10, UNCLAS,
YOUR O. 397 JULY 9.
SUBJECT PACK - UP BROW, F. 603 BROW OVEN TO L.A.P. ON
COLLECTION OF EQUIPMENT, ONE RECEIPTED COPY OF F. 603 BROW
FORWARDED TO YOU TODAY COMPRISING 26 ~~HALF~~ HALF 50 VOUCHERS.
THIS IS ALL THE ITEMS OF THIS PACK - UP THAT HAS BEEN RECEIVED
AT THE O. D. THIS UNIT'S LETTER 35700/1000/00 ON 10 JULY
REVEREND.

BT, 101600D.

REPT, 26000 C672 10 O. 397 9 F. 603 L.A.P. F. 603

26 32 35700/1000/00 07 10

UNIT BR 100/10, SW BR (10)

SW BR BR 100/10 AT 1000 'BROW'

UNIT TO 1000/10

AIR FORCE SUB COM
Aug 11-147
68/100
110910

1836

Declassified E.O. 12356 Section 1.3/NND No. 13017

OK 20 LROF V MMXX T58/9 • R R QVR 1 •
FROM 205 NGROUP HQ •
TO - AFHQ AFB -
INFO AHQ ITALY •
GR --- BT •

Q156 I JULY UNCLASS • REFERENCE THIS HEADQUARTERS Q153 7/7/47
FOR PACK -UP VEX READ PACK- UP HOOK (R) HOOK •

BT • 081025Z •
REPT • Q156 • IXXXX 8 Q153 7/7/47 (R) HOOK •
SENT NR 58/09 • BW AT • 1555 • AR (K) •
RD NT//NR 58/09 AT 1555 BY JDB



7220
T58A

7537
T58A

1837

Declassified E.O. 12356 Section 3.3/NND No.

785017

BEST COPY POSSIBLE

Record Copy to Replace Unstable Original
Property of the National Archives

AIR FORCES BRANCH, A.F.H.Q.

357 R.U.

Q.397 9TH JULY

SUBJECT PACK-UP HOOK REPEAT HOOK.

NECESSARY TO OBTAIN DETAIL OF ITEMS BEING ISSUED. CAN
YOU FORWARD LIST OF EQUIPMENT RECEIVED OR ADVISED.

UNCLASSIFIED

7219

AY4/682/24

54A

00397 9TH JULY

SUBJECT PACK-UP HOOK BREAST HOOK.

NECESSARY TO OBTAIN DETAIL OF ITEMS BEING ISSUED. CAN

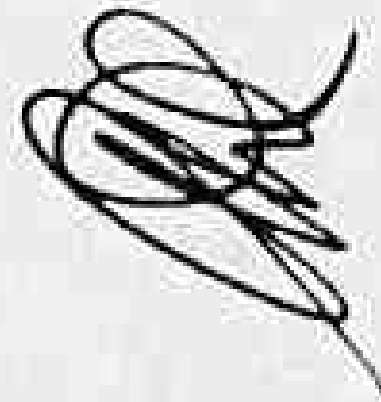
YOU FORWARD LIST OF EQUIPMENT RECEIVED OR ADVISED.

7219

AFM/662/24

ROUTINE

ROUTINE ROUTINE



W.A.D. COLLECTING 1/1/11 W.A.D. COLLECTING 1/1/11

1/5

1840

Declassified E.O. 12356 Section 3.3/NND No.

785017

7346

53A

6 LROF V MMXK NR MXK T 132/07 R/R QVR1
FROM 219 GROUP
TO (1) AFHQ / AFB (ROME) (2) AHQ ITALY
(3) HQ MEDME

BT

50A

Q153 JULY 7 U/C . REFERENCE YOUR Q 641 2 JULY HQ RAF MED/ME
PACK- UP VEX EQUIPMENT EX 107 MU DESPATCHED 18 JUNE SHIPPING
INDEX NNN/434 PORT SAID SHIP FORT ERIE . ADDRESSEE NO NO 357 M U
(R) 357 M U . FOUR CASES STILL AWAITING DESPATCH FROM 120 M U
INSTRUCTIONS ISSUED TO CONSIGN TO NEW ADDRESS

BT 071101Z

RPTS - 13 Q 641 NNN/434 FORT ERIE
SENT (ACW) 0740 (AR) TKU K
RD S J J 0740 CIAO

A610
8/7 790

7218

682/CR

AIR FORCE'S BRAHIL, ALLIED FORCE HEADQUARTERS.

AIR HEADQUARTERS MALTA.

UNCLAS

A.387 (.)

YOUR A. 146 OF 2/7 (.) ARRANGEMENTS MADE FOR CARRY OF SEVEN RAF PERSONNEL
TO BE FLOWN TO AUGUSTA IN ITALIAN AIRCRAFT ON 4 JULY (.)

7216

AIR I

RECEIVED



C.M.M. GIBBS W/OBR.

A.C. MURPHY, P/C

1842

Declassified E.O. 12356 Section 3.3/NND No.

785017

6670 (48)
19
AIR FORCES
51A

(32) L20F V HXKX NR T 113/22 ROUTINE

T

TO AIR FORCES BRANCH AFHQ ROME
FROM AIR MALTA

BT

47A
A148 ~~2~~/ 2/7 N/C YOUR Q379 UNDATED (.) STRENGTH OF CREW HSL 127
IS SEVEN (.) DATE OF DELIVERY PM TODAY JULY 2 APPRECIATE
YOUR ASSISTANCE

BT 021130Z

CCR DELIVERY

SENT DS 2235 AR K

RD DB AT 2235 AR K

Arrangements made 4596
6/11 1977 for crew 3/7
K be returned to 682/64
Augusta in G 506 7214
from Taranto.
Chubb 030915.
47.

18431

50 A

AIR FORCES BRANCH, ALLIED FORCE HQ.

HQ. R.A.F., MEDWAY

2 July 1120 B.

UNCLASSIFIED

Q. 183 SUBJECT PACK UP HOOK REIKAT HOOK.

REQUEST INFORMATION DIRECT REGARDING PROGRESS ALSO LIST
OF EQUIPMENT BEING SUPPLIED. ~~PRESENTLY~~ PRESUME AS
AUTHORITY FOR ISSUE IS DATED MARCH THAT ISSUE WILL BE ON NO
COST BASIS.

7213

Q. 183 SUBJECT PACK UP HOOK REPEAT HOOK.

REQUEST INFORMATION DIRECT REGARDING PROGRESS ALSO LIST
OF EQUIPMENT BEING SUPPLIED. PRESENTLY THE PROGRESS AS
AUTHORITY FOR ISSUE IS CATED MARCH THAT ISSUE WILL BE ON NO
COST BASIS.

APR/682/8Q

ROUTINE
EQUIPMENT SECTION

W.A.D. COLLINGSWOOD S/CDR

A.D. MERRITT P/O

7213

ALLIED FORCE HEADQUARTERS

Italian Military Affairs Section

Air Forces Sub. Section Branch

APO 794

To Ministry of Defense - Air

Ref: SPR/682/EQ

Subject MARINE CRAFT AND SPARES

Date July 2nd 1947

Reference your letter 302314/4/4-H/901 Coll. dated 9th June 1947 which only arrived in this office on 1st July.

2. By this time you will have received our letter of the present reference dated 30th June notifying you that the eighth High Speed Launch will be delivered to Taranto from Malta in the near future.

3. The situation regarding spares for the launches and engines is under investigation.


W.A.D. COLLINGSWOOD
Wing Commander
For Air Commodore
Director,
A.F.B., A.F.H.Q.

7211

48 A
From : General Staff Italian Air Force
To : Air Forces Branch
Ref. : 302314/4/4-H/901 Coll
Date : 9th June 1947



MARINE CRAFT AND SPARE PARTS FOR SEA NAPIER LION ENGINES

21A

Reference is made to letter No. 301373 dated 5th April, which has not yet been answered.

We wish to inform you that marine craft handed over by the R.A.F. to the I.A.F. have, for the most part, been sent to their bases. The remaining two are still being repaired and will reach their assigned destination within several days time.

Up to the present, no further word has reached us regarding the motorboat stationed at Malta, according to letter IMAS/682/EQ/AF dated 12th March, the motorboat is to be consigned to us.

Regarding the above, we would appreciate information. 5A

Furthermore, we have learned that the spare parts sufficient for one year maintenance, as listed in letter IMAS/682/EQ/AF dated 11th February, have not yet arrived.

The marine engines handed over are mainly unserviceable and lacking in chief parts.

Dismantling of the engines has produced few parts that could be further used.

During the transfer voyage, all the motorboats, in spite of repairs to the engines, which proved to be faulty (repairs carried out on spare parts being used) were compelled to heave to

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Dismantling of the engines has produced few parts that could be further used.

During the transfer voyage, all the motorboats, in spite of repairs to the engines, which proved to be faulty (repairs carried out without any spare parts being used) were compelled to heave to and were able to reach their respective bases after emergency repairs or with one or more engines unserviceable. The fact that they were able to reach port was due to the clemency of the weather and the skill of the crew.

Since it is our aim that such a delicate and important service should function with the best guarantees and that rescue services be carried out successfully we request you to send the engine spares as soon as possible.

In the meantime, attached is a list of the spares which are urgently required. Our object is to send these spares to all the bases which are awaiting the previously specified assignments.

THE UNDERCHIEF OF THE GENERAL STAFF

TRANSLATED by L.A.C. Costigan

COPY

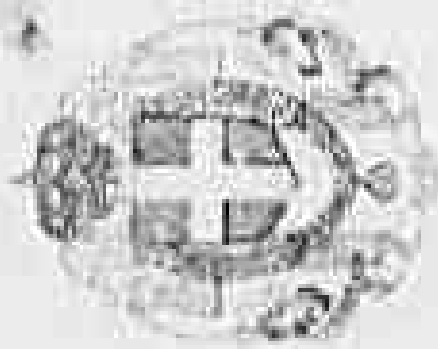
SPARE PARTS FOR HAPPIER ENGINES OF 500 H.P.

No.	Description of Materials	Quantity
1	Aspiration valves	No. 50
	Discharging valves	" 50
	Springs for internal valves	" 50
	Springs for external valves	" 50
	Screwed in valve guide	" 50
	Cylinders (in two series)	" 24
2	Complete pistons with piston rings and coupling piece	24
3	pins	" 24
4	Piston rings set	" 5
5	Small end brush	" 30
6	Crank-shaft bearings set	" 5
7	Master connecting rod and satellites	" 4
8	Crank-shaft	" 1
9	Crank-shaft - intake side	" 2
10	" - exhaust side	" 2
11	Soft water pump	" 2
12	exhaust collectors	" 2
13	Spare block wheel for vertical cam-shaft	" 2
14	Carburettor jets	" 2
15	Magnetic carburettors	" 2
	Carburettors	" 2
	Magnetic distributor	" 2
	Contact breaker points	" 2
	Condensers	" 2
	Dynamo	" 2
	Clutch	" 2
	Sparkling plugs	" 100
	Reverser	" 1
	Discs for reverser clutch	" 2
	Complete set for spare wheel for reverser	" 4
	Elastic coupling for propeller	" 2
	Oil manometers	" 4
	Petrol pumps	" 2
	Petrol manometers	" 4
	Remote control of thermometer	" 4
	Remote control for oil and water	" 4

4	Piston rings set	5
5	Small end brush	30
6	Crank-shaft bearings set	5
7	Master connecting rod and satellites	4
8	Crank-shaft	1
9	Crank-shaft - intake side	2
10	" - exhaust side	2
11	Soft water pump	2
12	exhaust collectors	2
13	Spare block wheel for vertical cam-shaft	2
14	Carburettor jets	2
15	Magnetic carburettors	2
16	Carburettors	2
17	Magnetic distributor	2
18	Contact breaker points	10
19	Condensers	10
20	Dename	2
21	Clutch	2
22	Sparkling plugs	100
23	Reverser	1
24	Discs for reverser clutch	2
25	Complete set for spare wheel for reverser	4
	Elastic coupling for propeller	2
	Oil manometers	4
	Petrol pumps	2
	Petrol manometers	4
	Remote control of thermometer	4
	Remote control for oil and water	4

Chief Officer in charge

Translated by Sgt Farrugia.



MINISTERO DELL'ARMAMENTO E DELL'AERONAUTICA
SEZIONE LOGISTICA

Roma, 18 GIU 1944

AIR FORCES BRANCH
 ALLIED FORCE HEADQUARTERS
 A.P.O. 784 - R O M A

901 (Tramite Ufficio Collegamento S E D E)

Oggetto: Mezzi marini e parti di ricambio per motori
 SEA NAPIER LION.

A seguito del foglio N°301373, datato 5 aprile c.a., al quale si prega dare riscontro, si comunica che i mezzi marini ceduti dalla R.A.F. a questa Aeronautica Militare sono stati, in massima parte, avviati alle loro basi. Gli ultimi due, ancora in allestimento, raggiungeranno, a giorni, la destinazione assegnata.

A tutt'oggi non si sono avute ulteriori notizie circa il motoscafo che trovasi a Malta, che dovrebbe essere consegnato giusto quanto comunicato col foglio N° IIAS/682/EP/AF del 12 marzo u.s.

Al riguardo, si gradirebbe un cenno di conferma.

Inoltre, si segnala che non sono ancora pervenuti i ricambi sufficienti per un anno di manutenzione, giusto foglio N° IIAS/682/EP/AF datato 11 febbraio u.s.

Si reputa opportuno, pertanto, far presente - come del resto è ben a conoscenza codesta A.F.H. - che i motori marini ceduti sono, nella quasi totalità, fuori uso e mancanti delle parti principali.

Dallo smontaggio eseguito, ben poche sono state le parti che si sono potute ricavarne per essere riutilizzate.

(Tramite Ufficio Collegamento - S E D E

Proposta al P.M.

OGGETTO: Mezzi marini e parti di ricambio per motori

SEA NAVER LION.

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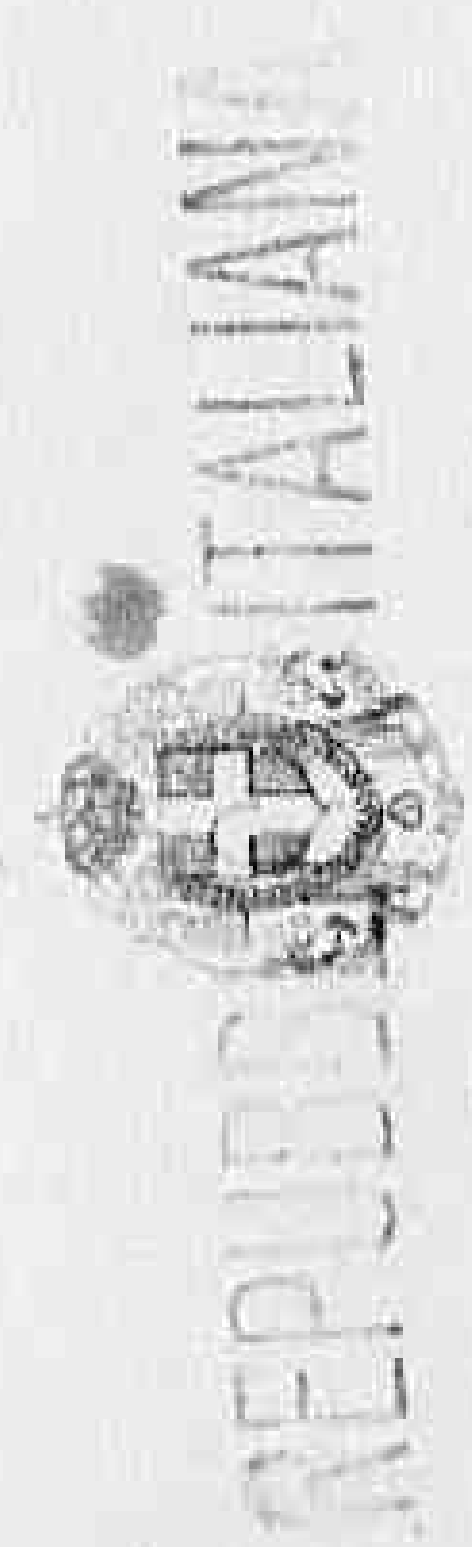
Durante il viaggio di trasferimento, tutti indistintamente i motoscafi, malgrado la revisione compiuta ai motori, revisione effettuata senza aver potuto sostituire alcun organo, a causa d'inconvenienti ai motori stessi, si sono dovuti fermare in mare aperto ed hanno potuto raggiungere le rispettive basi con riparazioni di fortuna o l'esclusione di uno e anche di due motori. Tale fatto ha potuto aver luogo per le buone condi-

852

Declassified E.O. 12356 Section 3.3/NND No.

785017

Mod. 122



Numero 19 A

Al

Ministero dell'Aeronautica

Prospetto al P.N. 11

Allegato

Prospetto

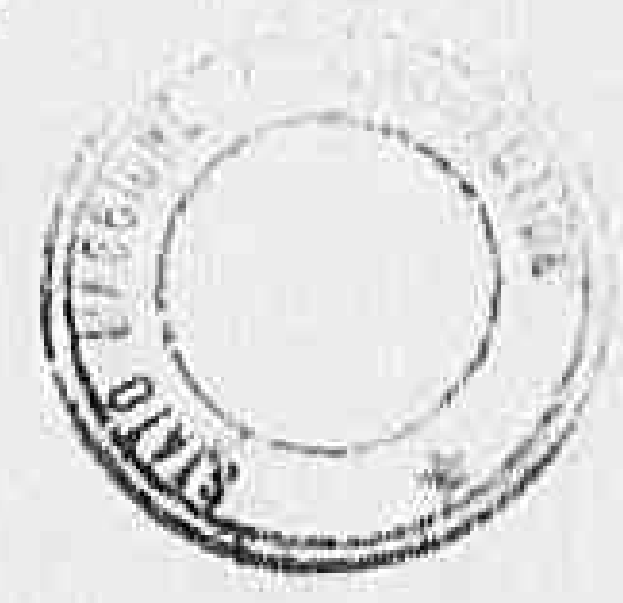
OGGETTO

2

zioni del tempo e la capacità del personale.

Poichè questa Aeronautica intende che tale delicatissimo ed importante servizio sia effettuato con tutte le garanzie e che dia sicuro affidamento nell'espletamento di eventuali soccorsi, si prega codesta A.F.M. voler far pervenire, con cortese urgenza, i ricambi motore promessi.

Nel contempo si allega una nota di pezzi di rispetto ritenuti più urgenti, al fine di dotare ogni base in attesa che siano inviate le dotazioni previste.



Il segretario
7202
M. G. G. G.

Il P.N. 11 è stato approvato dal P.N. 11 e approvato dal P.N. 11

C O P I A

Riparazioni

= PEZZI DI RISPETTO PER MOTORI NAUTICI DA 500 HP. =

No d'ord.	DESCRIZIONE DEI MATERIALI	QUANTITA'
1	Valvole di aspirazione " scarico Molle per valvole interne " " esterne Giàie per valvole Cilindri	n° 50 " 50 " 50 " 50 " 50 " 24 (n. 2 serie)
2	Stantuffi completi di segmenti e spinotti	" 24
3	Serie di segmenti	" 5
4	Boccole per occhio di biella	" 30
5	Serie di cuscinetti di banco	" 5
6	Bielle madri con relative billette	" 4
7	Albero motore	" 1
8	Alberi distribuzione asperazione	" 2
9	Pompa per lubrificazione (olio)	" 2
10	Alberi distribuzione scarico	" 2
11	Pompa d'acqua dolce " salata	" 2 " 2
12	Collettori di scarico	" 2
13	Ingranaggi di distribuzione della colonna verticale	" 2
14	Carburatori	" 2
15	Serie di ugelli carburatori Indotti per magnete Distributori per magnete Punte platinatate per magneti	" 2 " 2 " 2 " 2
16	Condensatori	10
17	Dinamo	10
18	Motorini di avviamento	2
19	Candele di accensione Invertitore di marcia Dischi di frizione per invertitore serie Ingranaggi planetari per invertitore " satelliti	100 1 2 4 2
20	Giunto elastico per accoppiamento asse dell'elica	"

1	Valvole di aspirazione	aspirazione valves	50
	" " scarico	discharging valves	50
	Molle per valvole interne	(springs) internal valves	50
	" " esterne	(springs) external valves	50
	Guide per valvole		50
	Cilindri	(cylinders)	24 (n. 2 serie)
2	Stantuffi completi di segmenti e spinotti		24
3	Serie di segmenti		5
4	Boccole per occhio di biella	set parts	30
5	Serie di cuscinetti di banco	(set of bushings)	5
6	Bielle madri con relative billette		4
7	Albero motore		1
8	Alberi distribuzione aspirazione	(distribution parts)	2
9	Pompa per lubrificazione (olio)		2
10	Alberi distribuzione scarico	(left hand pump)	2
11	Pompa d'acqua dolce	(water pump)	2
	" salata		2
12	Collettori di scarico		2
13	Ingranaggi di distribuzione della colonna verticale		2
14	Carburatori	(carburetors)	2
	Serie di ugelli carburatori		2
15	Indotti per magneti		2
	Distributori per magneti		2
	Punte platinato per magneti		2
	Condensatori	(condensers)	10
16	Dinamo	(dynamo)	10
17	Motorini di avviamento	(starter)	2
18	Candele di accensione	(spark plug)	2
19	Invertitore di marcia		100
	Dischi di frizione per invertitore serie		1
	Ingranaggi planetari per invertitore		2
	" satelliti		4
20	Giunto elastico per accoppiamento asse dell'elica		4
21	Manometri per olio	(oil manometers)	2
22	Pompette per benzina	(petrol pumps)	4
23	Manometri per benzina	(petrol manometers)	2
24	Termometri a distanza per olio		4
25	" " acqua		4

7809

P.....C.....C.....
UFFICIO SUPERIORE ADDETTO
F. J. J. J.

1 8 5 5

Declassified E.O. 12356 Section 3.3/NND No.

785017

BEST COPY POSSIBLE

Air Forces Branch, Allied Force
Headquarters

Air Headquarters, XXXXX, Italy, MALIA

UNCLASSIFIED

Q. 379 YOUR A 140 STATE ESTIMATION OF CREW AND APPROXIMATE
DATE OF DELIVERY. PROPOSE TRANSPORTING CREW IN ITALIAN
MILITARY SEAPLANE. AIRCRAFTSXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXX

7200

785017

1 8 3 7

785017

Q. 379 YOUR A 140 STATE STATEMENT OF CREW AND APPROXIMATE

DATE OF DELIVERY. PROPOSED TRANSPORTING CREW IN ITALIAN

MILITARY AIRPLANE. AIRCRAFTS BEING CONSIDERED FOR THE

REASON FOR THE REQUEST

7200

AFB/682/3Q

ROUTINE

EQUIPMENT SECTION

W. A. D. Collingwood

W.A.D. COLLINGWOOD W/CDR

A.C. AIR IEN P/O

51

858

Declassified E.O. 12356 Section 3.3/NND No.

785017

6140

46A

(14) DLOF V HXIS 155/22 F/P - QVR 1 -

FROM - A.S.C. GALT 301000Z

TO - A.S.C. RONS

INFO - S.O.C.C. AUSA 1A

OR--- B)

240 46A

39

AMAS (.) 20/5 (.) VY 9 (.) REF 55 F.P. REC 1A SIGNAL 0115 20/5 (.)

REQUEST YOU ARRANGE TRANSPORT OF CASE OF N. O. L. TARRANT

TO MICHELIN

TO 201000A

SENT 1. 1350 ... (00) K

AD 14 AT 1352 DVA 14 1355 S

17579
30/8/80

682/00

785017

ALLIED FORCE HEADQUARTERS

Italian Military Affairs Section

Air Forces Sub-Section

APC 794

45A

To: Ministry of Defense - Air

Ref: AFB/682/EO/

Subject: Transfer of Marine Craft from the
R.A.F. to the I.A.F.

Date: June 30th 1947

You are informed that instructions have been given for High Speed Launch No. 128 to be delivered from Malta to Taranto. This will make a total of eight transferred from the B.A.F.

The detailed arrangements for delivery will be notified as soon as known.



W.A.D. COLLINGWOOD
Wing Commander
For Air Commodore
Director,
A.F.B., A.F.H.Q.

7196

COPY

P O S T A G R A M

MEMO/S. 71232/135/E5A.

To :- Headquarters No. 205 Group.

Date :- 6th March, 1947.

From :- Headquarters, R.A.P., MEMO ABU SUEIR M.E.P.

"PACK - UP" HOOK " - MARINE CRAFT SPARES FOR

ITALIAN AIR FORCE.

Further to this Headquarters letter of even reference dated 27th July 1946, issue is now to be made in accordance with the amended schedule attached hereto.

2. Consignee :- Italian Air Force
c/o 357 M.U.
Treviso.

All cases are to be clearly marked with the code name.

3. Issue is to be made on Forms 603 Repayment, authority Air Ministry Signal OQX 7619 dated 27th June 1946. 7192

4. Controlled items are not to be issued.

5. The equipment is to be packed for sea freight.

6. Inabilities are not to be sustained but are to be listed in duplicate to this Headquarters with a copy to A.H.Q. Italy.

7. Priority 3 is allotted to this pack-up.

(SGN) (W.E. ANDREW) S/Ldr.
for Air Vice Marshal,

" PACK - UP " HOOK " - MARINE CRAFT SPARES FOR

ITALIAN AIR FORCE.

Further to this Headquarters letter of even reference dated 27th July 1946, issue is now to be made in accordance with the amended schedule attached hereto.

2.

Consignee :- Italian Air Force
c/o 357 M.U.
Treviso.

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Controlled items are not to be issued.

5.

The equipment is to be packed for sea freight.

6.

Inabilities are not to be sustained but are to be listed in duplicate to this Headquarters with a copy to A.H.Q. Italy.

7.

Priority 3 is allotted to this pack-up.

Copy to :- A.H.Q. Italy.

Command Accounts.

Movements.

Financial Adviser

77271/1

M.P.O. M.E.

No. 357 M.U.

(SCN) (W.E. ANDREW) S/Ldr.
for Air Vice Marshal,
Air Officer i/c Administration,
H.Q. R.A.F., MEDWAY ABU SUER .

1862

Declassified E.O. 12356 Section 3.3/NND No.

735017

R.A.F. Form 96.

MESSAGE FORM

Signal Office File No. _____

MESSAGE	IN	No. of Groups GR	Office Date Stamp 43 A
	OUT		
HEADING			

(Above this line is for Signals use only)

FROM 357 MU RAF Cnr

TO AIR HEADQUARTERS RAF ITALY

REPEATED

Originator's Number	Date	(Write horizontally)	(.)	YOUR	(.)
Q 121	JAN 27TH	UNCLASSIFIED	(.)	YOUR	Q 121 5
JAN 21ST	AND	AHQ1/11092/EQ	DATED	20 AUG (.)	10
SUBJECT	WAKING	CRAFT	SPARES	PACK-UP	15
HOOR (.)	NO	(R)	NO	CASES	20
OF	PACK-UP	HOOR	RECEIVED	THIS	25
UNIT (.)					30
					35
					40
					45
					50

May be sent AS WRITTEN * (1) By ANY Signal Method
 * (2) NOT by Wireless
 * (3) But if liable to Interception
 or Capture SEND IN CYPHER

Send in CYPHER * (1) By ANY Signal Method
 * (2) NOT by Wireless

Date-Time Group **7199**

Signature (SQR) (JORDAN)

Signature

Rank F/O

Rank

Originator's Instructions
Degree of Priority

ROUTINE

(* Strike out methods which do not apply. Below this line is for Signals use only.)

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender	T.O.R.

1863

Declassified E.O. 12356 Section 3.3/NND No.

785017

C O P Y.

57 C V MEXA T 08/21 ROUTINE.
FROM AIR HEADQUARTERS RAF ITALY
TO 357 M.O. (.)
BT

Q.12. JAN 21. UNCLASSIFIED.
REFERENCE THIS HEADQUARTERS LETTER AMQI/11092/EQ DATED 20
AUG. SUBJECT MARINE CRAFT SPARES PACK UP BOOK.
ADVISE IF PACK UP HAS BEEN RECEIVED.
BT 21/1010/Z

SENT SS AK K
DEXC RD NR T08/21 (R) AT 1220 S.D. AR

Excluded from 357 M.O.
files 11/6/47

7191

ALLIED FORCE HEADQUARTERS,

AIR FORCES BRANCH,

APC 794.

41A

Reference: AFB/682/RQ.

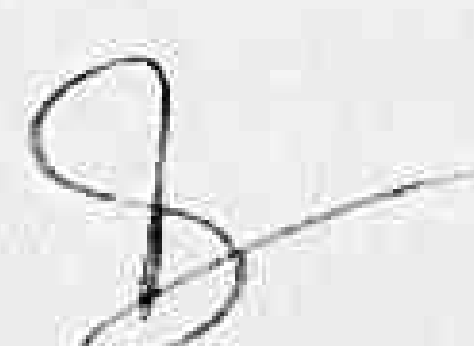
Date: 27th June, 1947.

TRANSFER OF MARINE CRAFT FROM THE
ROYAL AIR FORCE TO THE ITALIAN AIR FORCE.

As a result of your letter 301573/2/4/1/562 Coll., dated 5th April, 1947, I made urgent representations to the British Air Ministry on the supply of Air/Sea Rescue Launches for the Italian Air Force.

2. The Air Ministry have now informed me that they are investigating in detail the policy and financial aspect of the International Air/Sea Rescue commitments in the Mediterranean, and that whether or not the Air Ministry will be in a position to hand over a further 6 craft will be dependent upon the outcome of these investigations.

3. You will see therefore that the question of a further supply is not quite as dead as it was but I do not wish to be too optimistic and hold out any false hopes for the future. All one can say is that there is still a chance; how big or slight a chance it is impossible to estimate.


A.G. BISHOP,
AIR COMMODORE,
DETACHED,
AIR FORCES BRANCH,
A.F.H.Q., APC 794.

Italian Air Force,
General Staff,
No. 3 Unit,
R O M E

Tel. No.—Hendon 3434,
Ext. _____

Correspondence on the subject
of this letter should be
addressed to

THE UNDER SECRETARY
OF STATE,

AIR MINISTRY

and should quote the reference

4430/3302

Your Ref. _____



AIR MINISTRY,
LONDON, W.C.2.

3rd June 1947

40A
23A

Sir,

I am directed to refer to your letter AD/682/E dated 23rd April 1947, on the subject of Air/Sea Rescue Launches for the Italian Air Force.

2. I am to say that Air Ministry are investigating in detail the policy and financial aspect of the International Air/Sea Rescue commitments in the Mediterranean, and that whether or not the Air Ministry will be in a position to hand over a further six craft will be dependent upon the outcome of our investigations.

3. I am to say that this letter should be treated as an interim reply and I will communicate with you further on this subject.

I am, Sir,
Your obedient Servant.

K. J. L. [Signature]
Sec.

[Signature]
Air Vice Marshal,
Director General of Organisation.

The Director of Air Forces Branch,
Allied Forces Headquarters,
A.P.O. 794.

7189



(23) LROF V "OMXX NR T 51/23 ROUTINE

QVR 2

FROM AIR HQ'S RAF ITALY 23/12152

TO AIRC RALTA .

INFO (C) A.F.S.C. (D) 137 AU .

BT

0 119 . 23JUNE . UNCLASSIFIED . 9

Your Airo JUNE 17TH AND SUBJECT H.S.L. 122 FROM RALTA TO ISCHIA
 A121 JUNE 21ST . DELIVERED TAIOR TO C.C. ITALIAN SEAPLANE BASE
 TARANTO . SIGNAL A.F.S.C. ROAD MOVEMENT DETAILS AND E.T.A. TARANTO.
 REQUEST YOU ADDRESS FUTURE CORRESPONDENCE ON THIS SUBJECT TO
 A.F.S.C. ROME .

BT 23/12152

CCY- READ DETAILS AND E.T.A.

SENT C.F.W. 14522 HNS AT THREE

BT UNCLASSIFIED . TO A121 JUNE 21ST .

UNCLASSIFIED . SUBJECT H.S.L. 122 FROM RALTA TO ISCHIA . YOUR A1111111111

A112 JUNE 17 TH AND A 121 JUNE 21 ST .

BT

END "11111"

14522

AT 100

7188

38

FROM : Air Headquarters, R.A.F., Italy, C.M.F.
 TO : Air Headquarters Unit, (Attention of Equipment Officer).
 DATE : 5th June, 1947.
 REF. : AMQ/11718/1/45/27.

DISBURSEMENT OF MARINE CRAFT SECTION, ISCHIA.

A quantity of equipment has been transferred from the Marine Craft Section Ischia, to the Italian Air Force, Receipts listing a Breco tractor (1321) and some Marine Craft spares have been obtained and are forwarded to you in duplicate.

2. It is requested that you prepare the necessary forms 603 and forward these to the A.F.S.S., Rome, together with the receipts, with the request that they be signed by a representative from the Italian Air Ministry and the copies distributed in accordance with C.A.I. 140.
3. Peras 603 are to be endorsed "For subsequent Financial Agreement". One copy in excess of the requirements of C.A.I. 140 is to be prepared and, when duly receipted, forwarded to B7 Branch of this Headquarters.

4/6 *[Signature]*

682/KQ.

[Signature]

(A.J.E. BARKS)
 For Wing Commander,
 Senior Officer i/c Administration,
 AIR HEADQUARTERS, R.A.F., ITALY, C.M.F.
 E/O.

DISBURSEMENT OF MARINE CRAFT SECTION, ISCHIA.

A quantity of equipment has been transferred from the Marine Craft Section Ischia, to the Italian Air Force, Receipts listing a Ireda Tractor (1324) and some Marine Craft spares have been obtained and are forwarded to you in duplicate.

2. It is requested that you prepare the necessary forms 603 and forward them to the A.F.S.S., Rome, together with the receipts, with the request that they be signed by a representative from the Italian Air Ministry and the copies distributed in accordance with C.A.I. 140.

3. Forms 603 are to be endorsed "For subsequent Financial Agreement". One copy in excess of the requirements of C.A.I. 140 is to be prepared and, when duly receipted, forwarded to 57 Branch of this Headquarters.

4/5 Dec 1945

602/122

7107
A.J.B.

(A.J.S. RAMES)
For Wing Commander,
Senior Officer i/c Administration,
AIR HEADQUARTERS, R.A.F., ITALY, C.M.F.
R/O.

COPY TO : Air Force Sub-section,
Allied Forces Headquarters, Rome,
A.P.O. 794.

cf. enc. 17

From : General Staff Italian Air Force
Logistic Section
To : A.F.H.Q. A.F.B.
Ref. : 301954/L.4/4/791 Coll
Date : 24th May 1947

HIGH SPEED LAUNCHES

With reference to letter AFB/682/EQ dated 6th May 1947 we hereby inform you that owing to our lack of funds we cannot, as we had hoped, purchase the launches mentioned on the above letter.

THE UNDERCHIEF OF GENERAL STAFF

7185

Translated by L.A.C. DOSI

5101
24/5
682/02

h. of P. already
notified. See com. 36
MR

18701

785017

CI/ME



Stato Maggiore P. Aeronautica
STATO MAGGIORE AERONAUTICA MILITARE
Sezione Logistica

Roma, 24 MAG 1947

Al L'AIR FORCES BRANC
ALLIED FORCE HEADQUARTERS
A.P.O. 749 - R O M A

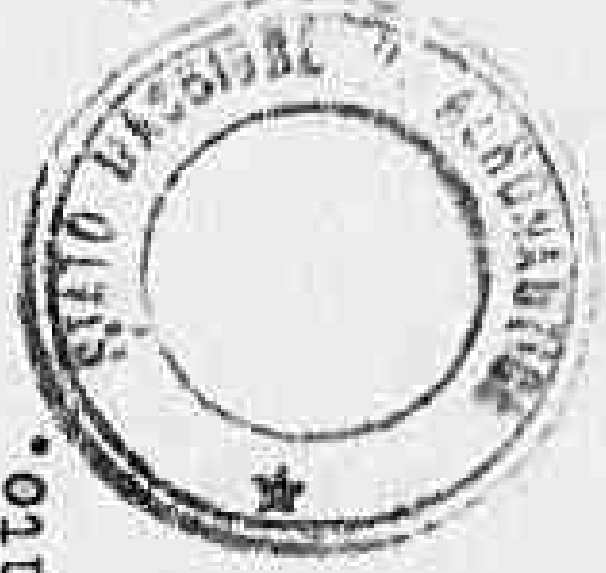
(Tramite Ufficio Collegamento - S E D E)

304954/L-4/H. P. Mag. 1

Disposto al p. 1. 2

OGGETTO : Motolance alta velocità.

In riferimento al foglio N°AFB/682/Eq, datato 6 maggio c.m., si comunica che a causa della ben nota mancanza di fondi non è possibile, come sarebbe vivo desiderio, acquistare i motoscafi segnalati con il foglio sopradistinto.



AL ROTTICAPPO DI STATO MAGGIORE

7183

Il primo foglio per ogni lettera con cui si rappresenta e indirizza nella propria

785017

FROM: AIR FORCES BRANCH
ALLIED FORCE HEADQUARTERS

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

DATE: MAY 12TH 1947

REF: AFD/682/EG/AFHQ

36

LAUNCHES FOR DISPOSAL IN MIDDLE EAST

Reference your letter CDO/13/94/9 dated 6th May 1947, the three launches were offered to the Italian Government on the terms quoted.

No reply has been received however and it must be concluded that they are not interested.

Your assistance in obtaining the particulars is appreciated.

W.A.D. COLLINGWOOD
WING COMMANDER
For AIN COM ODONE
DIRECTOR,
A.F.B., A.F.H.Q.

7182

From : Air Forces Branch,
Allied Force Headquarters.

To : Ministry of Defence Air.

Date : 9th May, 1947.

Ref : AFB/682/23.

DISPOSAL OF EQUIPMENT AT R.A.F. BASE, ISCHIA

Reference your letter 301583L5/G/636/Coll. dated 23rd April 1947. Air Headquarters Italy ordered the transfer of all R.A.F. equipment to the Ministry of Supply, and all fixed assets to the Claims and Hirings Department on 25th April. Your request for transfer of some of the equipment to the Italian Air Force therefore arrived too late for action.

2. However, it is still possible for you to take action with the Ministry of Supply (Chief Disposal's Officer) and it is recommended that you do this.


W.A.D. OLLIPHANT, W/Odr,
for Air Commodore,
Director, AFB, AFHQ.

Copy to : Marine Craft Section, R.A.F., Ischia.

1 8 7 3

Declassified E.O. 12356 Section 3.3/NND No.

785017

AIR FORCE

(34) 25.

8793

(22) LROF V MMXX NR T44/S R/R - QVR

FROM AIR HEADQUARTERS .R.A.F. ITALY . C.M.F. 081000Z

TO - AIR FORCES HQ BRANCH . A.F.H.Q.

CR----- BT

Q930 (.) 6TH MAY (.) UNCLASS (.) YOUR 014 CONCERNING HIGH SPEED
LAUNCHES (.)

H.Q. N MED/NE HAVE ASKED A.H.Q. MALTA TO REPORT ON THE DELAY ~~71~~ 75E
TRANSFER OF LAUNCH (.) YOU WILL BE ADVISED OF THEIR REPLY

BT 081000Z

RPTN'S Q930 6TH MAY 014



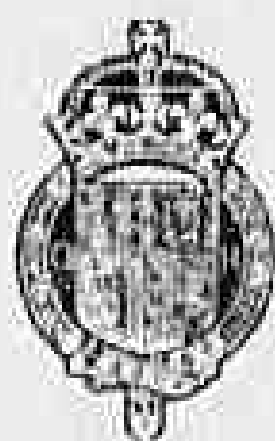
SENT E.S. (B1) K
RD AT 2030 JA K K AR K
TC

1874

Declassified E.O. 12356 Section 3.3/NND No.

785017

Telephone: ROME 84304 6 602X-7-0



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

33

BRITISH EMBASSY
ROME

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

Our Ref: CDO/13/94/9.

Your Ref:

6 May 1947.

To: Air Force Branch,
A.P.O.,
A.P.O. 794,
ROME.

25A

Further to our signal MB 384, dated 19th April addressed to Director General DEMI, Cairo, copy to you.

A reply has now been received in which it is stated that three serviceable launches are available for sale at a price of £1,000 each. Hire cannot be accepted.

This offer is open only until the 10th May. If the Italian Air Force is interested will you please, therefore, get into touch with this office immediately.

S. J. H.

W. J. J. J. J.
(W. J. J. J. J.)
C.D.O. Italy.

a.c. File
Front



1 8 7 5

Declassified E.O. 12356 Section 3.3/RND No.

785017

(32)

AIR FORCE BRANCH, A.P.H.Q.

AIR HEADQUARTERS R.A.F. ITALY, C.M.P.

6 May
061545 B

UNCLAS

Q TWO THREE ZERO (*)

SUBJECT : HOUSE BOMBED LAUNCHERS (*)

ONE LAUNCHER OPERATING IN AREA (*) REQUEST INFORMATION (*)

7175

ROUTINE

ROUTINE

A.C. HENRY, P/O

069

W.A.D. COLLIER, W/CH.

(31)

From : Air Forces Branch,
Allied Force Headquarters.
To : Ministry of Defence Air.
Date : 6th May, 1947.
Ref : AFB/682/eq.

HIGH SPEED LAUNCHES

Further to my letter IMAS/682/eq/AF dated 12th March 1947, it is now reported that there are three 63 foot launches at Port Said which are available for disposal to the Italian Government. The launches are equipped with 3 500 horse power Napier engines and their condition is stated to be serviceable. The disposal authorities suggest the price of Egyptian pounds 1000 each, but will accept lower offer. Payment must be in sterling, dollars or other hard currency. Shipping arrangements must be the responsibility of the Italian Government as the launches are not capable of making the journey from Egypt to Italy under their own power without an overhaul.

2. If you are interested in this proposition will you please inform this office immediately as the disposal authorities in Egypt require a decision by May the 10th.

*Communicated verbally
to Col. Donadio
6th May 1947*

W.A.D.
for W.A.D. COLLINGWOOD, W/Cdr,
Air Commodore,
Director, AFB, AFHQ.

1877

Declassified E.O. 12356 Section 3.3/NND No.

785617

INFO V NEWS IN 2223 3/4 2211/2

FROM MIKEAST 251233

TO C D G ITALY HQS ROME

INFO AIR FORCE BRANCH A F HQ ROME
(BDDO REPT CORRECTION DELIVERY)

BT

BDDO/2/27 (.) ~~///~~ REFERENCE YOUR MS 303 (.) HAVE QUANTITY THREE
MARE ONE SAID BEEN NO 19/251 (.) ROYAL AIR FORCE REGISTRATION NUMBERS
10 128 172 EACH POWERED BY THREE NAPIER 500 HP ~~///~~ ENGINES
CONDITION SAID TO BE SERVICEABLE (.) SUGGEST TRY FOR BRIDGE EACH BUT
WILL ACCEPT ~~12/251~~ ~~///~~ MESSG EACH WE HAVE AUTHORITY ONLY TO ACCEPT
STERLING DOLLARS OR OTHER HARD CURRENCY (.) IF INTERESTED CABLE BEFORE
MAY TENTH

BT

SENT AT 2640 AM 25 MAY

RS 207 AT 2640 FOR TWO SIGS

7657 59

(30)

AIR FORCE

~~Handwritten~~
25/5

7173

A390 25/5
692/100
JES

02.15.47

From:- Marine Craft Section, R.A.F. Ischia. (29)

To :-
Allied Force Headquarters
Air Forces Branch.

Date:- 24th April, 1947.

Ref :- MCS/20/3Eq.

Surplus Equipment - Ischia. (30)

Reference your letter AFB/682/EQ. dated 14th April, 1947, it is regretted that A.H.Q. Italy letter has not been actioned by this Section but the Italian Liaison Officer with this Section has been unable to give a list of the requirements of the Italian Air Force on disbandment of the Section.

2. A.H.Q. Italy have been informed of this and disposal instructions of all M.T. and surplus equipment through the usual channels have been issued by A.H.Q. Italy. in view of the early disbandment of this Section.

G.R.D. B...
Flight Lieutenant, Commanding,
Marine Craft Section, Ischia,
R.A.F. C.N.F.

7872
28/4
182/EA

Compare this with 14A.
O.C. Base was to submit a
list of his equipment.
He has not done so because
the local Italian officer is
unable to say what is
required.
!!! Result of delay is on 28 *MD*.

1879

Declassified E.O. 12356 Section 3.3/NNH No.

789017

AIRE
6375 825
28

86 LROF V MMXX NR T 173/25 ROUTINE

QVR 1

FROM AIR HU ITALY RAF CMF

TO AIR FORCES SECTION AFHQ ROME

REPEATED - MARINE CRAFT SECTION RAF ISCHIA PO 592 .

BT

Q 832 APRIL 25 . UNCLASSIFIED .

SMM SUBJECT - MARINE CRAFT BASE ISCHIA .

(1) OFFICER IN CHARGE HAS BEEN INSTRUCTED TO TRANSFER ALL R A F
ARISINGS TO MINISTRY OF SUPPLY AND FIXED ASSESS TO CLAIMS AND
HIRINGS .

(2) SHOULD ITALIAN AIR FORCE REQUIRED ANY OF THE ~~QVR~~ EQUIPMENT THEY
WILL HAVE TO TAKE ACTION TO OBTAIN THROUGH THE ABOVE ORGANIZATION .

⊕ (3) REQUEST YOU NOTIFY ~~ITALIAN~~ ITALIAN AIR FORCE ACCORDINGLY .

BT 251400Z

SENT GFW AR THXX KKKK

RD NR T 173/25 G.P. TIME ::2230D B K

SFGO
Please take action on 3 (φ)
my 29/4

A300.4
26/4
682/KQ

7170

260930

From : General Staff Italian Air Force
To : A.F.B. A.F.H.Q.
Ref. : 301583 L 5/G/636 Coll.
Date : 23rd April 1947

(27)
(T)

HANDING OVER EQUIPMENT AND MATERIAL AT THE ISCHIA
MOTORBOAT BASE

1. Owing to the imminent closing down of the Allied motorboat base at Ischia, the local English command has requested the Italian Command to furnish it with particulars regarding the equipment and materials the Italian Air Force wishes to obtain.

2. According to our stock list the materials and equipment listed below are needed to ensure continuity of repair and maintenance work on motorboats:

Store with various motorboat spare parts (a detailed list will be made out)

Breda tractor with towing hook for motor launches

Trolleys complete with wheels and double rails which can be used for both the P 63 and P 68 types of motor launches with the appropriate installation of tressels.

5 Ton Crane truck for lifting engines.

Lister electrical power generators complete up to 240 V.

Bedford 350 gallon water bowser.

Motor vessel for towing motor launches 25 Gt with Ford V 8 engine No. 2998

Five barracks of corrugated sheets with wooden beams. Four of these are in the Villa Cacciapuoti.

A. 841 24/4/47.
Gr2/KQ.

- 2 -

Service station

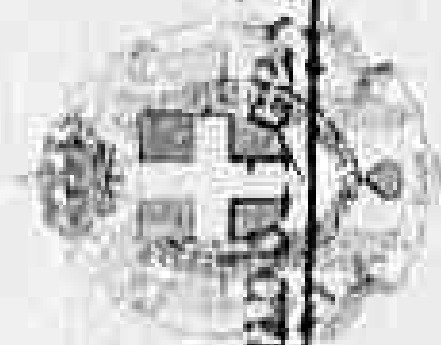
3. To facilitate and speed up procedures required to transfer the above mentioned materials the handing over must be made direct between the two Ischia Commands.

We would be grateful if the I.M.A.S. would inform us of its decisions regarding this matter.

SECRETARY OF GENERAL STAFF

Translated by L.A.C. COSTIGAN

7167



Repubblica Italiana

FA/SC

Stato Maggiore - Generalissimo

III R. UFFICIO SERVIZI

Sezione Logistica

Reg. V. 304883-5/6

636 ell.

Monday 3 APR 1947

AIR FORCES BRANCH
ALLIED FORCE HEADQUARTERS
A.F.C. 794



R O M A

(Tramite Ufficio Collegamento)

S E E

OGGETTO Cessione attrezzature e materiale Base Motoscafi

Ischia. = =

1°

In previsione che fra breve tempo sarà sciolta la Base Motoscafi Alleati di Ischia, il locale Comando Inglese ha chiesto a quello Italiano di far conoscere di quali materiali e attrezzature desidera venire in possesso l'Aviazione Militare Italiana.

2°

Sulla scorta degli elementi finora in suo possesso, questo Stato Maggiore ritiene che, per assicurare la continuità dei lavori di revisione e manutenzione delle imbarcazioni di cui trattasi, occorreranno i seguenti materiali e attrezzature:

- (I) -Magazzino con parti di ricambio varie per motoscafi (elenco particolareggiato da compilarli)
- (I) -Trattore Breda con vericello per alaggio motoscafi
- (I) -Invasatura completa di ruote e binario doppio, adattabile per i due tipi di motoscafi da P.68 e da P.68, mediante l'applicazione di opportune selle
- (I) -Camion grue da 5 tonn. per sollevamento motori
- (I) -Gruppo elettrogeno Lister completo fino a 240 volts
- (I) -Autobotte per acqua Bedford da 300 galloni
- (I) -Barca a motore per rimorchio motoscafi da 25 piedi con motore Ford V.8 matr.2998
- No 3 baracche in lamiera ondulata e travetti legno (di cui 4 sistemate nell'interno della Villa Cacciapuoti
- (I) -Stazione di servizio.

Oggetto: Cessione attrezzature e materiale Base Motoscafi

Ischia. = =

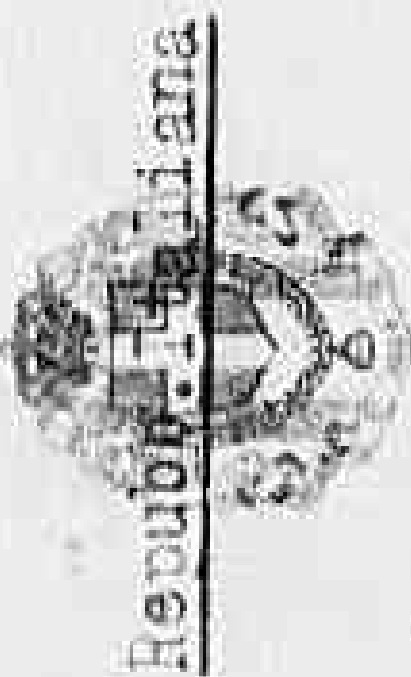
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- (I) -Camion grue da 5 tonn. per sollevamento motori
- (I) -Gruppo elettrogeno Lister completo fino a 240 volts
- (I) -Autobotte per acqua Bedford da 350 galloni
- (I) -Barca a motore per rimorchio motoscafi da 25 piedi con motore Ford V.8 matr. 2998
- (I) -No 5 baracche in lamiera ondulata e travata in legno (di cui 4 sistemate nell'interno della Villa Cacciapuoti
- (I) -Stazione di servizio.

3° Per facilitare e accelerare le operazioni inerenti al

Il 14.12.1943 l'Ufficio per gli Affari militari ha ricevuto dalla Marina Italiana la seguente lista di materiali e attrezzature da cedere:



Repubblica Italiana

Stato Maggiore R. Armata

1944

Allegati

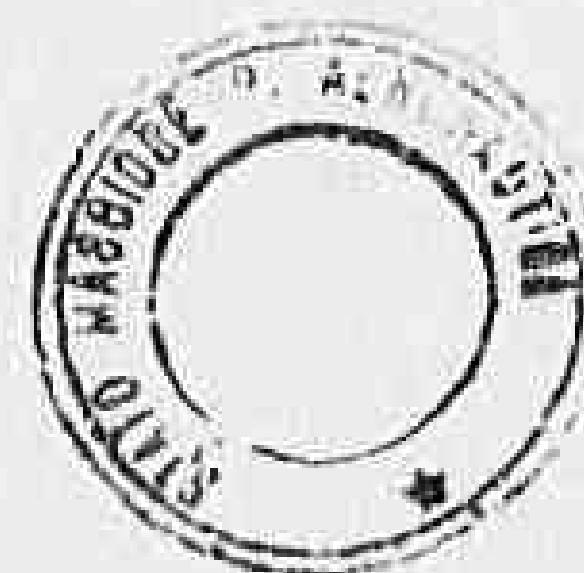
OGGETTO

Disposizione del P. N. N. 111

40

passaggio dei materialisopraelencati, la cessione di essi dovrebbe avvenire direttamente fra i due Comandi di Ischia.-

Si sarà grati a codesto I/M/A/S/ se vorrà far conoscere a questo Stato Maggiore le decisioni che saranno prese al riguardo .-



LA DITTELLA DI STATO MAGGIORE

7167

PARAPHRASE OF SECRET CYBER MESSAGE.

26

FROM: HQ MED/EE.

TIME OF RECEIPT 190130Z.

TO : AIR FORCES BRANCH, A.F.H.Q., Rome
RELEVANT AIR ITALY.

TIME OF DESPATCH 191030Z.

SERIAL NO: 796.

QX.3442. 18th April. SECRET.

22

Reference is made to your signal APX.164 of 14th April regarding high speed launches for the Italian Government. As a result of a Board of Survey no report no 63 foot launches offered for disposal. 3 63 foot launches at Port Said and the 67 foot launch at Pangra are still available through British store.....These craft cannot be moved under their own power to Italy unless Italian first carry out engine repairs, as the R.A.F. is not in a position to undertake such a commitment.

T.O.O. 181100Z.

ROUTE.

Portion marked..... has been queried. Correction follows.

17336
21/4
G&2/LA
7 Jan

S.S.O. my 22/7
S.S.O. last named.
pl speak on this
AUS 21/4

CEO (ITLT) MDS RMAS

DIRECTOR GENERAL B.S.D.M.
CAIRO

ALL FORCES BRANCH
A.F.M.G. AGUE A.P.O. 794

MS

UNCLASSIFIED

FOLLOWING SENT TO YOU AT REQUEST OF AIR FORCES BRANCH AFHQ HOME
STOP UNDERSTAND BY MESSAGE HAVE OFFERED TO YOU FOR DISCOUNTS HIGH SPEED
LAUNCHES STOP AIR FORCES BRANCH AFHQ SUPPORTING ITALIAN AIR FORCES
STOP MAY BE INTERESTED IN HAITIC BID ON RECEIPT FOLLOWING INFORMATION
STOP ENGINE TYPES STOP CONDITION STOP QUANTITIES AVAILABLE STOP
PRICE STOP ALSO WHETHER LINE ACCOUNTABLE OF IF NOT ALTERNATIVE
CIRCUMSTANCES

22/4 P 342
wp

682/58

ROUTING

716

25A

19/04/47/1125 hrs.

UNCLASSIFIED

FOLLOWING SENT TO YOU AT REQUEST OF AIR FORCE'S BRANCH AMHQ HOME
 STOP UNDERSTAND HQ MIDDLE HAVE OFFERED TO YOU FOR DISPOSABLE HIGH SPEED
 LAUNCHES FOR AIR FORCE'S BRANCH AMHQ SUPPORTING ITALIAN AIR FORCES
 WHO MAY BE INTERESTED IN MAKING BID ON RECEIPT FOLLOWING INFORMATION
 STOP ENGINE TYPES STOP CONDITION STOP QUANTITIES AVAILABLE STOP
 PRICE STOP ALSO WHETHER LINE ACCEPTABLE OR IF NOT ALTERNATIVE
 CIRCUMSTANCES

22/4 A342
 way.

682/100.

ROUTINE

GOO HAS BEEN

W.S. 1000000

W. S. 1000000
 J. Chief Disposals Officer (Italy)

7100

Conversation Collingwood / 1000000 refers.

FROM :- Air Headquarters, R.A.F., Italy, C.M.F.

TO :- Allied Force Headquarters,
Italian Military Affairs Section,
Air Forces Sub Section, C.M.F.
A.F.O. 794

DATE :- 3rd April, 1947.

REF :- AMGL/11703/31/27.

DISPOSAL OF EQUIPMENT - M.C.F. ISCHIA.

In view of the impending transfer of High Speed Launches from the Marine Craft Base Ischia, certain maintenance and domestic Equipment will be available for disposal.

2. It is desired to know forthwith the requirements of the Italian Air Force from the Equipment available. On receipt of the information arrangements will be put in hand to effect the transfer.

3. Your immediate attention is called for as it is the intention of this Headquarters to transfer the residue of Equipment to the Ministry of Supply.

for

J. C. Davies

S/INT.

(J.C. DAVIES)
Wing Commander,
Senior Officer i/c Administration,
AIR HEADQUARTERS, R.A.F. ITALY, C.M.F.

11/10/47

Air Force Sub Section, C.M.F.
A.P.O. 794

DATE :- 3rd April, 1947.

REF :- HQI/11703/31/27.

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J.C. Davies

P/M.

(J.C. DAVIES)
Wing Commander,
Senior Officer i/c Administration,
AIR HEADQUARTERS, R.A.F. ITALY, C.M.F.

for

1/1/51
A/44
682/99

682/99 - Transfer of equipment
draft

ALLIED AIR FORCE HEADQUARTERS,

AIR STAFF BRANCH,

APO 794.

23rd April, 1947.

SECRET

Sir,

I have the honour to forward, as Annexure "A", a copy of a letter received from the Italian Air Ministry consequent on their being notified of the decision contained in Air Ministry signal No. 601.3583 of the 25th February, 1947, that the six launches at Ischia were no longer available for them as had been promised.

2. In considering their letter, it will be remembered that 14 boats were promised to them of which only seven up to date have been delivered. On the assumption that 14 would materialise, the Italian Air Ministry put into hand the ground organisation and the training of personnel essential for their reception.

3. The boats which have been delivered are nearly five years old and technically were in extremely poor condition, due to a complete lack of maintenance over a long period. They all require a complete overhaul by the Italians before use, and this overhaul is still in progress.

The spare engines handed over are accurately described in the Italian Technical Report attached as Annexure "B". - (12/10)

4. The Air/Sea Rescue service was started by the Italians entirely at our instigation and on our promised backing. Although it is quite realised that the reversal of the decision to make additional boats already in Italy available to them, was unavoidable, nevertheless, such a reversal does have unpleasant repercussions.

5. It is most unlikely that they will be willing or able to provide funds for the boats in the Canal Zone, even though the disposal price is low. However, enquiries are being made with a view to providing them with all relevant information about them.

6. There remains the future of the Air/Sea Rescue service. Are we justified in pressing them to acquire further boats or even maintaining in service the ones they already have? Would they not be meeting their obligations if they relied on the use of seaplanes in spotting and their mounting any vessel in the vicinity if the state of the sea makes a landing by the seaplane impracticable.

I have the honour to be,

Sir,

785017

2. In considering their letter, it will be remembered that 14 boats were promised to them of which only seven up to date have been delivered. On the assumption that 14 would materialise, the Italian Air Ministry put into hand the ground organisation and the training of personnel essential for their reception.

3. The boats which have been delivered are nearly five years old and mechanically were in extremely poor condition, due to a complete lack of maintenance over a long period. They all require a complete overhaul by the Italians before use, and this overhaul is still in progress.

The spare engines handed over are accurately described in the Italian Technical Report attached as Annexure 'a'. - (10/11)

4. The Air/Sea Rescue service was started by the Italians entirely at our instigation and on our promised backing. Although it is quite realised that the reversal of the decision to make additional boats already in Italy available to them, was unavoidable, nevertheless, unfortunately, such a reversal does have unpleasant repercussions.

5. It is most unlikely that they will be willing or able to provide funds for the boats in the Canal Zone, even though the disposal's price is low. However, enquiries are being made with a view to providing them with all relevant information about the.

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71611
I have the honour to be,

Sir,

Your obedient servant,

A. G. HENDERSON,
AIR COMMISSIONER,
DIRECTOR,
AIR FORCE BRANCH,
A.F.M.S., 410 7th.

The Undersecretary of State for Air,
Air Ministry,
Whitehall,
London, S.W.1.

Copies: A.H.C. Italy.
R.O. S.A.P., 11/10/42.

(22)

AIR FORCES BRANCH. ALLIED FORCE HEADQUARTERS.

14.1645B.

HEADQUARTERS, R.A.F. MEX/MC.

AIR HEADQUARTERS, R.A.F. ITALY.

SECRET.

AIR FORCE ONE SIX FOUR PD

SUBJECT HIGH SPEED LAUNCHES FOR ITALIAN GOVERNMENT PD

TWO PD REFERENCE AIR MINISTRY SIGNAL ODOO ODOE XRAY THREE FIVE EIGHT EIGHT
DATED TWO FIVE FEBRUARY ONE NINE FOUR SEVEN ODO REQUEST INFORMATION ON FINDING
ON BOARD OF SURVEY ON LAUNCHES TO BE HANDED OVER TO THE DISPOSAL AUTHORITIES PD
THREE PD ARE ANY OF THESE LAUNCHES CAPABLE OF STEAMING UNDER THEIR OWN POWER
TO ITALY?

15/4

AFB/682/BQ.

7154

ROUTINE.

ADMINISTRATION.

490.

L. R. JARVIS. C/CMT.

A.C. MERTEN. F/O.

From : Italian Air Force (General Staff)
No. 3 Mail

To : Allied Forces Headquarters T.A.A.S. A.F.S.B.

Ref. : 301273/2/4/L/332 3011

Reply : 1115/302/24/27

Date : 5th April 1947

TRANSFERS OF ITALIAN MOTORBOATS BY THE R.A.F. TO THE I.A.A.F.

16

1. In reply to letter LMS/302/24/27 dated 12th March 1947, we have taken into consideration the fact that the 3 motorboats at present in the Suez Canal zone can no longer be considered as emergency, but can be acquired by the Italian Government through the normal procedure.

2. Owing to our lack of funds we cannot acquire the above mentioned six motorboats, although it is our desire to do so.

3. With regard to the above, the General Staff states that from the beginning, when the opportunity for instituting a rescue service with the motorboats was envisaged, the Italian Air Force stated that, due to economic difficulties, it could not acquire the necessary motorboats. The Allies then promised to lend the Italian difficulties by handing over 24 English motorboats fitted with engines and spare parts. The spare engines have been found to be practically all unserviceable whilst the spare parts have not yet been sent.

4. It was noted that the Italian Air Force, whilst principally from lack of funds and shortage of spare parts, the 7158

Administration has made the following provisions:

1. In reply to letter dated 28 March 1947, we have taken into consideration the fact that the 8 colorists at present in the East have some 300 and longer he could get as far as he can be acquired by the Italian government. Through the normal procedure.

2. Owing to our lack of funds we cannot acquire the slave mentioned in our letter, although it is our desire to do so.

3. With regard to the above, the General Staff states that from the beginning, when the opportunity for instituting a rescue service with the colorists was envisaged, the Italian Air Force stated that, due to economic difficulties, it could not acquire the necessary colorists. The Allies then promised to meet the Italian difficulties by handing over 20 English colorists fitted with engines and spare parts. The spare engines have been found to be practically all unserviceable whilst the spare parts have not yet been sent.

4. Overcoming notable difficulties, arising principally from lack of funds and shortage of spare parts, the Air Force Administration has made the following provisions:

a) To render efficient and completely equip the seven colorists already handed over (the work involved in rendering them efficient has been very extensive and laborious as the equipment was unserviceable on a large scale and had to be replaced).

b) For the distribution of the spare parts, the reconstruction and modernization of the facilities necessary for handling aircraft, and the relative services.

c) For sending the engines already handed over to the Air Force over the sea, the necessary work being done, as the time taken, was considerable. The time is to be reduced by the Air Force, under the supervision of the Air Force, to the minimum.

d) To send to the Air Force the spare parts.

RECEIVED
12/12/47

12/12/47

of personnel equipment and stocks of material for the rescue-

The program is still in the Air Force Air Force Administration, is now being carried out.

1. The present decision to limit the number of personnel for the rescue service to 100,000, comprising the majority of the Air Force Administration to acquire the remaining six personnel the possibility of complete, immediate, the solution of the very difficult all important rescue service which remains two objectives for each of the several bases.

THE AIR FORCE & THE AIR FORCE

RECENTLY

Transmitted by I.A.O. CONTINUED

DC/VA

REPUBBLICA ITALIANA

Stato Maggiore. M. Maggiore
MAGGIOR GENIO SERVIZIO
Servizio Logistico

201843 L. A. L. 562 ell

Oggetto: Trasferimento di mezzi marini dalla R.A.F. all'A.M.=

ALLIED FORCES HEADQUAR-
TERS - ITALIAN MILITARY
AFFAIRS SECTION
A.F.S.C. - A.P.O. 794
= R O M A =

(tramite Uff. Collegamento) SEDE
IMAS/682/EG/AF

1° Si risponde al foglio IMAS/682/EG/AF del 12 Marzo 1947.
e si prende atto che i sei motoscafi attualmente nella
zona del Canale di Suez non ai verranno più consegnati
come i precedenti, ma potranno essere acquistati dal Go-
verno Italiano colla normale procedura.-

2° Data la ben nota mancanza di fondi non sarà possibile,
come sarebbe nostro desiderio, acquistare i soprannetti
sei motoscafi.-

3° In proposito questo Stato Maggiore fa rilevare che fin
dall'inizio, quando è stata prospettata l'opportunità di
istituire il servizio soccorso con motoscafi, l'Admini-
strazione Aeronautica ha fatto presente che, per diffi-
coltà economiche, non era in grado di acquistare i moto-
scafi necessari. Da parte Alleata si è promesso allora
di venire incontro alle difficoltà Italiane cedendo 14
motoscafi inglesi corredati di motori e parti di ricam-
bio.- I motori di ricambio ceduti sono risultati però
quasi tutti fuori uso e le parti di ricambio devono an-
cora essere consegnate.

Successivamente ci è stato comunicato che gli ultimi 6
motoscafi anziché efficienti come i precedenti, ci sa-
rebbero stati consegnati inefficienti e ci sarebbero
stati portati con piroscalo da Suez.

4° Superando notevoli difficoltà dovute principalmente a
mancanza di fondi e deficienza di parti di ricambio, la
Amministrazione Aeronautica ha provveduto?

a) alla rimessa in efficienza ed all'armamento completo
dei sette motoscafi sino ad oggi ceduti (tale rimessa
in efficienza è stata quanto mai dispendiosa e laborio-

562 Cell

(tramite Uff. Collegamento) SEDE
IMAS/682/EQ/AF

OGGETTO: Trasferimento di mezzi marini dalla R.A.F. all'A.M.=

1° Si risponde al foglio IMAS/682/EQ/AF del 12 Marzo 1947, e si prende atto che i sei motoscafi attualmente nella zona del Canale di Suez non ci verranno più consegnati come i precedenti, ma potranno essere acquistati dal Go verno Italiano colla normale procedura.

2° Data la ben nota mancanza di fondi non sarà possibile, come sarebbe nostro desiderio, acquistare i sopradetti sei motoscafi.

3° In proposito questo Stato Maggiore fa rilevare che fin dall'inizio, quando è stata prospettata l'opportunità di istituire il servizio soccorso con motoscafi, l'Amministrazione Aeronautica ha fatto presente che, per difficoltà economiche, non era in grado di acquistare i moto scafi necessari. Da parte Alleata si è promesso allora di venire incontro alle difficoltà Italiane cedendo 14 motoscafi inglesi corredati di motori e parti di ricambio. I motori di ricambio ceduti sono risultati però quasi tutti fuori uso e le parti di ricambio devono ancora essere consegnate.

Successivamente ci è stato comunicato che gli ultimi 6 motoscafi anziché efficienti come i precedenti, ci sarebbero stati consegnati inefficienti e ci sarebbero stati portati con piroscalo da Suez.

4° Superando notevoli difficoltà dovute principalmente a mancanza di fondi e deficienza di parti di ricambio, la Amministrazione Aeronautica ha provveduto?

- a) alla rimessa in efficienza ed all'armamento completo dei sette motoscafi sino ad oggi ceduti (tale rimessa in efficienza è stata quanto mai dispendiosa e laboriosa perché i mezzi erano da molto tempo fermi e mancanti di attrezzatura e di qualsiasi parte di ricambio);
- b) alla istituzione delle sette basi con conseguente costruzione e ripristino degli edifici necessari per lo alloggio equipaggi, magazzini e relativi servizi;

./././././././././.

Repubblica Italiana



Ministero dell'Aeronautica

OGGETTO

- c) alla revisione presso Ditta dei motori ceduti, dei quali la maggior parte in condizione fuori uso, come ben noto a codesta I.M.A.S., allo scopo di ricavare un minimo numero di motori revisionati da sostituire, quando necessario, a quelli montati a bordo;
- d) consumo carburante per prove, collaudi e allenamento equipaggi;
- e) equipaggiamento personale e costituzione scorte di materiali da servire per le necessarie riparazioni.
- Tale programma, che rappresenta per l'Amministrazione Aeronautica, un onere non indifferente, è in via di realizzazione.
- 5° La decisione attuale di limitare a 8 i motoscafi per il servizio soccorso, data l'impossibilità da parte dell'Amministrazione Aeronautica d'acquistare i rimanenti sei, compromette la possibilità di garantire in modo completo ed assoluto l'assolutamento di tale delicato ed importantissimo servizio di soccorso, il quale richiede invece due motoscafi per ognuna delle 7 basi previste.



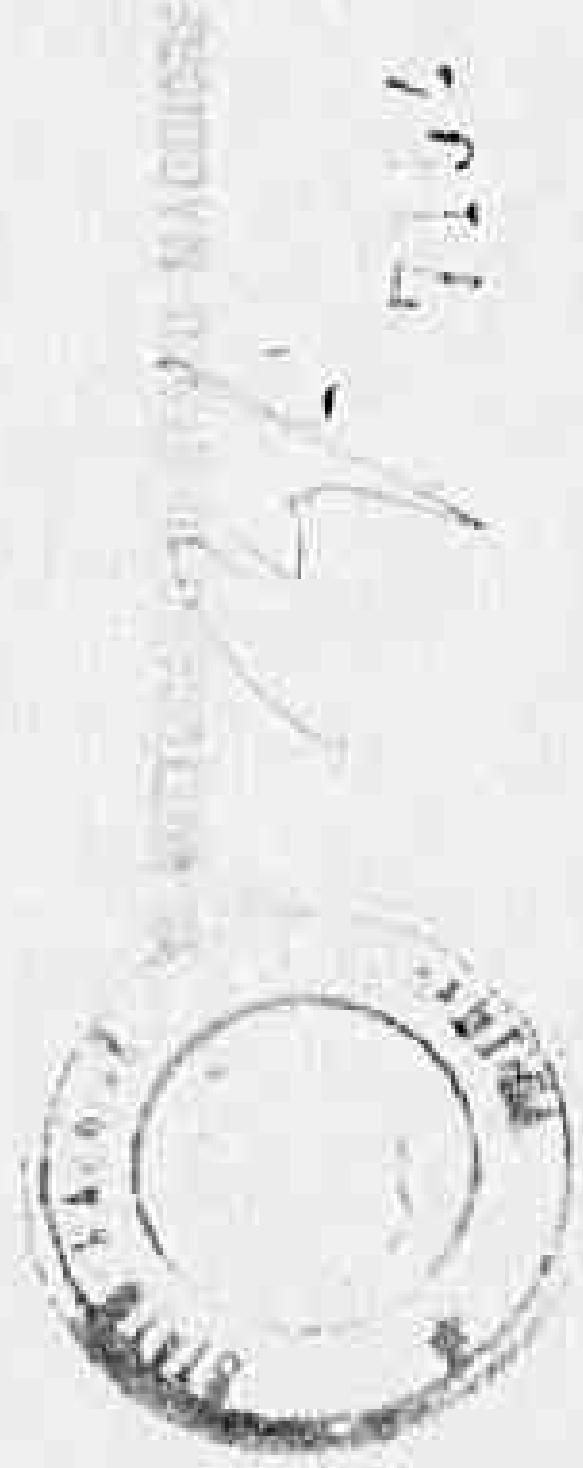
7151

Per posta al f. 101

Allegato

OGGETTO

- c) alla revisione presso Ditta dei motori ceduti, dei quali la maggior parte in condizione fuori uso, come ben noto a codesta I.M.A.S., allo scopo di ricavare un minimo numero di motori revisionati da sostituire, quando necessario, a quelli montati a bordo;
- d) consumo carburante per prove, collaudi e allenamento equipaggi;
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Il proprio ufficio per ogni lettera in cui vengono richiesti i materiali e i mezzi necessari.

(20)

From : Allied Force Headquarters,
Air Forces Branch.

To : F/Lt. O'Brien,
Marine Craft Section R.A.F. Ischia, A.P.O. S.592, C.M.F.

Date : 11th April, 1947.

Ref : AFB/632/EQ.

SURPLUS EQUIPMENT - ISCHIA

Reference Air Headquarters Italy letter AHQI/11703/31/E7, it would be appreciated if the listed surplus equipment could be forwarded as soon as possible.

W.D.
W.A.D. COLLIERWOOD, W/Cdr,
for Air Commodore,
Director,
Air Forces Branch.

7.5.

From : General Staff - Italian Air Force
Logistic Section

To : A.F.S.C. A.S.

Ref. : 301063/L. 4/L./242 3011

Date : 12th March 1947

(19)
(1)

WATER SEA LYON ENGINES

Attached please find, for your information, a copy of the serviceability report on 17 of the above mentioned engines which arrived at Taranto in February 1947.

by order
THE HONORARY CHIEF OF THE GENERAL
STAFF

See 2/ C.T.O.
19-III

Translated by L.A.C. DOSI

CTO.
Italiani had
already been there
warned that these
engines were
bad state. See Pt. 2 of file
Antid 19-III

17/3
my A 520
682/9
7152

1902

785017

ITALIAN AIR FORCE
AIR SEA RESCUE WING - RIMT-CRUIE

REPORT ON THE SERVICEABILITY OF THE 47 I.S.I. ENGINES

On the 11th February 1947, forty seven (47) I.S.I. engines reached Taranto, loaded in cases and loaded on two open railway wagons.

The engines were housed near the "Magora-grupamento" and subsequently the cases were opened and a superficial inspection was carried out on the engines.

In the 17 cases were found:

- No. 3 Napier engines that we think are in good working order. These have been sent to the testing benches at the Technical Office of the "Magora-grupamento".
- No. 17 Engines that apparently seem complete but, owing to the fact that they were used for a long time and were then badly stored, they need to be overhauled.
- No. 23 Napier engines which are each minus their cylinders (12). Inside these cases there was only the main part of the engines, more or less complete, and the cylinder heads were found to be unscrewed and laid aside. All this material was in a very bad state.
- No. 3 Napier engines with each minus a row of cylinders (4).
- No. 1 Napier engines with minus two rows of cylinders (2).

In summing up, we can say that in the 47 cases there are apparently only 20 Napier engines which are complete but in absolute need of overhauling whilst in the other 27 1/2 their are only parts of engines more or less of cylinders.

The 47 cases are made of plain wood, unpainted and nearly all broken.

The engines were housed under the "torre gruppamento" and subsequently the cases were opened and a superficial inspection was carried out on the engines.

In the 19 cases are found:

No. 3 Napier engines that we think are in good working order. These have been sent to the testing benches at the Technical Office of the "torre gruppamento".

No. 12 Engines that apparently seem complete but, owing to the fact that they were used for a long time and were then badly stored, they need to be overhauled.

No. 23 Napier engines which are each minus their cylinders (12). Inside these cases there was only the main part of the engines, more or less complete, but the cylinder heads were found to be unsecured and laid aside. All this material was in a very bad state.

No. 3 Napier engines were each minus a row of cylinders (4).

No. 1 Napier engines was minus two rows of cylinders (3).

In summing up, we can say that in the 37 cases there are apparently only 20 Napier engines which are complete but in absolute need of overhauling whilst in the other 17 of which their are only parts of engines more or less of which have no cylinders.

The 19 cases are made of plain wood, unpainted and nearly all broke.

In 6 of these cases were found books on which was written the serviceability report of the engines.

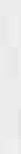
Following examination of these books it has been noted that these engines have been frequently used in various places: from Singapore to Algeria and for an average time of 800 - 2000 running hours.

The fact, that the engines have maintained following these years the 10 cracked cylinders and loss of water is obvious.

STANDARD TOLUENE

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712



REPUBBLICA ITALIANA

Recd. 12 MAR 1947 19

[illegible]

State. Hagwire. B. Armandina.

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L. A. F. S. C.

ROMA

(Tramite Ufficio Collegamento-SEDE)

O G G E T T O : Motori Napier Sea Lion .

Per opportuna conoscenza, si trasmette copia della relazione sullo stato d'uso dei 47 motori di cui all'oggetto, giunti a Taranto nel mese di febbraio u.s.

aloudine

И. С. ПЕТРОВ

 $U(\mathcal{A}_1), A_1, A_2, \overline{A_2}, \overline{A_1}, B_1, B_2$

10

777

1906
AERONAUTICA MILITARE
GRUPPO MOTORI SOCCORSO

19a
RELAZIONE SULLO STATO DEI 47 MOTORI SEA NAPIER LYON, GIUNTI A TARANTO

Il giorno 11 febbraio scorso, giunsero a Taranto n°47 motori Sea Napier Lyon, in cassoni e caricati su il vagoni ferroviari scoperti.

E' stato provveduto per l'accantonamento dei motori presso l'idro raggruppamento e successivamente all'apertura dei cassoni e ad una visita superficiale dei motori stessi.

Nei 47 cassoni sono stati controllati:
N°3 motori Napier che si suppone siano in buoni condizioni di efficienza.

Questi sono stati inviati all'Ufficio Tecnico dell'Ideoraggruppamento per le prove al banco.

N°17 motori Napier che apparentemente sembrano completi ma che per la pessima conservazione e lo stato di uso, urge la loro revisione.

N°23 motori mancanti di tutti i cilindri (12).

Nell'interno di questi cassoni esistono soltanto i blocchi dei motori più o meno completi e le testate dei cilindri smontate e messe a parte.

Tutto questo materiale è in uno stato di pessima conservazionee.

N°3 motori mancanti di una fila di cilindri (4).

N°1 motore mancante di due file di cilindri (8).

Riepilogando, si può considerare che nei 47 cassoni esistono soltanto 20 motori Napier apparentemente completi ma assolutamente abbisognavoli di revisione, mentre negli altri 27 cassoni esistono soltanto pezzi di motore per lo più mancanti di cilindri.

I 47 cassoni sono di legno grezzo, non verniciato e quasi tutti rotti.

Nell'interno dei 6 cassoni sono stati rinvenuti dei quaderni di efficienza dei motori. Dall'esame di questi quaderni risulta che tali motori sono stati impiegati intensamente un po' ovunque: da Singapore all'Algeria e per un totale medio di 200 - 250 ore di moto. Risulta altresì che sono stati sbarcati in seguito ad avarie specialmente dovute a perdite d'acqua ed incrinatura dei cilindri. Quasi tutti i motori sono stati sbarcati ed incassonati nel periodo novembre 1943- settembre 1944.

Dallo stato di conservazione si suppone che effettivamente per un tale periodo, siano stati abbandonati.

1907

Declassified E.O. 12356 Section 3.4/RRP to

Il giorno 11 febbraio scorso, giunsero a Taranto n°47 motori Sea Napier Lion, in cassoni e caricati su il vagoni ferroviari scoperti.

E' stato provveduto per l'accantonamento dei motori presso l'idro raggruppamento e susseguentemente all'apertura dei cassoni e ad una visita superficiale dei motori stessi.

Nei 47 cassoni sono stati controllati:

N°3 motori Napier che si suppone siano in buoni condizioni di efficienza. Questi sono stati inviati all'Ufficio Tecnico dell'Iidroraggruppamento per le prove al banco.

N°17 motori Napier che apparentemente sembrano completi ma che per la pessima conservazione e lo stato di uso, urge la loro revisione.

N°23 motori mancanti di tutti i cilindri (12).

Nell'interno di questi cassoni esistono soltanto i blocchi dei motori più o meno completi e le testate dei cilindri smontate e messe a parte.

Tutto questo materiale è in uno stato di pessima conservazionee.

N°3 motori mancanti di una fila di cilindri (4).

N°1 motore mancante di due file di cilindri (8).

Riepilogando, si può considerare che nei 47 cassoni esistono soltanto 20 motori Napier apparentemente completi ma assolutamente abbiognoevoli di revisione, mentre negli altri 27 cassoni esistono soltanto pezzi di motore per lo più mancanti di cilindri.

I 47 cassoni sono di legno grezzo, non verniciato e quasi tutti rotti.

Nell'interno dei 6 cassoni sono stati rinvenuti dei quaderni di efficienza dei motori. Dall'esame di questi quaderni risulta che tali motori sono stati impiegati intensamente un po' ovunque: da Singapore all'Algeria e per un totale medio di 200 - 250 ore di moto. Risulta altresì che sono stati sbarcati in seguito ad avarie specialmente dovute a perdite d'acqua ed incrinatura dei cilindri. Quasi tutti i motori sono stati sbarcati ed incassonati nel periodo novembre 1943 - settembre 1944.

Dallo stato di conservazione si suppone che effettivamente per un tale periodo, siano stati abbandonati sotto le intemperie ed abbiano servito da scorta a parti di ricambio, prelevando dagli stessi ben 296 cilindri senza considerare altre parti di ricambio che potranno risultare mancanti oppure fuori uso dopo un'accurata revisione di questi motori. Taranto, 20 febbraio 1947

L'UFFICIALE TECNICO

F/to: (S.Ten.Mot. D.Tartarelli)

PER COPIA CONFORME
F. A. L.

From : Allied Force Headquarters,
Air Forces Branch.

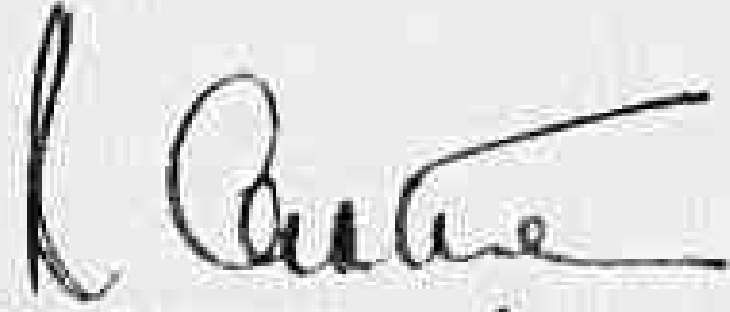
To : Stato Maggiore
Aeronautica Militare,
Sezione Logistica.

Date : 18th March, 1947.

Ref : AFB/682/EQ/AF.

TRANSFER OF MARINE CRAFT TO I.A.F.

Receipt is acknowledged of your letter SERV/301062/L/4/L/441/Col. dated 12th March and your attention is drawn to our letter of even reference dated 12th March in which you are informed of the latest position re. transfer of Marine Craft.


R. CARTNER, F/Lt,
for Air Commodore,
Director,
Air Forces Branch.

1909

Declassified E.O. 12356 Section 3.3/NND No.

785017

From : General Staff Italian Air Force
Logistic Section

To : A.P.F. 2. I.M.A. 3. A.F.S.S. 2.F.O. 794

Ref. : SMRY/301062/L./4/L./441 Coll.

Date : 12th March 1947

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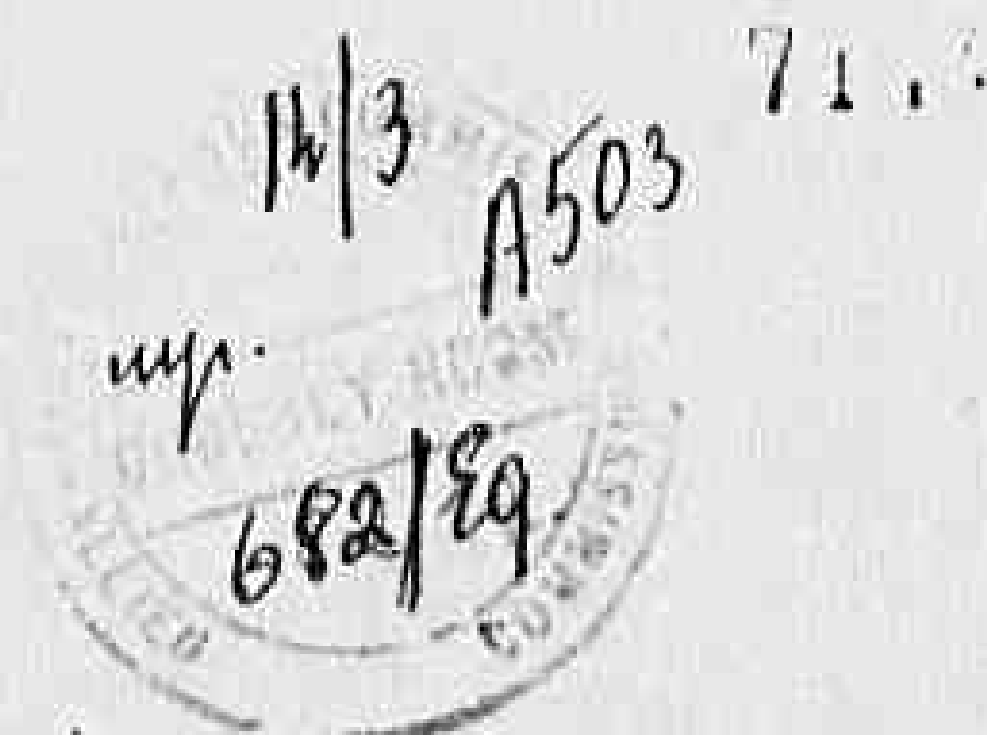
TRANSFER OF HIGH SPEED MOTOR BOATS

With reference to letter IMAS/662/EP A.F. dated 24th February 1947 we request you to send the sea motor boats, mentioned in the above letter, to Taranto.

134

by order
THE CHIEF OF THE 3RD UNIT

Translated by L.A.C. LAVINE



Roma, li.....

1/2

ALLIED FORCES HEADQUARTERS
I.M.A.S. = A.F.S.S.
A.P.O. 794

R O M A

(Tramite Ufficio Collegamento)

S E D E W

Prot.n°SERV

Prot.n°SERV/21062/L.4/L/441 coll

OGGETTO: Trasferimento motolancie alta velocità. = =

Riferimento IMAS/682/EQ A.F. del 24 febbraio u.s.,
pregasi inviare a Taranto le sei motolancie segnalate. = =

36. BOETTCHER, D. J. & J. H. MAGNOR.

d'ordine

CARTO DEL 3° REPARTO

$$L(A, B, x, y) = \mu(L, x, y) \cdot R(A, B, x, y)$$

Cyrtus

7143

785017

(16)

MINISTRY OF DEFENCE
AIR

DMAS/682/1/48

FILE.

TRANSFER OF MARINE CRAFT
FROM R.A.F. TO I.A.F.

MARCH 12TH 1947

130?

Further to our letter of even reference dated 28th February it is now reported that the six launches now in the Suez Canal zone will not be shipped to Italy but will be disposed of locally. It is requested therefore that the seven already handed over plus the one promised from Malta must be regarded as completing the programme.

2. Should you wish to purchase any of the launches being disposed of in Egypt you may do so through normal channels and this Office will endeavour to assist in the matter.

L. Carter *S/C*

T.A.D. COMINCHARGE
FING COMMANDER
FOR AIR VICE MA SELL
DIRECTOR,
AIR FORCES SUB-SECTION
I.M.A.S. A.F.HQ.

7142

FROM: AIR HEADQUARTERS, R.A.F., ITALY C.M.F.
 TO: AIR FORCE SUB-COMMISSION, ROM
 DATE: MARCH 8TH 1947
 REF: HQI/1178/2/3.7

(151)

SECRET

MAJORS DRAFT

The disposal of the six 58 foot high speed launches now lying at Ischia was discussed at a meeting held by D.S.O. at Air Ministry on 20th February 1947 and it was decided that they were to be shipped to U.S.

2. It was also decided that six launches now lying in ADMIRALTY would not be transferred to Italy to act as a replacement for the six sixty eight Footers referred to above.

3. The result of these decisions is that, instead of being handed over 14 Launches in accordance with the original plan, the Italian Air Force will only receive the seven launches they have already taken over plus the one additional launch due to come from Malta, i.e. a total of eight launches in all.

4. A copy of Air Ministry signal OOKJ588 dated 25th February 1947, detailing the decisions made and the action to be taken should the Italian Air Force require further launches, is attached herewith and it is requested that you will advise the Italians of the contents.

W. G. G. G.

C.F. GORE
 RQIP CAPTAIN 714
 FOR AIR COMMISSION
 AIR OFFICER COMMANDING
 AIR HEADQUARTERS, R.A.F., ITALY

The disposal of the six 68 foot High Speed Launches now lying at Tschia was discussed at a meeting held by D.F.C. at Air Ministry on 20th February 1947 and it was decided that they were to be shipped to U.S.

2. It was also decided that six launches now lying in Italy would not be transferred to Italy to act as a replacement for the six sixty eight footers referred to above.

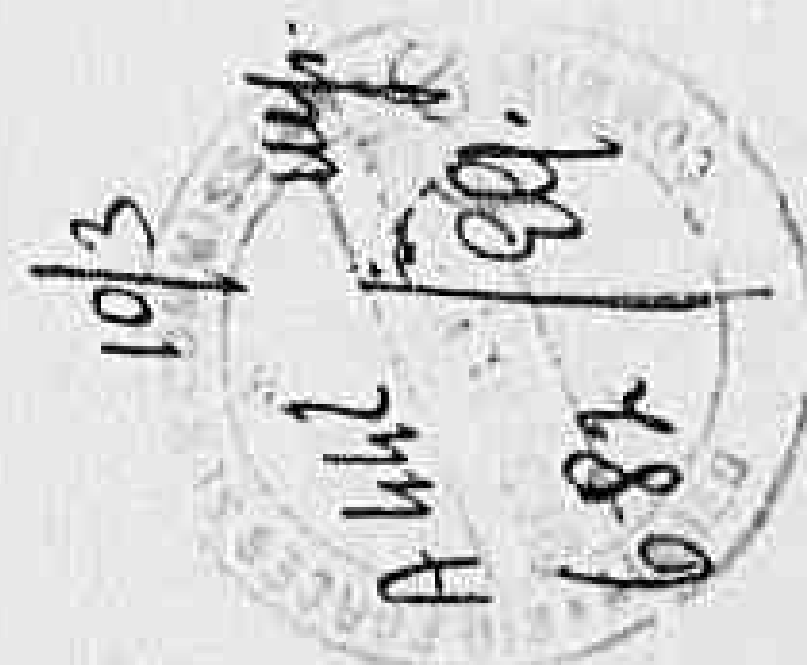
3. The result of these decisions is that, instead of being handed over 14 launches in accordance with the original plan, the Italian Air Force will only receive the seven launches they have already taken over plus the one additional launch due to come from Malta, i.e. a total of eight launches in all.

4. A copy of Air Ministry signal OX3583 dated 25th February 1947, detailing the decisions made and the action to be taken should the Italian Air Force require further launches, is attached herewith and it is requested that you will advise the Italians of the contents.

W. G. R. 9/2

C. W. MOORE
TROOP CAPTAIN
FOR AIR COMMANDERS
AIR OFFICER COMMANDING
AIR HEADQUARTERS, R.A.F., ITALY

714



File

1914

785017

158

OTHERS

FROM: AIR MINISTRY LONDON

TO: HQ. WEIR
FOR INFO. AIR ITALY

0003588 25th FEBRUARY 1945

SECRET

SUBJECT: IS TITANIC OF JAPANESE LAUNCHERS. IN 003450 FEBRUARY 17th 1945

PAGE 1. AS A RESULT OF A MEETING HELD IN AIR MINISTRY IT HAS NOW BEEN DECIDED THAT THE FOLLOWING ACTION IS TO BE TAKEN REGARDING THE TITANIC OF JAPANESE LAUNCHERS IN YOUR THEATRE.

PAGE 2. THE SIX 66 FOOT LAUNCHERS NOW AT ISOLTA ARE TO BE WITHDRAWN TO NAUPEL AND HELD THERE UNDER ARRANGEMENTS TO BE MADE BY AIR ITALY UNTIL SHIP-PIING CAN BE ARRANGED FOR THEIR TRANSFER TO THE U.S. IT IS ANTICIPATED THAT A SUFFICIENT SHIP WILL BE AVAILABLE IN APRIL. 6 WEEKS LATER BUT FURTHER DETAILS WILL BE SUPPLIED LATER.

PAGE 3. THE 57 FOOT LAUNCHERS AND 3 63 FT LAUNCHERS WITHDRAWN FROM NAUPEL AND HELD FOR TRANSFER TO THE ITALIAN AIR FORCE ARE TO BE RETURNED TO DIS-POSABLES. YOU ARE REQUESTED TO INFORM THE ITALIAN THROUGH COALS PORTWATER. ALSO THAT THE RAC CANNOT NOW MEET THEIR TOTAL REQUIREMENT OF TITANIC VESSELS FROM NAUPEL. IF THE ITALIAN WISH TO PURCHASE THESE VESSELS THEY SHOULD DO SO THROUGH THE NAVAL DEPARTMENT OF THE ITALIAN AIR FORCE. YOU SHOULD USE YOUR GOOD OFFICES WITH THE ITALIAN AUTHORITIES TO ASSIST THE ITALIAN IN THE PURCHASE. THE LAUNCHERS MENTIONED IN PARA 2 ABOVE AND THE REMAINDER OF THE LAUNCHERS HELD IN YOUR COMMAND ARE TO BE BOARDED PARTIALLY. THESE WILL BE WITH STAN-ARD AND NON STANDARD TYPES IN THIS CONNECTION THE OFFICIALS FROM THE AIR MINISTRY ARE BEING SENT ON TO YOUR COMMAND IN THE NEXT WEEK TO ASSIST IN BOARDING.

ONE OF THESE OFFICERS WILL BE DETACHED TO BE PRESENT AT THE BOARDING OF THE TITANIC. (A) DETAILS OF THE NUMBER OF 66 FOOT LAUNCHERS TO BE RETURNED TO THE U.S. AS AND WHEN SHIPPIING IS AVAILABLE. THESE WILL NOT INCLUDE THE 6 AT ISOLTA IN ITALY WHICH WILL BE RETURNED WITHOUT BOARDING. THE BOARD WILL ALSO ADVISE ON THE SALE AND PURCHASE OF LAUNCHERS AND REGISTRATION OF EACH CRAFT THAT IT IS RETURNED TO NAUPEL IN 1945 FOR R.A.C. USE. (A) DETAILS THE NUMBER OF LAUNCHERS THAT ARE AN INTERESTING ADDITION TO THE TITANIC. THESE WILL BE RETURNED TO THE U.S. AS AND WHEN SHIPPIING IS AVAILABLE FOR SALE. THESE WILL NOT INCLUDE THE 6 AT ISOLTA IN ITALY WHICH WILL BE RETURNED WITHOUT BOARDING. THE BOARD WILL ALSO ADVISE ON THE SALE AND PURCHASE OF LAUNCHERS AND REGISTRATION OF EACH CRAFT THAT IT IS RETURNED TO NAUPEL IN 1945 FOR R.A.C. USE. (C) DETAILS THE NUMBER OF LAUNCHERS THAT ARE TO BE RETURNED TO NAUPEL FOR SALE AND SERVICE OF THE U.S. THESE WILL BE RETURNED TO THE U.S. AS AND WHEN SHIPPIING IS AVAILABLE FOR SALE. THESE WILL NOT INCLUDE THE 6 AT ISOLTA IN ITALY WHICH WILL BE RETURNED WITHOUT BOARDING. THE BOARD WILL ALSO ADVISE ON THE SALE AND PURCHASE OF LAUNCHERS AND REGISTRATION OF EACH CRAFT THAT IT IS RETURNED TO NAUPEL IN 1945 FOR R.A.C. USE.

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785017

THIS SIX 68 FOOT LAUNCHES NOW AT ISCHIA ARE TO BE WITHDRAWN TO NAPLES AND HELD THERE UNDER ARRANGEMENTS TO BE MADE BY ANQ ITALY UNTIL SHIPPING CAN BE ARRANGED FOR THEIR TRANSFER TO THE U.K. IT IS ANTICIPATED THAT A VESSEL WILL BE AVAILABLE IN APRIL. 6 FIVE FIVE AND FURTHER DETAILS WILL BE FURNISHED LATER.

THIS 67 FOOT LAUNCH AND 3 63 FT LAUNCHES WITHDRAWN FROM ISCHIA AND HELD FOR TRANSFER TO THE ITALIAN AIR FORCE ARE TO BE WITHDRAWN TO DISPOSED FOR THEM. YOU ARE REQUESTED TO INQUIRE THE ITALIAN AIR FORCE THAT THIS MAY CAUSE NO PROBLEM WITH THEIR TOTAL REQUIREMENTS OF 100 LAUNCHES FROM GERMANY. IF THE ITALIAN AIR FORCE WISHES TO PURCHASE 100 LAUNCHES THEY SHOULD TO 10 THROUGH THE NORMAL DISBURSEMENT AND IN THIS CONNECTION YOU SHOULD USE YOUR GOOD OFFICES WITH THE ITALIAN AUTHORITIES TO ASSIST THE ITALIAN IN THE PURCHASE. THE LAUNCHES MENTIONED IN PARA 2 ABOVE AND THE REMAINDER OF THE LAUNCHES HELD IN YOUR COMMAND ARE TO BE SAVED FOR FUTURE. THERE WILL BE NO JAW-AND AND NO STANDARD FIVE IN THE CONNECTION TWO CRUISE AND THE AIR CRAFT ARE BEING SENT OUT TO YOUR COMMAND IN THE NEXT YEAR FUTURE TO ASSIST IN REPAIRS.

ONE OF THESE CRUISE WILL BE DETACHED TO BE PROVIDED BY THE NAVAL FORCE WILL BE REPAIRED TO (A) DURING THE WINTER OF 68 AND LAUNCHES TO BE RETURNED TO THE U.K. AS AND WHEN SHIPPING IS AVAILABLE. THESE WILL NOT INCLUDE THE 6 AT PRESENT IN ITALY WHICH ARE BE RETURNED WITHOUT SCORING. THE SCORING WILL ALSO ADVISE ON THE GARD AND LAUNCHES AND RECONSTRUCTION OF EACH CRAFT THAT IT IS DESIRED TO RETAIN IN 1952/53 FOR R.A.F. PURPOSES. (3) RECALL THE NUMBER OF LAUNCHES THAT ARE CURRENTLY AVAILABLE FOR HANDING OVER TO THE DISPOSAL AUTHORITIES. THESE ARE FIVE AND 68 FOOT LAUNCHES THAT ARE AT PRESENTLY SERVICEABLE FOR ACQUISITION OR RETURN TO THE U.K. BUT ARE GOOD ENOUGH FOR HANDING TO THE DISPOSAL AUTHORITIES. (4) DURING THE NUMBER OF LAUNCHES THAT ARE TO BE RETURNED TO THE ITALIAN AIR FORCE AND SENT OUT OF CHARGE. THE NAVAL RECOMMENDATIONS ARE TO BE CARRIED OUT WITHOUT DELAY REFERENCE TO THE AIR MINISTRY.

IN CONNECTION WITH THE HANDING OVER OF CRAFT TO DISPOSAL AUTHORITIES UPON FOR YOUR ACTION SHOULD BE RECONSTRUCTED AND THE IN SUCH A MANNER OTHER 14 DAYS TO TAKE THE OVER. THEREAFTER NO FURTHER ACTION OR ASSISTANCE SHOULD BE UNDERTAKEN BY R.A.F. PERSONNEL.

ACTION 2.0.0.0.
INFO FILE

ROUTING

TO... 254730 Z.
TO... 26051 Z.
TO... 261300 Z.

FROM :- Air Headquarters, R.A.F., Italy, C.M.F.

TO :- F/Lt. O'Brien,
Marine Craft Section R.A.F. Ischia, A.P.O. S.592, C.M.F.

Air Force Sub Commission, Allied Commission, Rome.

DATE :- 26th February, 1947.

REF :- AEQ1/11703/31/27.

It is understood that the Italian Air Force may not now desire to take over the Marine Craft Base at Ischia. They are however likely to be interested in any workshop equipment or spares which may be of use to them and in this connection you are requested to prepare a list of such Equipment and forward copies to the Air Forces Sub Commission, Rome and this Headquarters.

2.
earliest attention.

It is desirable that this matter be given your

1/2/47

9.327 28/2/47.

682/CQ.

*for 2 of the
this seems to be
best line of action
in the circumstances De.*

for

(S. J. MARRIOTT)

S/LDR.

Wing Commander,

Senior Officer i/c Administration,

AIR HEADQUARTERS, R.A.F., ITALY, C.M.F.

1917

Declassified E.O. 12356 Section 3.3/NND No. 785017

FROM: AIR FORCE HQ-ROME
ITALIAN MILITARY AFFAIRS SECTION.

TO : ITALIAN AIR MINISTRY.

DATE: 19th FEBRUARY, 1947.

REF: DIA/682/21/AR.

13A

TRANSFER OF HIGH SPEED LAUNCHES

Information has now been received that the British Air Ministry have a requirement for the six remaining 63 - foot launches at Ischia and therefore it will not be possible to transfer them to the Italian Air Force. In replacement, they propose to ship six other launches from the Suez Canal zone, and thus complete the number originally envisaged. There is no information regarding the condition of these launches but it is believed that they are in much the same state as those already handed over. They are of the 63 - foot and 67 - foot class.

2. The present arrangements are that they will be shipped to Naples but if you prefer them at Taranto, endeavour will be made to have the ship diverted to that port. Will you therefore please say urgently which port you prefer. Delivery is expected in 5 to 7 weeks. Crane facilities are not necessary.

De
U.A.D. COLLECTOR, 13A
WING COMMANDER,
for AIR VICE-MARSHAL,
CHIEF,
AIR FORCE SUBSECTION, IMA.

Chubb.
24/2.

From :- Air Headquarters, R.A.F. ITALY, C.M.F.
To :- Air Force Sub-Commission, Rome.
Date :- 21st Feb. 1947.
Ref :- AMQI/11718/2/E.7.

124.

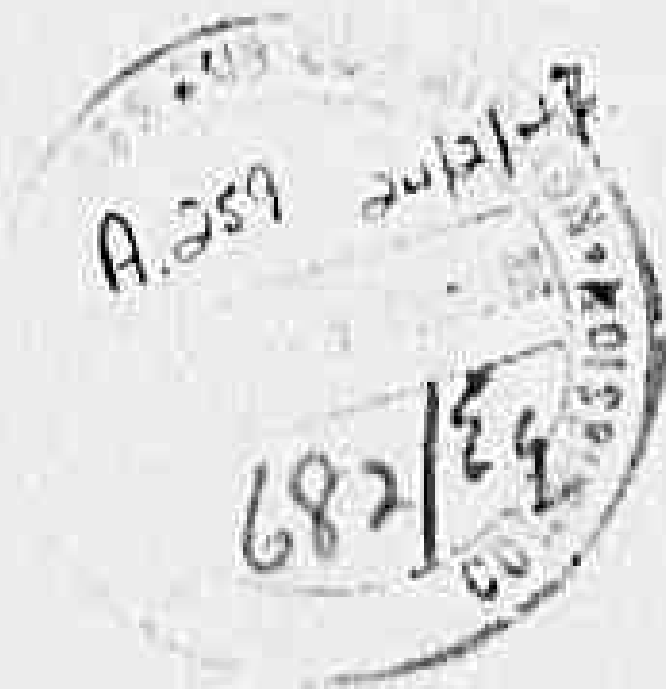
MARINE CRAFT.

The following is a paraphrased extract of Air Ministry Cypher signal OX.243 15/2/47.

2. "We therefore propose to replace the 6 68 foot launches at Ischia which were intended for Italian Air Force by other launches declared surplus in the Canal Zone, in order to fulfil promise of 14 craft for the Italians. The same 3 ships can bring these to Naples."

3. In view of requests from the Italian Air Force for assistance in moving their existing launches from Ischia it is requested that you ascertain whether the I.A.F. would prefer the additional vessels to be delivered to Taranto or some other port.

4. On receipt of this information an endeavour will be made to divert the carrier ships via the port requested. Delivery will be made in 6 - 8 weeks and no craneage facilities will be needed.



for
A.P. Chamberlain
A.P. CHAMBERLAIN
Wing Commander,
Air Vice-Marshal,
Air Officer Commanding,
Air Headquarters, R.A.F. ITALY.

From : Air Headquarters, RAF, ITALY, CMF.

To : Air Forces,
Sub Commission, Rome.

Date : 18th February, 1947.

Ref. : AHQI/11516/1/E1.

11A

Napier Sea Lion Engines

With reference to A.F.S.C. letter, AFSC/682/EQ,
dated 19th December, 1946, confirmation has been received
from Headquarters MEDME that no serviceable Napier Sea
Lion Engines are available for transfer to the I.A.F.

72 Am P44

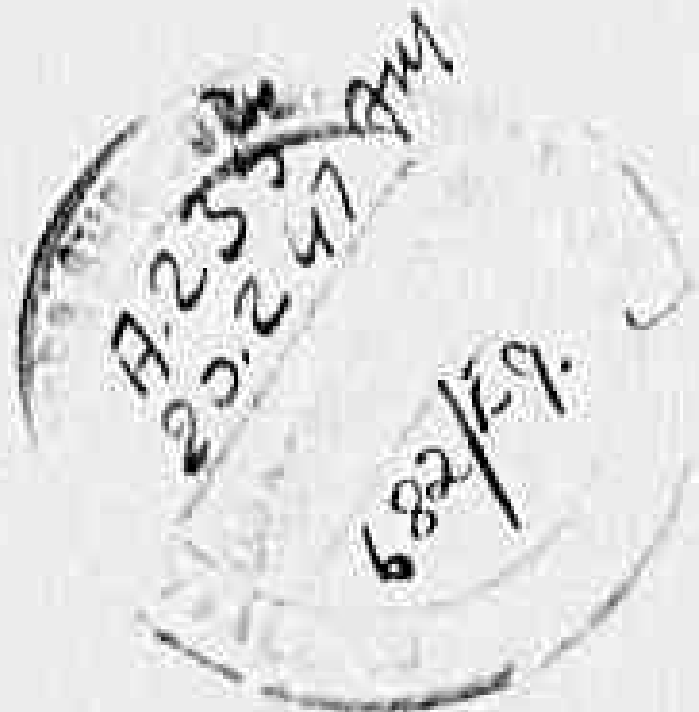
Shirley

(S.M.GREIG)

W/CDR.

for Wing Commander,

Senior Officer i/c Administration,
AIR HEADQUARTERS, RAF, ITALY, CMF.



From. Allied Force Headquarters,
Italian Military Affairs Section,
Air Forces Sub-Section, A.F.O.794.

To. Air Headquarters, R.A.F., Italy.

Date. 14th February 1947.

Ref. IMAS/682/BQ/AF.

10A-

Transfer of Napier Sea Lion Engines to I.A.F.

Further to our signal Q. 181 dated 9th January and your letter
AHQI/11718/2/B7 dated 6th January 1947.

2. It would be appreciated if information could now be given as to
despatch details of the 47 repairable engines still held at 113
Maintenance Unit for transfer to the Italian Air Force.

R. Cartner

R. CARTNER
Flight Lieutenant
For Air Vice Marshal
Director
Air Forces Sub-Section
I.M.A.S. A.F.H.Q.

7132

785017

9A.

Stato Maggiore, Aeronautica Militare,
Sezione Logistica.

IIAS/632/DO/AF.

HAZARD SEA LION AIRCRAFT.

20th February, 1947.

In reply to your letter SERV/3009.3/14/D/190 0011 dated 30th January, 1947, herewith attached details of despatch of the 47 repairable Napier Sea Lion Engines from Udine to Toronto.

Date of despatch from Udine by rail was 2nd February, 1947.

R. GARNER. P/LT.
for Air Vice Marshal, Director,
Air Process Sub Section. I.M.A.S. A.P.H.O.

From: - Officer 'Commanding, 357 Maintenance Unit, (Det), Milan, R.A.F., C.M.P.

To: - Air Headquarters, R.A.F., Italy, C.M.P. (Attention of B.7.)
Air Force Sub-Commission, Allied Commission, Rome.
Officer Commanding, Italian Air Force, Aeroporto di Turin, Turin.

Date: - 16th February 1947.

Ref: - 357M/DIE/ED/1005/3/44.

DISPATCH OF WAGON "SEA LION" ENGINES TO ITALY
AIR FORCE AIRPORTS IN AVALIA, ATALIA.

Reference first addressee letter AIR/11718/P.7, dated 6th January 1947, and second addressee signal 1.131 dated 14th January 1947, confirmation is given that the above Wagon "Sea Lion" Engines have been dispatched.

2.

Dispatch details are given below.

RAIL WAGON No. 27236.	
Case No.	Engine No.
113UD/206/13	1079
113UD/206/15	920
113UD/206/16	1224
113UD/206/18	896
113UD/206/21	944

RAIL WAGON No. 298142.	
Case No.	Engine No.
113UD/206/27	1214
113UD/206/28	432
113UD/206/35	1235
113UD/206/43	123

RAIL WAGON No. 10137524.	
Case No.	Engine No.
113UD/206/22	1322
113UD/206/31	438
113UD/206/40	1403
113UD/206/45	123

RAIL WAGON No. 10188678.	
Case No.	Engine No.
113UD/206/1	1141
113UD/206/2	563
113UD/206/3	1288
113UD/206/11	420

RAIL WAGON No. 14670892.	
Case No.	Engine No.
113UD/206/14	1406
113UD/206/20	1284
113UD/206/23	1412
113UD/206/24	850
113UD/206/25	1205

RAIL WAGON No. 14675082.	
Case No.	Engine No.
113UD/206/23	521
113UD/206/24	602
113UD/206/29	
113UD/206/45	1472
113UD/206/47	1524

RAIL WAGON No. 146777.	
Case No.	Engine No.
113UD/206/4	1272
113UD/206/5	1166
113UD/206/7	1232
113UD/206/8	947
113UD/206/35	1370

RAIL WAGON No. 1468811.	
Case No.	Engine No.
113UD/206/30	584
113UD/206/36	1414
113UD/206/42	1251

RAIL WAGON No. 1475817.	
Case No.	Engine No.
113UD/206/17	1170
113UD/206/19	450
113UD/206/27	
113UD/206/45	

RAIL WAGON No. 1468110.	
Case No.	Engine No.
113UD/206/26	141
113UD/206/29	
113UD/206/32	483
113UD/206/44	530

RAIL WAGON No. 1462730.	
Case No.	Engine No.
113UD/206/6	1410
113UD/206/9	1036
113UD/206/10	1233
113UD/206/12	893

1923

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January 1947, and second address signal 0.151 dated 11th January 1947, confirmation is given that the above engine "Sea Lion" Engines have been despatched.

2.

Despatch details are given below.

RAIL WAGON No. 27925.
 Case No. Engine No.
 113UD/206/13 1079
 113UD/206/15 920
 113UD/206/15 1204
 113UD/206/18 1350
 113UD/206/21 944

RAIL WAGON No. 49942.
 Case No. Engine No.
 113UD/206/27 1211
 113UD/206/29 1232
 113UD/206/25 1203
 113UD/206/43 123

RAIL WAGON No. 1040752.
 Case No. Engine No.
 113UD/206/22 1322
 113UD/206/31 428
 113UD/206/40 1423
 113UD/206/45 123

RAIL WAGON No. 10488673.
 Case No. Engine No.
 113UD/206/1 1441
 113UD/206/2 563
 113UD/206/5 1208
 113UD/206/11 1200

RAIL WAGON No. 17170892.
 Case No. Engine No.
 113UD/206/14 1336
 113UD/206/20 1084
 113UD/206/23 112
 113UD/206/34 850
 113UD/206/25 1205

RAIL WAGON No. 117475025.
 Case No. Engine No.
 113UD/206/33 531
 113UD/206/28 602
 113UD/206/39 1172
 113UD/206/46 604

RAIL WAGON No. 43377.
 Case No. Engine No.
 113UD/206/4 1272
 113UD/206/5 1166
 113UD/206/7 1232
 113UD/206/8 947
 113UD/206/38 1370

RAIL WAGON No. 1489341.
 Case No. Engine No.
 113UD/206/30 384
 113UD/206/36 1414
 113UD/206/42 1251

RAIL WAGON No. 1475847.
 Case No. Engine No.
 113UD/206/17 1470
 113UD/206/19 110
 113UD/206/27
 113UD/206/45

RAIL WAGON No. 149010.
 Case No. Engine No.
 113UD/206/26 747
 113UD/206/29 483
 113UD/206/32 330
 113UD/206/44

RAIL WAGON No. 1465780.
 Case No. Engine No.
 113UD/206/6 1410
 113UD/206/9 1076
 113UD/206/40 1253
 113UD/206/42 993

7.3

Dated of despatch:- 2nd February 1947.

Handwritten signature

For Officer Commanding,
 No. 557 Maintenance Unit (Det) Udon,
 R.A.F.
 C.I.P.

From. Allied Force Headquarters,
Italian Military Affairs Section,
Air Forces Sub-Section,
A. F. O. 794.

File

To. Air Headquarters, R.A.F., Italy.

Date. 11th February 1947.

Ref. IMAS/662/20/AF.

J.A.

High Speed Launches.

The attached letter from Di Luggo Wood & Co., Shipping Agents
Naples and copy letter from Peninsular and Mediterranean Committee
London are forwarded to you for necessary action.

2. It is presumed that the launches referred to are the six H.S.L's
at Ischia.

L. Cartner

R. CARTNER
Flight Lieutenant
for Air Vice Marshal
Director
Air Forces Sub-Section
I.M.A.S. A.F.H.Q.

7128

From. Allied Force Headquarters,
Italian Military Affairs Section,
Air Forces Sub-Section,
A. P. O. 794.

To. British Sea Transport Office Agency,
Di Luggo Wood & Company,
Steamship Agents,
5 Via Salvatore Fusco,
NAPLES.

Date. 11th February 1947.

Ref. IMAS/682/EG/AF.

FILE 6A

Shipment of R.A.F. High Speed Launches to U.K.

Receipt is acknowledged of your letter reference M/O dated 5th February 1947 regarding the shipment of six R.A.F. High Speed Launches to the United Kingdom and you are informed that your correspondence on same has been forwarded to Air Headquarters R.A.F. Italy who are the responsible authority dealing with this matter.



R. CARTNER
Flight Lieutenant
for Air Vice Marshal
Director
Air Forces Sub-Section
I.M.A.S. A.F.H.Q.

From. Allied Force Headquarters,
Italian Military Affairs Section,
Air Forces Sub-Section,
A. F. O. 794.

To. Italian Air Ministry.

Date. 11th February 1947.

Ref. IMAS/682/SC/AF.

5A.

FILE

High Speed Launches.

Receipt is acknowledged of your letter 300413/21500LL dated 3rd February 1947 and your remarks therein are noted.

2. For your information a pack-up of spares sufficient for one years maintenance of the launches at present in your possession is being prepared in the Middle East and will be issued to you in due course.

3. Consideration is being taken when the pack-up is prepared of the spares previously issued to you at Ischia and they will be counted as part issue of the one years maintenance.

R. Cartner
R. CARTNER
Flight Lieutenant
for Air Vice Marshal
Director
Air Forces Sub-Section
I.M.A.S. A.F.H.Q.

7128

785017

From : I.A.F. HQ (Logistic Section).
To : A.F.S.C., A.C., Rome.
Date : 3rd February, 1947.
Ref. : 300413/215 Coll.

4A
(7)HIGH SPEED MOTOR-BOATS.*on old part*

Reference to letter AFSC/632/MA dated 20/12/46 we hereby inform you that the orders, relating to the boats No 133 and No 171, have been given regarding their withdrawal.

We take the opportunity to make the following observations:

the few replacements received at Misida do not contain any which are indispensable for current use; therefore the absolute lack of engines and of the relative replacements does not permit us to guarantee the efficiency of the motor-boats, unless the replacements of the engines in question is forthcoming.

TRANSLATED BY LAC 0061.

*Eg 1
that a number
of boats in the
Middle East.*

AFSC
7/2/47 *ANT*

682/62
1121

CL/ME



Stato Italiano
Ministero delle Poste e delle Telecomunicazioni
Roma, 19 1946

L'A.C. = A.F.S.C. -

ROMA

(Tramite Ufficio Collegamento - 3 E D Z)

24.2 / 25.11.46
Allegato

OGGETTO: MOTOSCAFI ALTA VELOCITA'.

In riferimento al foglio A.F.S.C./682/EQ datato 20/12/1946, si comunica d'aver impartito le disposizioni relative al ritiro della imbarcazioni n. 133 e n. 171.

Con l'occasione si reputa opportuno far osservare quanto segue:

- i pochissimi ricambi ricevuti a Nisida non comprendono alcuna parte di quelli indispensabili per gli usi più correnti; pertanto, la mancanza assoluta di motori di rispetto e dei relativi ricambi, non permette di garantire l'efficienza dei motoscafi, a meno che non vengano almeno assicurati i predetti ricambi motore.



7126

From:- Air Headquarters Italy (Unit) R.A.F., C.M.F.
 To:- Officer Commanding, Air Forces Sub Commission, ROME.
 Date:- 31st January, 1947
 Ref:- AHQI/U/1628/EQ

2A-

TRANSFER OF HIGH SPEED LAUNCHES
TO THE I. A. F.

Attached herewith four copies
 of F.603 in respect of High Speed Launches 133 &
 171 forwarded to you for your necessary action.



D. R. Goodman P/O.
 for (D. R. GOODMAN) P/O.,
 Squadron Leader Commanding,
 Air Headquarters Italy (Unit)
 R. A. F. C. M. F.

Extracts & passes
 to Accs Section 11/2
 24/-

7125

1930

785017

From : Italian Air Force - General Staff - Logistic Section.
To : A.F.S.C., A.C., Rome.
Date : 30th January, 1947.
Ref. : 300343/1.4/D/190 Coll.

1A

NAPIER SEA LION ENGINES.

We acknowledge receipt of your letter AFSC/682/EQ dated 9th January 1947.

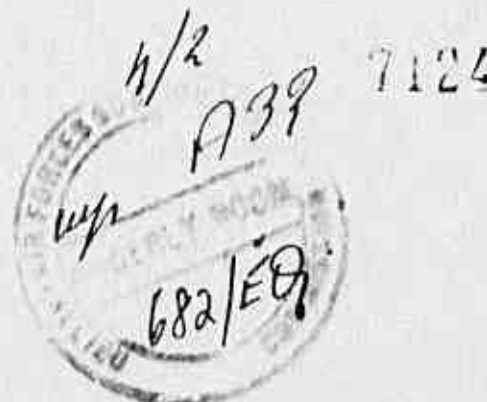
We would be very grateful if the AFSC kindly communicate to this Office :

- 1) the station of departure
- 2) the Registration numbers of the various wagons
- 3) the date of despatch of the aforesaid engines.

BY ORDER

THE CHIEF OF THE 3RD "REPARTO".

TRANSLATED BY MR. M.A. GROSSE.



1931

785017

CI/SC

Roma, 11.....
30 GEN 1947

ALL'A.C. = A.F.S.C. = ROMA
(Tramite Uff. Collegamento) = SEDE

16

STATO ITALIANO - MINISTERO DELLA GUERRA

Sezione di Roma

.....

Prot. n° SERV/300343 / L.4/D / 190 Cel.

OGGETTO: "MOTORI NAPIER SEA LION"

.....

Nel mentre si accusa ricevuta del
foglio AFSC/682/Eq, datato 9 gennaio c.a.,
si sarebbe grati se codesta A.F.S.C. potes
se comunicare la stazione di partenza, l'a
matricola del carri ferroviari e la data di
spedizione del medesimo. = =

7123

d'ordine



IL CAPO DEL SE. SEPARATO

[Handwritten signature]

.....

1932