

ACC

10000/135/675

TRANSFER OF
MAY 1946 - JAN

10000/135/675

TRANSFER OF MARINE CRAFT FROM RAF TO IAF
MAY 1946 - JAN. 1947

A.S.O.

H. Reid.

W. B.

Ref 21^A. Suggestions look fair enough.

to me. I think we could take action w/o reference

to D.A.A.P., direct with Ischia R.A.P. but I'm

prepared to modify my views. Please advise me through

the medium of a draft letter and pass file back thro DD

XSSO.

15/8.

P.B. Dis.

M2.

L.T.O.

Ref 21^A & M1. could you please comment on tests.R.H.B.
780M3.

A.S.O.

Reference enclosure 21^A and minute 2. It is
 concluded that the tests requested with the added
 notes are satisfactory. I have spoken to the CIBERIA
 of the I.A.M. on the subject, and it is agreed that
 representatives of the AFSC and I.A.M. should witness
 the acceptance tests. This could be done in the first
 place by the C.T.O. and Col CIBERIA and if the
 test procedure is satisfactory the remaining tests
 could be observed by a representative from the AFSC
 Detachment.

N. Thompson by C.T.O.

1294

4.

S.E.O.

C.T.O.

I have cancelled signal 49^A (Q976) - see
 End 52^A - as a result of telecom. with G/C
 Gore who assures me that if his spares already
 promised are not forthcoming ^(or the cost is too high), the Indians will have
 every right to throw his hands back at the RAF.
 C.T.O. & I spoke before I sent 52^A.

PBR 21/10

5.

Note.

Spoke to Gore 1730 25/10.
 He said that transfer is at present
 suspended. Details as follows:

- (i) Five launches already handed over
 - no action to recover.
- (ii) Spare engines - movement to
 Lavants stopped
- (iii) Spare parts - transfer completed.
- (iv) Remaining launches - in suspense.

See W. 14/10

26-*

R 24/10

MDC 25/10

6.

S. 50.

S9A.

S7A

Reference to A. - enc. ~~S9A~~ dated 8th. November which has only just been mounted out. implies that the J. A. F. would take over the base on certain conditions. The condition at para. 3 (return of materials removed) has been fulfilled, although not, I believe, in toto. Some of the spares disappeared during their sojourn with RRR, when that organisation took over the RRR dumps at Pompei, re. to which the spares had been consigned.

Regarding financial terms, I have tagged the appropriate enclosures. I always understood that it was a matter for request that financial terms even come into the matter and that things might have gone much more smoothly if we had arranged the transfer on ultimate settlement terms, as finally proposed at S2A.

It is also well known that financial terms are not the sole reasons for the delay. D. of T. Air Ministry wants the boats for target towing in M.E. This was confirmed by S/L Thompson of Air Ministry who further opined

that if ~~any~~ ~~sound~~ the slightest
objection on practical grounds could
be put up (e.g. inability of the
boats to make the journey to the
M.E.) then D.D.E. 3, A.M. would be
able to settle the matter in our
favour.

I have seen certain correspondence
in A.H.Q. files and know that the
equipment staffs at A.H.Q. & at H.Q. Medway
have both represented in very strong
terms that the launches be transferred
to the Italians.

5.12.46

Blairgowrie Wp.
S.E.

M7

Director's Sub

Ref yours with an Enclosure 59A.

- ① The I.A.F. are willing to take over Indian bases. (See Enclosure 57A).
- ② Mr Collingwood has made his remarks on number 6.
- ③ I cannot see the point in "Finance" suggestion that the I.A.F. share the loads. They are no use in their present condition and delay in making them serviceable will only allow the hulls and engines to deteriorate further.
- ④ I suggest we recommend that the I.A.F. take over Indian under the condition outlined in Enclosure 57A. That they also take over the loads ^{regimes with} ~~and~~ the spare engines in India and make them seaworthy.
- ⑤ Final settlement should be one that is agreeable to the I.A.F. but if it is not accepted and the launchers are withdrawn the I.A.F. should be reimbursed for the repairs work they have done.

Number 6.

- ③ Examined per the point in "Finance" suggestion that the I.A.F. share the load. They are no use in their present condition and delay in making them serviceable will only allow the hulls and engines to deteriorate further.
- ④ Suggested we recommend that the I.A.F. take over Indian under the condition outlined in Enclosure 57A. That they also take over the ^{figures with} ~~load~~ the spare engines in India and make them seaworthy.
- ⑤ Final settlement should be on that in agreeable to the I.A.F. but if it is not accepted and the launchers are withdrawn the I.A.F. should be reimbursed for the repair work they have done.

Refman
6-12-54
1292

84

FROM: AIR FORCES SUB-COMMISSION, A.C., ROME
TO: ITALIAN AIR MINISTRY
DATE: 25TH JANUARY 1947
REF: AFSC/682/EQ.

NAPIER SEA LION ENGINES

Further to our letter of even reference dated 9th January 1947.

2. Quantity ten(10) Napier Sea Lion Engines are now awaiting transfer to you at the R.A.F. Marine Base Section and it is requested that arrangements are made by you forthwith to take over same.

3. As regards para 2 of the above-quoted letter it is notified that the quantity of engines now available for transfer is 57(R) 57 and not 47 as previously reported.

R.
R. CARTNER
FLIGHT LIEUTENANT
FOR AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION

25 LSCF V MMXX T501 3 ROUTINE QVR 3
 FROM AIR HEADQUARTERS RAF ITALY CMT.
 11 MARINE CRAFT SECTION RAF ISCHIA
 INFO NO 113 MU - A.F.S.C. ROME.

BT
 0114 12/1/1947 UNCLASSIFIED (.)

YOUR 0317 12/1/1947 REQUEST YOU PROCEED WITH HANDOVER OF TEN NAPIER

SEA LION ENGINES HELD BY YOU (.)

SECOND ADDRESSEE TO COMPLETE ACCOUNTING ACTION AS ALREADY INSTRUCTED

ACKNOWLEDGE (.)

BT 20121"

3,5 " BOD " AR K TKS

RL NR 501 AT 1330 RKK WKK AR

H/9.12 810 4935

Air Force

80A

2117290

68-150

INFO VLAGE NR 159/15

QVR3

FROM MARINE CRAFT SECTION R A F ISCHIA 12 47 10.00

TO AIR HEADQUARTERS R A F ITALY CMF

(R) NO 113 MAINTENANCE UNIT RAF CMF

(R) AIR FORCES SUB-COMMISSION ALLIED COMMISSION ROME

BT

G.517. 12 TH JANUARY . UNCLASSIFIED . REFERENCE A H Q ITALY
LETTER ANGL/11718/2/E7 DATED 6 TH JANUARY . QUANTITY 13 (HALF 20)
NAFLIER SEA LION MARINE ENGINES HELD BY THIS SECTION AWAITING
TRANSFER TO ITALIAN AIR FORCE ENGINE SERIAL NOS. 96 (R) 96. 375.

(R) 375. 925 (R) 926. 1415 (R) 1415.

971 (R) 971. 1364. 1439. (R) 1439. 1396 (R) 1396. 326 (R)
326.

534 (R) 534. REQUEST INSTRUCTIONS BE FORWARDED TO HAND OVER ON
COMPLETION OF ACCOUNTING ACTION BY NO 113 M.U.

BT

SENT NR 159 BY LR

80AH/9163

H053

Air Force

77A

991 4.901
17/1
682/K2.

Rel 15 20

7289

79

FROM: AIR FORCES SUB-COMMISSION, A.C., ROME
TO: AIR HEADQUARTERS, ITALY
DATE: 14TH JANUARY 1947
REF: A 130/682/EC.

TRANSFER OF MARINE CRAFT TO THE ITALIAN AIR FORCE

Reference your letter AHQI/11309/8/E.4 dated 12th July 1946, para 9 (c), it would be appreciated if information could be forwarded regarding the progress of the matter of marine craft spares referred to Headquarters MEDAF.

2. The Italian Air Force have had a certain amount of spares reaccepted from ARAM and may expect a further small issue when the Ischia Base closes. They are also receiving some repairable engines which may prove a source of engine spares although unfortunately not likely to be of use as complete engines.

3. These spares however do not meet the full requirements of a year's maintenance, particularly as the marine craft and engines (particularly the latter) are not new. The Italian Air Force have no experience of these craft and the technical information in their possession is meagre, making it impossible to frame demands. It is therefore necessary to request that a pack up of spares be provided to a scale drawn up by the technical staff sufficient to provide backing for 14 craft in accordance with the general policy when British equipment is transferred to the Italians.

FOR


W.A.D. COLLINGWOOD
WING COMMANDER
AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB-COMMISSION

7288

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

(R) 113 M.V. RAF CMF

9. 1. 47.

LEWIS & CLARK COLLEGE

YOUR LETTER DATED TWO JANUARY IS RECEIVED AND THE LINE REQUEST FOR
YOUR COPY FOR BE OBTAINED TO BEING AIR FORCE REQUESTED BY TALLER IN
INFORMATION REGARDING DEPARTMENT OF THE ARMY AND THE AIR FORCE SHOULD
BE FURNISHED TO THE AIR FORCE COMMISSIONER IN

A 20-1/64/100
100-100-100

DEPARTMENT OF AGRICULTURE

RECEIVED

U.S. AIR FORCE T/O. 7287

Record Copy to Replace Unstable Original
Property of the National Archives

AIR FORCE SUB-COMMITTEE, ALBANY

AIR HEADQUARTERS 3000 N. 10TH

(R) 113 M.V. Ref Cmf

9. 1. 47.

UNCLASSIFIED

CHRON ONE EIGHT ONE

YOUR QUARTERS THREE TWO JANUARY PD RE-UNIT NATION SEA LION ESCAPED FOR
ITEM AND FOX BE DISPATCHED TO ITALIAN AIR FORCE AMBASSADOR PI TAVARO PD
INFORMATION REQUIRED RESEARCH DETAILS WAGON NUMBER AND SO FORTH SHOULD
BE REFERRED TO THE GIB HY-GEN COMMISSION PA

7/8A

7/4A

DECLASSIFIED

RECEIVED FBI NEW YORK

7/4A

YOUR OFFICE TRACK TWO JANUARY PD REQUEST REPLYING THE LION CATCHING FOR
 ITEN LINE BOX BE SUBMITTED TO ITALIAN AIR FORCE AIRCRAFT BY ITALIAN PD
 INFORMATION REGARDING RESEARCH DETAILS FROM MEMBERS AND SO FORTH WOULD
 BE REFERRED TO THE FBI NEW YORK OFFICE BY

1/28/62/44
 ROUTING

RECEIVED SECTION 7

R. GARDNER 2/15

• G. B. M. M. M. M. • G. •

2287

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AIR FORCE SUB-COMMITTEE, ALCOH

AIR FORCE SUB-COMMITTEE, ALCOH

(R) 113 M.V. Ref Cmf

9. 1. 47.

CHIEF OF BUREAU

DECLASSIFIED

YOUR OFFICE THREE TWO JANUARY PD REQUEST REPLYING SEA LION SHIPMENTS FOR
ITEM ABLE FOR BE SUBMITTED TO ITALIAN AIR FORCE AUTHORITY BY TELETYPE PD
INFORMATION REGARDING RESEARCH DATA FOR WHICH RESEARCHING AND SO FURTHER
HE INFORMED TO THE ONE HYDRO COMMISSION PD

DECLASSIFIED

2/4A

AND PRINT END HERE

THE INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE BY THE MARKS HEREON. IT IS THE POLICY OF THE NATIONAL ARCHIVES TO MAKE AVAILABLE TO THE PUBLIC THE INFORMATION CONTAINED HEREIN AS SOON AS IT IS DETERMINED THAT IT IS NOT LAWFULLY RESTRICTED FROM PUBLIC DISCLOSURE.

1250/682/54
TELTYPE
ROUTED

EXCLUDED SECTION

R. CARTER 3/17

2-0. 1250/682/54 7287

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

TO :- Air Forces Sub - Commission,
Allied Commission,
Rome. ✓

DATE :- 6th January, 1947.

REF :- AHQI/11718/2/E7,

TRANSFER OF NAPIER SEA LEON ENGINES TO I.A.F.

In reply to your AFSC/682/E9 dated 19th December, 1946.

2. The transfer of the above Engines at 113 M.U. is now in hand and this connexion this Headquarters Signal Q.32 dated 4th January, 1947, and this Headquarters letter of even reference dated 6th January, 1947, refer. 176A

3. With regard to the final paragraph of your letter, action will taken by this Headquarters to ascertain the possibility of the transfer of servicable engines to the Italian Air Force.

4. The result of such action will be notified in due course.

See ref Part 11 A
S.J. Marriott
S.J. MARRIOTT S/LDR.
for Wing Commander,
Senior Officer i/o Administration,
AIR HEADQUARTERS, R.A.F., ITALY.

1940
682/EQ

7286

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

Officer Commanding, No. 113 Maintenance Unit, R.A.F., C.M.F.
 Officer i/c R.A.F. Det. Ischia, R.A.F., C.M.F.
 Air Forces Sub-Commission, Allied Commission, Rome.
 Secretary Mediterranean Allied Air Committee.

Date:- 6th January 1947.

Ref:- AIR/11718/2/47.

NOTICE FOR TRANSFER OF ITALIAN AIR FORCE.

Authority has been received to proceed with the transfer to the Italian Air Force of the 57 repairable Napier 1800 Engines held at your unit and R.A.F. Ischia.

2. In this connection Air Forces Sub-Commission have been requested to notify your unit of the address of the consignee.

3. Issue is to be made "on loan" subject to financial agreement and the authority for the transfer is H.Q. AIR/24 Postagram reference AIR/11718/2/47, dated 24th November 1946.

4. Parts 605 are to be preserved and utilized in accordance with C.A.C.I. 140.

5. Details of despatch are to be notified to the consignee, Air Forces Sub-Commission, and this Headquarters.

6. The Serial Numbers of the Engines are to be notified to this Headquarters immediately, and before the physical transfer is effected.

7. The Officer in charge R.A.F. Detachment is to advise No. 113 Maintenance Unit and this Headquarters of the Serial No's. of the 3 engines at Ischia.

8. Officer Commanding No. 113 Maintenance Unit is to account for the total engines being transferred.

S.D. M. FLOWERS

for

King Commander,

Senior Officer i/c Administration,
 AIR HEADQUARTERS, R.A.F., ITALY, C.M.F.

9/11
 1780
 682/1-2

H.M.

3283

75A

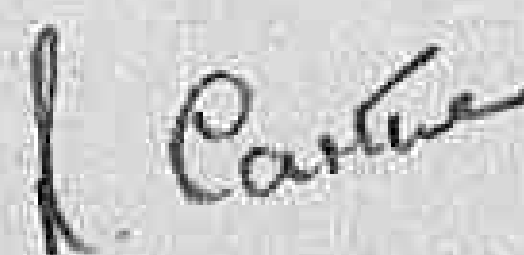
FROM: AIR FORCES SUB-COMMISSION, A.C., HOME
TO: STATO MAGGIORE AERONAUTICA MILITARE
SEZIONE LOGISTICA
DATE: 9TH JANUARY 1947
REF: AFSC/682/SC

NAPIER SEA LION ENGINES

Further to our letter of even reference dated 19th December 1946 and in particular to your SMW/305342/L 22/4049 Coll. dated 14th December 1946.

2. Information has now been received from Air Headquarters R.A.F. Italy that the transfer of the 47 Napier Sea Lion Engines to you from Number 113 M.U. is now authorised and Air Headquarters have been advised to despatch same to Taranto. Further details of despatch will be notified to you when known.

3. As regards the condition of these engines they are being issued as repairable only and will mainly be useful only as spare parts.



R. CARTNER
FLIGHT LIEUTENANT
FOR AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB-COMMISSION

7284

(72) LROF V MMKK T509/A ROUTINE

OVK

FROM AIR HEADQUARTERS RAF ITALY CNE

TO AIR FORCES SUB COMMISSION ALLIED COMMISSION C/O BRITISH EMBASSY ROME

INFO NO 113 MU RAF CNE

BT

Q32 4/1/1947 UNCLASSIFIED, REPAIRABLE NAPIER SEA LION ENGINES.

MED/ME HAVE NOW APPROVED TRANSFER OF ENGINES TO I A F.

REQUEST YOU NOTIFY THIS HEADQUARTERS AND 113 MU DESTINATION AND ADDRESS OF CONSIGNEE.

BT H D T G

SENT CAM B

RD 16 SP 1619 . KK INITIALS ?

1121
74A

426
7/2/47
683/22

7283

FROM: AIR FORCES SUB-COMMISSION, A.C., ROME.
 TO: ITALIAN AIR MINISTRY
 DATE: 20TH DECEMBER 1946
 REF: AFSC/682/DA.

HIGH SPEED LAUNCHES

Further information has now been received from Air Headquarters Italy regarding the launches at Ischia awaiting transfer to the I.A.F. and a summary of this information is given below.

Quantity 2 (two) 63 foot High Speed Launches serial numbers 133 and 171 are now authorised for immediate transfer to you from Ischia. A further 63 foot launch serial number 128 will be handed over at Ischia as soon as it is received from Malta.

Of the remaining six launches held by the R.A.F. at Ischia no decision as to disposal of these has been reached and until such time as a decision is given it will not be possible to hand over to the I.A.F. any spares ground and maintenance equipment scrap engines or the Ischia Base.

Air Headquarters have instructed the O.C. R.A.F. Detachment at Ischia to afford all facilities to the I.A.F. to enable any necessary work to be carried out to the launches referred to in para 2 above.

It is requested that arrangements be now made by you as before to take over as soon as possible these launches and inform this Sub-Commission the date this transfer is completed. It is presumed that Captain TRAPANESI will once more be nominated as the officer authorised to sign vouchers on the transfer.

W.A.D. COLLINGWOOD
 KING COMMANDER
 FOR AIR VICE MARSHAL
 DIRECTOR,
 AIR FORCES SUB-COMMISSION

7282

SECRET.

CYPHER MESSAGE.

73A

To— AIR FORCE SUB COMMISSION ROME REPEATED MED/ME COMMAND HQ ABU SUEIR	Date	20 DEC 1946	
	Time of	Receipt	Despatch
From— A.H.Q. ITALY	System	T/T/	E

Serial No. 674

QX 952 19 DEC SECRET

PREFERENCE MED/ME COMMAND SIGNAL TIME OF ORIGIN 160850Z SUBJECT HIGH SPEED LAUNCHES. REQUEST YOU ARRANGE ITALIAN AIR FORCE TO TAKE OVER 2 63 FOOT LAUNCHES SERIAL NUMBERS 133 AND 171 AT ISCHIA AS SOON AS POSSIBLE. ALSO REQUEST ITALIAN AIR FORCE TAKE OVER 63 FOOT LAUNCH SERIAL NUMBER 128 AS SOON AS IT ARRIVES ISCHIA FROM MALTA. WHEN LAUNCHES REFERRED TO IN PARAGRAPH 2 AND 3 ABOVE HAVE BEEN TAKEN OVER BY ITALIAN AIR FORCE A BALANCE 6 68 FOOT LAUNCHES WILL BE HELD BY ROYAL AIR FORCE AT ISCHIA. UNTIL THESE LAUNCHES ARE DISPOSED IT WILL NOT BE POSSIBLE TO HAND OVER TO THE ITALIAN AIR FORCE FURTHER SPARES GROUND AND MAINTENANCE EQUIPMENT AND SPARE SCRAP ENGINES AS WELL AS ISCHIA BASE. AM HOWEVER INSTRUCTING ISCHIA BASE TO AFFORD ITALIAN AIR FORCE FULL FACILITIES AT ISCHIA TO ENABLE THEM TO DIMENSION NECESSARY WORK ON LAUNCHES IN PARAGRAPH 2 AND 3 ABOVE.

DECYPHERED F/SGT WILMOTT.

DISTRIBUTION AFSC ROME.

T.O.O. 191613A.

T.O.R. 200830A.

UNPARAPHRASED LITERAL TEXT
OF CYPHER MESSAGE*Important*

QX 952 19 DEC SECRET

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T.O.O. 191613A.

T.O.R. 200830A.

DECYPHERED E/SGT WILMOTT.

DISTRIBUTION AFSC ROME.

UNPARAPHRASED LITERAL TEXT
OF CYPHER MESSAGEImportant

7281

S.E.O.

As agreed by me with SSO
Pl inform
file for
L this 2 and take action with
I.A.D. stand by this message
yesterday 10/12

FROM: AIR FORCES SUB-COMMISSION, A.C., ROME
TO: AIR HEADQUARTERS R.A.F., ITALY
DATE: DECEMBER 19TH 1946
REF: AFSC/682/Eq.

72A

SEE HOW
TRANSFER OF NAPIER ~~SEATTLE~~ ENGINES TO I.A.F.

58A

Reference is made to HQ Rear letter AHQI/11718/
2//B.7 dated 30th November 1946.

In view of the information contained in the above
quoted letter it would be appreciated if any further informa-
tion could be given as to the transfer of the above engines
from Number 113 Maintenance Unit to the Italian Air Force.

Also, ^{as} it would appear possible the engines at 113
M.U. are found unfit for transfer to the I.A.F. may informa-
tion be given as to whether there is any possibility of
serviceable engines being transferred to the Italians for
some other theatre i.e. Middle East or Malta.


W.A.D. COLLINGWOOD
WING COMMANDER
FOR AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB-COMMISSION

7280

FROM: AIR FORCES SUB-COMMISSION, A.C., ROME.
TO: MINISTERO DELL'AERONAUTICA
DIREZIONE GENERALE DEI SERVIZI
DIVISIONE 1 - SEZIONE L-
DATE: DECEMBER 19TH 1946
REF: AFSC/682/EQ.

HIGH SPEED LAUNCHES

Reference is made to your letter 1/231791/R dated 8th November 1946 and it is notified that the proposals contained in your letter re the Air Sea Rescue Base at Ischia have been submitted to Air Headquarters R.A.F. Italy and from whom a reply is now awaited.


W.A.D. COLLINGWOOD
WING COMMANDER
FOR AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB-COMMISSION

FROM: AIR FORCES SUB-COMMISSION, A.C., ROME. 7811
TO: STATO MAGGIORE AERONAUTICA MILITARE
SEZIONE LOGISTICA
DATE: DECEMBER 19TH 1946
REF: AFSC/682/DQ. 63A

NAPLES SEA LIN ENGINES

Receipt is acknowledged of your letter AFV/305342/
L.22/4049 Coll. dated 14th December 1946 re the transfer of
Naples Sea Lin engines to the I.A.F.

2) In view of the fact that negotiations are still going
on regarding this transfer of engines it is regretted that we
are unable to inform you of the proposed date of handover.


V.A.D. COLLINGWOOD
WING COMMANDER
FOR AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB-COMMISSION

69A

FROM: AIR FORCES SUB-COMMISSION, A.C., ROME.

TO: AIR HEADQUARTERS R.A.F., ITALY

DATE: DECEMBER 20TH 1946

REF: AFSC/682/5Q.

69A

TRANSFER OF H.S.L'S TO ITALIAN AIR FORCE

Further to our signal Q 116 dated 10th December and in particular to para 2 thereof, the following is the text of proposals submitted by the Italian Air Ministry for the taking over of the Base at Ischia and is passed to you for information.

- 1) The British are to leave in place all the installations required to transfer the boats to dry dock as well as the installations and materials now available in the small workshop attached to the base. In the said installations must be included the lorry for towing the boat to the landing place, the five ton crane, the electrical power plants and the small amount of existing machinery. The two dry dock trestles, one for the motorboat of 21 tons and the other for the 32 ton motorboat are to be handed over.
- 2) Everything must be left in perfect order, so that the places annexed to the base may be taken over immediately, in particular the kitchen and the electric power plants on the base.
- 3) The British Authorities are to hand over to the I.A.F. all the materials that have been removed from the motorboats and essential for their assembly, which the I.A.F. would have to re-purchase. A great quantity of these materials has been distributed to stores at Naples and Pompei. Considering that if these materials are not recovered immediately they will be sold as surplus and in all probability dispersed with little hope of retracing, we feel that immediate recovery would be more expedient. We point out that Captain THAPANESE of the I.A.F. is aware of the Units to whom the above materials have been sent.
- 2) As regards the third of the Italian Air Ministry proposals the spares referred to are those inadvertently transferred to A.R. A.R. and since recovered and handed over to the I.A.F. therefore no query exists as regards the spares in question.

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W.A.D. COLLINGWOOD
WING COMMANDER
for AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB-COMMISSION

A.S.K. position 19/12/66. 68 ft

63'	175	} already handed over.
63'	179	
63'	2546	
68'	2593	
68'	2600	

presumably 68'	7581	} reported ready for transfer. one 44 x 43
" 68'	2597	

63'	133	} now authorized for transfer
63'	171	
63'	128 (Malla)	

Four others (presumably 68') at Lochra
condition doubtful - believed
~~was~~ repairable. Station will
be repaired on conditions - see
57A.

14.

6 + 63'	} transfer expected or approved.
2 + 68'	

6 + 68'	still under discussion.
---------	-------------------------

presumably 68' 7581 } reported ready for
 " 68' 2597 } transfer. one. 9/4 x 43

63' 133 } now authorized for
 63' 171 } transfer
 68' 128 (Mall's) }

four others (presumably 68' at Ischia)
 condition doubtful - believed
~~not~~ repairable. Station will
 be repaired on conditions - see
 57A.

14.

6 + 63' } transfer effected
 2 + 68' } or approved.
 6 + 68' } still under discussion.

8286

SECRET.CYPHER MESSAGE.

To— MED/ME COMMAND HEADQUARTERS. ABU SUEIR REPEATED AIR FORCE SUB COMMISSION ALLIED COMMISSION ROME	Date	18 DEC 1946
	Receipt	1610304
	Time of	
From— AIR MINISTRY LONDON	System	E

Serial No. 671

OOX 2167 12DEC SECRET.
FOR ESSEX FROM WALLACE.

SUBJECT HIGH SPEED LAUNCHES.

UNDERSTAND FROM THOMPSON THAT HANDING OVER OF QUANTITY SIX 63 FEET
HIGH SPEED LAUNCHES AND TWO 68 FOOTERS TO ITALIANS ALREADY AGREED UPON
HAS NOT YET TAKEN PLACE. THIS CONFIRMED IN YOUR QX 867 10 DEC PARAGRAPH
4. NO OBJECTION TO THESE EIGHT VESSELS BEING HANDED OVER FORTHWITH
THE BALANCE OF QUANTITY SIX 68 FOOTERS STILL UNDER DISCUSSION. SHOULD
IT NOT BE AGREED TO HAND OVER THE BALANCE OF SIX 68 FOOTERS REQUEST
ABU SUEIR RECONSIDER POSSIBILITY OF TRANSFERRING 63 OR 67 FOOTERS
FROM CANAL ZONE. ADVISE.

DECRYPTHERED F/SGT WILMOTT.
DISTRIBUTION AFSC ROME.

=====131150Z.

ROUTINE.

ORIGINAL VERSION RECEIVED 131805A BUT UNDECYPHERABLE.
CORRECTION RECEIVED 160915A.

UNPARAPHRASED LITERAL TEXT
OF CYPHER MESSAGE

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OOX 2167 12DEC SECRET.
FOR ESSEX FROM WALLACE.

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ORIGINAL VERSION RECEIVED 131805A BUT UNDECYPHERABLE.
CORRECTION RECEIVED 160915A.

UNPARAPHRASED LITERAL TEXT
OF CIPHER MESSAGE



SECRET.CYPHER MESSAGE.

To—	AHQ ITALY (REPEATED) A.F.S.C. ROME.	Date	18.12.46
From—	HQ MED/ME (ABU SUEIR)	Time of Receipt	180900
		Despatch	181100A
		System	

67A Serial No. 672

QX 16 DECEMBER SECRET.

YOUR QX867 10 DECEMBER AND AIR MINISTRY OOX2167 12 DECEMBER .
 PARAGRAPH 2 REMAINING 63 FEET H.S.L. QUANTITY 3 REPEAT 3
 SERIAL NUMBERS 133 171 REPEAT 133 171 INCLUDING SERIAL NUMBER
 128 WHEN RECEIVED FROM MALTA TO BE HANDED OVER TO ITALIANS
 FORTHWITH . PARAGRAPH 3 REPRESENTATIONS BEING MADE TO AIR
 MINISTRY LONDON REGARDING BALANCE OF QUANTITY 6 REPEAT 6
 68 REPEAT 68 FEET H.S.L's HELD AT ISCHIA NOT CONSIDERED
 SUITABLE FOR EITHER STORAGE AT ISCHIA OR TRANSFER TO THE CANAL
 ZONE .

ROUTINE.

TOO 160830Z

DECYPHERED BY W/O McEWEN
 DISTRIBUTION AFSC ROME.

NOTE:— ORIGINATORS REFERENCE NUMBER NOT GIVEN.

YOUR QX867 10 DECEMBER AND AIR MINISTRY COX2167 12 DECEMBER .
PARAGRAPH 2 REMAINING 63 FEET H.S.L. QUANTITY 3 REPEAT 3
SERIAL NUMBERS 133 171 REPEAT 133 171 INCLUDING SERIAL NUMBER
128 WHEN RECEIVED FROM MALTA TO BE HANDED OVER TO ITALIANS
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MINISTRY LONDON REGARDING BALANCE OF QUANTITY 6 REPEAT 6
68 REPEAT 68 FEET H.S.L.'s HELD AT ISCHIA NOT CONSIDERED
SUITABLE FOR EITHER STORAGE AT ISCHIA OR TRANSFER TO THE CANAL
ZONE .

ROUTINE.

TOO 160830Z

DECYPHERED BY W/O McEWEN
DISTRIBUTION AFSC ROME.

NOTE:- ORIGINATORS REFERENCE NUMBER NOT GIVEN.



-135 LROF V MMXK I MXK/T202/16 ROUTINE QVR.

FROM A.M. LONDON

TO A.H.Q. ITALY

INFO H.Q. MEDME - A.F.S.C. ROME

GR BT

OT3867 16/12/46 UNCLASSIFIED. 1 ST ADDRESSEE ATT SENIOR TECHNICAL
OFFICER REQUEST DETAILED REPORT REGARDING CONDITION OF SIX (R) SIX
68 - FOOT HIGH SPEED LAUNCHES ORIGINALLY ALLOTTED TO ITALIANS.
HELD AT ISCHIA. REQUEST SPECIAL ATTENTION TO CONDITION OF HULL
ENGINES AND UNDERWATER FITTINGS. PLEASE NOTE ~~POSS~~ POSITION OF ANY
DAMAGE OR TEMPORARY REPAIR ON INDIVIDUAL CRAFT

BT 161456

SENT J.R. AR TKU.K

RD GP AT 2150A AR TKS



7273

64 LROP V MEX NR/222/777/16 ROUTINE DVPJ.

FROM HQ MEDME/ADJUTANT

TO AM LONDON

INFO AMN ITALY - ASF.I.C. ROME

SR BT

Q3405 DECEMBER IS UNCLASS. FOR BALLAGE FROM ESSEX. YULH 2157

DECEMBER 12 INSTRUCTIONS HAVE BEEN GIVEN TO AMN ITALY TO HAND

OVER TO ITALIANS ~~FORWARD~~ FORWORTH 63 FT HSL QUANTITY THERE

SERIAL NOS 133 171 INCLUDING 128 WHEN RECEIVED FROM MALTA. RMT IS

STILL ~~INPRACTICABLE~~ IMPRACTICABLE TO TRANSFER 63 34 67 FT HSL FROM CANAL

ZONE FOR REASONS STATED IN CX3173 OCTOBER 25 ~~REMARKS~~ PAPA 5.

IT IS ALSO MADE CLEAR IN AMN ITALY QX267 DECEMBER 10 REPEATED

AIR MINISTRY THAT WITHDRAWAL ~~OF~~ OF 68 FT HSL FROM ISCHIA IS

IMPRACTICABLE WITHOUT MAJOR REPAIRS AS THEY ARE NOT SEE WORKING
AND WE HAVE NO PERSONNEL TO UNDERTAKE THIS WORK. 3 IN VIEW OF THESE

CONSIDERATIONS AND ~~RE~~ ALSO CONSIDERATIONS

RECEIVED
11/12/68
W/11/12/68

68

67A

641A H/855

6098

Am Jock

INFO AMM ITALY - AIR.S.O. ROME

CR ST

63483 DECEMBER 16 UNCLAS. FOR WALLAGE FROM ESSEX. YOUR 2157

DECEMBER 12 INSTRUCTIONS HAVE BEEN GIVEN TO AMO ITALY TO HAND

OVER 18 ITALIANS ~~REMAINING~~ / FORTHWITH 63 FT HSL QUANTITY THREE

STREAM NOS 133 171 INCLUDING 126 WHEN RECEIVED FROM MALTA. ~~RMT~~ IS

STILL ~~IMPRATICABLE~~ / IMPRACTICABLE TO TRANSFER 63 OR 67 FT HSL FROM CANAL

ZONE FOR REASONS STATED IN OX2173 OCTOBER 25 ~~XXXXXXXX~~ PARA 3.

IT IS ALSO MADE CLEAR IN AMO ITALY OX687 DECEMBER 10 REPRESENTED

AIR MINISTRY THAT WITHDRAWAL ~~WILL~~ OF 62 FT HSL. FROM ISCHIA IS

IMPRATICABLE WITHOUT MAJOR REPAIRS AS THEY ARE NOT SEA MOUTH

AND WE HAVE NO PERSONNEL TO UNDERTAKE THIS WORK. 3 IN VIEW OF THESE

CONSIDERATIONS AND ~~SINCE~~ ALSO COMMENTS OF ALSO CONTAINED IN OX687

FROM AMO ITALY CAN YOU NOW PERSUADE FINANCE TO AGREE THAT TRANSFER

TO ITALIANS CAN PROCEED AS THIS ALLOWS US TO WITHDRAW HAF

XXXX PERSONNEL UNPROFITABLY EMPLOYED AT ISCHIA.

BT 160750

CCN - READ - WITHOUT MAJOR REPAIRS (OR) REPAIRS

SENT 3.2.63 TAU.E

2272

not to us

not to us

not to us

785017

63A
(e)
MILITARY AIR FORCE ADVISORY CENTER
LOG. SECT.

Rome, 14th December 1946

to : AIR FORCES SUP COMMISSION - A.O. ROMA
(through the Liaison Office)

Instr. No. SERV/305342/4049 Coll.
Enclos. 1.2

SUBJECT: Napier Sea Lion Engines.

RECEIVED

Reference to your letter AFSC/692/MA dated
23rd October 1946.

As the Napier Sea Lion Engines have not yet
arrived at Taranto and for the purpose of ef-
fecting the necessary enquiries in order to
find them, we beg you to inform us about the
departure date and place and if it is possi-
ble the number of forwarded waggon.

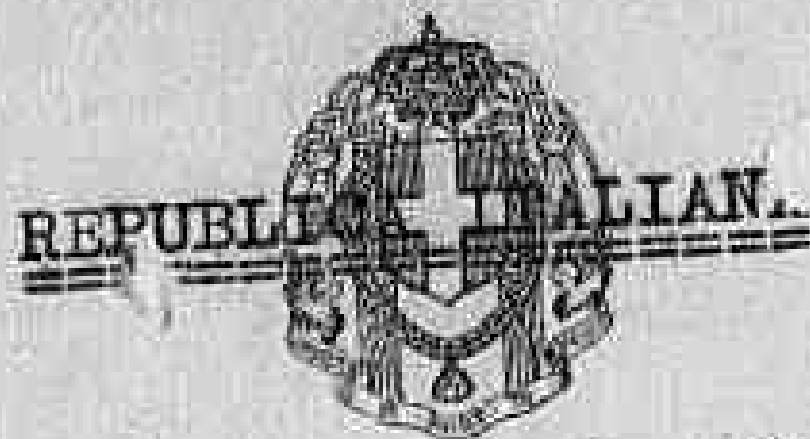
SOTTOCATO DI STATO MAGGIORE

(Col. AA. RN. Pilota A. Ramonino)

Translated by M. COMEAGNONI.



1221



REPUBBLICA ITALIANA

Stato Maggiore R. Aeronautica
 STATO MAGGIORE AERONAUTICA MILITARE
 Sezione Logistica

Roma.

1946

19

Mod. 122*

Al LA A.F.S.C. - A.C.

(Tramite Ufficio di Collegamento)

= R O M A =

Prot. N. SERV/304342 Allegato L. 22 / 4049 Coll.
 Risposta al f. N.° del

OGGETTO: Motori Napier Sea Lion.-

In riferimento al foglio AFSC/682/EA del
 23/10/946; poichè i motori Napier Sea Lion non sono
 ancora giunti a Taranto; allo scopo di effettuare le
 ricerche necessarie per il rintraccio, pregasi comuni-
 care la data e la località di partenza, e, se possibi-
 le il numero dei carri ferroviari spediti.-



UFFICIO DI STATO MAGGIORE
 Colonnello AA. ca. Pileta
 Addele Ramondino

8270

Il presente foglio è per uso interno al Comando e non deve essere
 distribuito fuori dello stesso.

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

To :- Air Forces Sub-Commission, A.C. Rome.

Date :- 4th December, 1946.

Ref :- AHQI/11309/8/E4.

TRANSFER OF HIGH SPEED LAUNCHES TO THE
ITALIAN AIR FORCE.

Reference your letter AFSC/682/EQ dated 25th November, 1946, concerning the above subject.

2. The undersigned has, during the past few days, had telephone conversations with Air Vice Marshal Brodie on this matter, and the latest development has been advised in a personal Signal, Q.846 dated 4th December, 1946, to the Air Vice Marshal from the undersigned.

3. Although every endeavour has, and is being made to obtain approval from the Air Ministry to complete the transfer, no final decision has as yet been reached.

C.W. Gore
(C.W. GORE) G/Cpt.,
for Air Vice Marshal,
Air Officer Commanding,
AIR HEADQUARTERS R.A.F. ITALY.

3. 871
6/12/46
682/EA

See 61st with which this arrived 269

Feb 7/12

61A

AIR FORCES SUB-COMMISSION, ROME.

06

DEC. 46.

AIR HEADQUARTERS, ITALY.

SECRET.

5917

QUEEN ONE ONE SIX PD FOR GROUP CAPTAIN GORE PD REFERENCE YOUR QUEEN EIGHT FOUR
SIX OF FOUR DECEMBER CONCERNING HIGH SPEED LAUNCHES PD SUBJECT OF RECAPTURE IS
 TOO DELICATE TO REFER DIRECTLY TO ITALIANS BUT DIRECTOR FEELS CERTAIN THAT ITALIANS
 WOULD REGARD RECAPTURE AS A BREACH OF FAITH ON THE PART OF THE ROYAL AIR FORCE
 WHICH ESPECIALLY IN VIEW OF BRITISH AIR MINISTRY PLAN FOR RE-EQUIPMENT OF ITALIAN
 AIR FORCE IT IS ESSENTIAL TO AVOID PD SQUADRON LEADER THOMPSON ASSISTANT DIRECTOR
 ORGANISATION FOREIGN AIR FORCES IN LONDON IS AWARE OF FINANCES PROPOSALS PD WHEN
 ORIGINAL OFFER TO ITALIANS WAS MADE LAST JUNE ^{CMA} TERMS OF TRANSFER ^{DID} NOT REPEAT NOT
 INDICATE POSSIBILITY OF RECAPTURE PD

PARA TWO PD ASSUMING THAT LAUNCHES WOULD BE HANDED OVER TO ITALIANS THE ITALIAN
 AIR MINISTRY IS WILLING TO TAKE OVER THE BASE AT ISCHIA PROVIDED ALL GROUND AND
 MAINTENANCE EQUIPMENT AND SPARES AND SPARE ENGINES FROM ~~XX~~ ONE ONE THREE MAINTENANCE
 UNIT ARE HANDED OVER AND THEY WOULD REPAIR REMAINING EIGHT LAUNCHES PD

PARA THREE PD EMPHASISE THAT LAUNCHES ARE UNSEAWORTHY AND WITHOUT MUCH REPAIR ARE
 UNSAFE TO MAKE PASSAGE OVER LONG SEA ROUTE TO MALTA OR EGYPT PD ALSO THAT LAUNCHES
 ARE REQUIRED BY ITALIANS FOR WHAT WE REGARD AS AN INTERNATIONAL AIR SEA RESCUE
 COMMITMENT AND THERE IS NO OTHER SOURCE OF SUPPLY

...../PAGE TWO.....

***** IMPORTANT

DIRECTOR, A.F.S.C.

I.E. BRODIE

A.V.M.

J/km
6/12

I.E. Brodie

I.E. Brodie
AVM

AIR FORCES SUB-COMMISSION, ROME

06

DEC. 46.

AIR HEADQUARTERS, ITALY.

SECRET.

PAGE TWO.

QUEEN ONE ONE SIX CONTINUED PD PARA FOUR PD IN VIEW OF ABOVE STRONGLY RECOMMEND
 FINANCE DROP SUBJECT OF RECAPTURE OF FIVE LAUNCHES ALREADY HANDED OVER PLUS EIGHT NOW
 WITH ROYAL AIR FORCE AT ISCHIA ~~XXX~~ TOGETHER WITH SPARES BUT IF THEY INSIST THE COST OF
 WORK DONE BY ITALIANS ON LAUNCHES BE CREDITED TO ITALIAN AIR FORCE PD
 PARA FIVE PD STRONGLY ADVISE AGAINST STORAGE OF LAUNCHES FOR ROYAL AIR FORCE AT
 ISCHIA ON GROUNDS THAT HULLS AND ENGINES WILL ^{SO} FURTHER DETERIORATE AS TO MAKE REPAIR
 LATER AN UNECONOMICAL PROPOSITION === =====

SEO
 880
 D2

AFSC/682/EQ.

IMPORTANT

DIRECTOR, A.F.S.C.

426

I.E. Brodie
 I.E. BRODIE,
 A.V.M.

I.E. Brodie
 7267
 AVN.

61B.

H.S.L.'s & spares.

Present position.

$$\begin{array}{l} 3 \text{ } 63' \\ 2 \text{ } 68' \end{array} \} 5$$

Launches handed over to the Italians
Believed to be at Taranto.

6 61 foot }
2 63 foot } at Vichy - transfer suspended.

1 Launch at Malta - still to make
the journey.

 14

47 spare engine. Despatched from Malta
on 11/5 M.O. (Northern Italy).
Bad report at one. SFA.

Spare parts - handed over to Italians after
receipt from A.H.H.

2266

Phoned by Sgt Marriott, A.H.H. (Ken)
information 4 days old.

SECRET.CYPHER MESSAGE.

To— MEDME COMMAND HEADQUARTERS REPEATED AM LONDON AFSC ROME	Date	C 12/41	
	Time of	Receipt	Despatch
	301655Z	031700Z	
From— AHQ ITALY	System	W/T	
		E.	

Serial No. 654

QX 830 30 NOVEMBER SECRET.

YOUR QQ9854 29 NOVEMBER HAVE REFERRED MATTER TO AFSC ROME WHO WILL TAKE IT UP WITH ITALIANS. AFSC ROME FIRST REACTION IS THAT PROPOSAL WOULD PROBABLY BE REGARDED BY ITALIANS AS A BREACH OF FAITH ON PART OF ROYAL AIR FORCE.

PARAGRAPH 2. WILL SIGNAL ITALIANS FINAL REACTION IMMEDIATELY AVAILABLE.

DISTRIBUTION AFSC ROME

TOO====301232A

ROUTINE.

UNPARAPHRASED LITERAL TEXT
OF CYPHER MESSAGE

Handwritten signature

7263

QX 830 30 NOVEMBER SECRET.

Serial No. 654

YOUR QQ9854 29 NOVEMBER HAVE REFERRED MATTER TO AFSC ROME WHO WILL
TAKE IT UP WITH ITALIANS. AFSC ROME FIRST REACTION IS THAT PROPOSAL
WOULD PROBABLY BE REGARDED BY ITALIANS AS A BREACH OF FAITH ON PART
OF ROYAL AIR FORCE.

PARAGRAPH 2. WILL SIGNAL ITALIANS FINAL REACTION IMMEDIATELY
AVAILABLE.

DISTRIBUTION AFSC ROME

TOO===301232A

ROUTINE.

UNPARAPHRASED LITERAL TEXT
OR CYRIL MESSAGE

W. H. L. Smith 11 Kpt.

Red APSC 6/12

MS 6/12

2265

SS LROF V MMXX T 0414 P/P

T ADD

FROM AMO ITALY

TO AIR FORCES SUB COMMISSION ROME

BT

Q846 4 DEC (.) RESTRICTED (.) FOR AIR VICE MARSHAL
BRODIE FROM GORE (.) REFERRING TO OUR TELEPHONE CONVERSATION
CONCERNING HIGH SPEED LANCHES ON 30 NOV (.)(2) HAVE BEEN INFORMED BY SIGNAL FROM AIR MINISTRY THAT
FINANCE HAVE BEEN ASKED TO RECONSIDER THEIR DECISION NOT REPEAT
NOT TO ALLOW LANCHES TO TRANSFERRED TO MTIXX ITALIANS (.) FINANCE
NOW SUGGEST THAT ITALIANS SHOULD STORE LANCHES FOR E.A.T. (.)(3) WOULD BE GRATEFUL IF YOU COULD ADVISE ME EARLIEST POSSIBLE
OF ITALIANS REACTIONS TO FINANCES SUGGESTION (.)

DT 041200Z

RPTNG Q846 4 30

SENT AT 1352Z MRS ALC

RD NR 0414 TES AT 1350

DE PP RM

PT.O. 7264

5/12/46

59A 4/8323 2466 AIR
AFSC

S.S.O.

As told to GFC over phone - my first reaction that if launches are not turned over to Haines (at least those already in their hands), the Haines would look upon this recapture as an RAF Breach of Faith which is most undesirable.

2. I don't even like the idea of the Haines looking after the Pechin base for the RAF unless the launches are turned over to them.

3. Please find out whether the Haines are physically able to take over the base until such time as the disposal of the launches is finally decided and let me know the answer.

4. I would also like to refresh my memory on the original terms of hand over - please say the relevant correspondence - also the copy to the Haines if yet determined.

W.S. 5/12.

682

transfer
CBB r mini
C.T.

~~68A~~
58A

From :- Rear Air Headquarters, R.A.F. Italy
To :- Headquarter's Air Force Sub-Commission,
ROME.
Date :- 30th November, 1946.
Ref :- AHQ/11718/2/E7.

NAPIER SEA LION MARINE ENGINES.

An inspection of the above Engine carried out at No. 113 Maintenance Unit Udine reveals the Quantity 47 to be in a repairable condition.

2. In every case where log books were available a certificate is enclosed to the effect that components have been removed from the engine. Further in no instance has an entry been made in a log book for a period less than a year, and there is no record of these engines having been treated with anti corrosive inhibitor during the past twelve months.
3. Every effort is being made by No. 113 Maintenance Unit to inhibit and preserve the engines. Owing to the need of a overhaul required to classify the engines as serviceable and the lack of facilities for carrying out the task at No. 113 M.U. the category of repairable must apply.



J. C. Davies
for J.C. DAVIES E/Lt.,
Air Commodore,
Air Officer Commanding,
Rear Air Headquarters,
R.A.F., Italy.

N.L.

7263

From : I.A.F. General Service Directorate.
1st Division. 1st Section.

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

Ref. : 1/231791/R.

Date : 8th November, 1946.

Air-Sea Rescue Ships.

In addition to the verbal report made by us during the meeting held on the 19/10/46 at the A.F.S.C., we wish to state that should the repair of the remaining four boats at the British Repair Base at Ischia be undertaken, as proposed by the A.F.S.C., the following points are observed:

- 1) The British are to leave in place all the installations required to transfer the boats to dry dock as well as the installations and materials now available in the small workshop attached to the base. In the said installations must be included the lorry for towing the boat to the landing place, the five ton crane, the electrical power plants and the small amount of existing machinery. The two dry dock trestles, one for the motorboat of 21 tons and the other for the 32 ton motorboat are to be handed over.
- 2) Everything must be left in perfect order, so that the places annexed to the base may be taken over immediately, in particular the kitchen and the electric power plants on the base.
- 3) The British Authorities are to hand over to the I.A.F. all the materials that have been removed from the motorboats and essential for their assembly, which the I.A.F. would have to re-purchase. A great quantity of these materials has been distributed to stores at Naples and Pompei. Considering that if these materials are not recovered immediately they will be sold as surplus and in all probability dispersed with little hope of retracing, we feel that immediate recovery would be more expedient. We point out that Captain TRAPANESI of the I.A.F. is aware of the Units to whom the above materials have been sent.

We await information regarding the decision which the A.F.S.C. will consider the most suitable to take.

General Directorate
(Gen. di D.A. Franco CAVALLARIN).

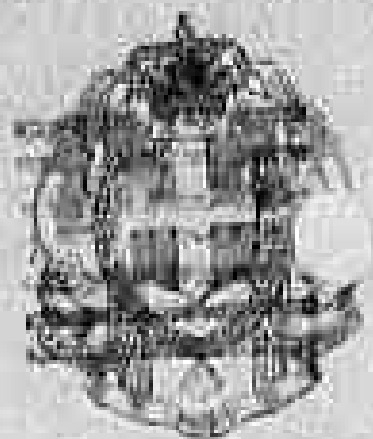
TRANSLATED BY L.A.C. COSTIGAN E.

SEO *Follow up signed 2/6/47
with the gen. pl. x refer to signed
para two* *10/11/46*



7262

Mod. 122*



R. n. 8 NOV. 1946 19 A

Al. A.C. / A.F.S.C.
 Tramite Ufficio Col. spedito
 R. S. E. A

Stato Maggiore R. Aeronautica
 MINISTERO DELL'ARMAMENTO
 Direzione Generale dei Servizi
 Divisione 1^a Sezione 1^a

Prot. 11/231491/Reg. 1946

Risposta al f. N. 2 del

OGGETTO: Battelli d'alto mare per ricovero velivoli.-

In base a quanto rappresentato verbalmente dalla scrivente durante la riunione tenuta il giorno 19/10/46 presso questa A.F.S.C., si conferma che qualora si dovesse avviare alla riparazione dei rimanenti quattro battelli presso la base inglese di raddobbo di Ischia, come da proposta avanzata da questa A.F.S.C. è necessario:

- 1°)- che gli inglesi lascino in posto tutte le attrezzature necessarie per mettere in secco i battelli, nonché tutte le attrezzature e i materiali esistenti nella piccola officina annessa alla base.
- 2°)- che dette attrezzature devono essere compresi il camion con verricello per l'alaggio dei battelli sullo scalo, la gru da 5 tonn., i gruppi elettrogeni, nonché il poco macchinario esistente.
- 3°)- Devono pure essere consegnate una sella d'alaggio, una per motoscafo da 21 tonn. e una per motoscafo da 32 tonn.
- 4°)- che tutto sia lasciato in perfetto ordine, in modo che si possa subito subentrare nei locali attualmente annessi alla base, con particolare menzione per la cucina e gli impianti elettrici esistenti nella base.
- 5°)- che le autorità inglesi si impegnino a consegnare all'A.M. tutti i materiali che sono stati smontati dai motoscafi, e materiali utilizzabili al loro armamento e che l'A.M. dovrebbe ricomprare. Molti di tali materiali sono stati versati a magazzino di Napoli e di Fiumi, e dato che, molto probabilmente, tali materiali non vengono subito recuperati e vanno venduti nei lotti di "surplus", è quindi disperato e molto difficilmente rintracciabili, sarebbe opportuno un immediato recupero. Si fa presente allo scopo che il Cap. TRAMONTI dell'A.M. è a conoscenza degli Enti italiani i materiali in questione sono stati versati.
- 6°)- Si ritiene in attesa di conoscere le decisioni che questa A.F.S.C. riterrà opportuno prendere in merito.-

IL DIRETTORE GENERALE
 (Gen. di B.A. - Franco CAVALLARIN)

La prima copia per ogni libro in cui vengono indicate nella risposta di 1. del 23.11.46 la Direzione come si risponde.

LETTURE COLMANO DELLO STATO

56A

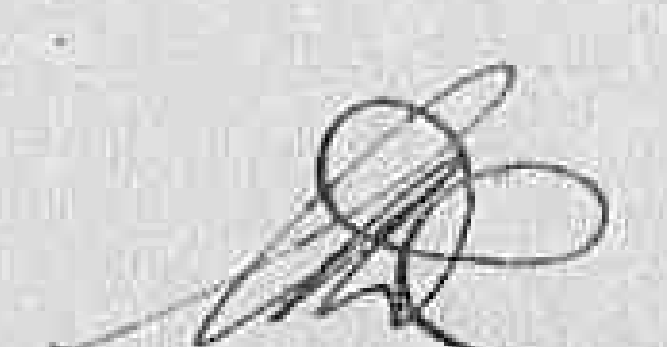
FROM: AIR FORCES SUB-COMMISSION, A.C., ROME
TO: AIR HEADQUARTERS R.A.F., ITALY
DATE: NOVEMBER 25TH 1946
REF: AFSC/682/EQ.

TRANSFER OF HIGH SPEED LAUNCHES TO THE ITALIAN AIR FORCE

It would be appreciated if the latest position regarding the above matter could be communicated.

The present information is:

- 1) Five launches already handed over to the Italians - no action to recover.
- 2) Remaining launches (9) - transfer suspended.
- 3) Spare engines - transfer suspended.
- 4) Spare parts - recovered from A.R.A.R. and transfer to I.A.F. completed.


W.A.D. COLLINGWOOD
WING COMMANDER
FOR AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB-COMMISSION

720

55A

From :- Rear Air Headquarters, R.A.F., Italy.
To :- Allied Sub-Commission, c/o British Embassy, Rome.
Date :- 15th. November, 1946.
Ref. :- AHQI/11718/2/E7.

DISPOSAL OF EQUIPMENT - MARINE CRAFT SPARES.
=====

Reference is made to this Headquarters letter of even
reference dated 15th. October, 1946.

2. In connection herewith, Forms 603 duly receipted for
Marine Craft Spares as per list attached.
3. The spares have been handedover to the Italian Air
Force and the Voucher passed to you for necessary action.
4. Acknowledgement of receipt is requested by this
Headquarters in order to finalise our records.



for J.C.DAVIES Flight Lieutenant,
Air Commodore,
Air Officer Commanding,
Rear Air Headquarters,
R.A.F., ITALY.

7359

165	Counting sheet	165000	7
166	Counting sheet	166000	5
167	Counting sheet	167000	55
168	Counting sheet	168000	24
169	Counting sheet	169000	13
170	Counting sheet	170000	134
171	Counting sheet	171000	5
172	Counting sheet	172000	2
173	Counting sheet	173000	5
174	Counting sheet	174000	3
175	Counting sheet	175000	4
176	Counting sheet	176000	7
177	Counting sheet	177000	12
178	Counting sheet	178000	5
179	Counting sheet	179000	6
180	Counting sheet	180000	4
181	Counting sheet	181000	4
182	Counting sheet	182000	7
183	Counting sheet	183000	5
184	Counting sheet	184000	1
185	Counting sheet	185000	1
186	Counting sheet	186000	3
187	Counting sheet	187000	5
188	Counting sheet	188000	8
189	Counting sheet	189000	15
190	Counting sheet	190000	4
191	Counting sheet	191000	1
192	Counting sheet	192000	33

7-25-8

SECTION SHEET 2 of 4

Sub Dept No. Cont'n Sheet No. I.V. No.

Continuation Sheet No. I.V. No.

1 2 3 4 5 6 7

Part No.	Brief Designation	QUANTITIES BY LOCATION			Origin	Qty Handed Over	Unit Cost	Total Cost
643	short propeller engine 15" x 75/8"	345204				0		
643	short propeller engine 12" x 3 1/2"	345204				4		
643/102	short propeller engine 12" x 3 1/2"	345204				6		
97	short propeller engine 12" x 3 1/2"	345204				2		
96	short propeller engine 12" x 3 1/2"	345204				12		
9	short propeller engine 12" x 3 1/2"	345204				15		
714	short propeller engine 12" x 3 1/2"	345204				13		
9	short propeller engine 12" x 3 1/2"	345204				36		
9	short propeller engine 12" x 3 1/2"	345204				18		
9	short propeller engine 12" x 3 1/2"	345204				9		
9	short propeller engine 12" x 3 1/2"	345204				28		
9	short propeller engine 12" x 3 1/2"	345204				5		
9	short propeller engine 12" x 3 1/2"	345204				7		
9	short propeller engine 12" x 3 1/2"	345204				8		
9	short propeller engine 12" x 3 1/2"	345204				3		
9	short propeller engine 12" x 3 1/2"	345204				6		
9	short propeller engine 12" x 3 1/2"	345204				7		
9	short propeller engine 12" x 3 1/2"	345204				30		
9	short propeller engine 12" x 3 1/2"	345204				74		
9	short propeller engine 12" x 3 1/2"	345204				18		
9	short propeller engine 12" x 3 1/2"	345204				36		
9	short propeller engine 12" x 3 1/2"	345204				31		
9	short propeller engine 12" x 3 1/2"	345204				19		
9	short propeller engine 12" x 3 1/2"	345204				9		

613	412/102	12/13 1/02	105398	4	4
97	12	12/13 1/02	105398	6	6
96	12	12/13 1/02	105398	2	2
5	12	12/13 1/02	105398	12	12
718	12	12/13 1/02	105398	13	13
5	12	12/13 1/02	105398	13	13
801	12	12/13 1/02	105398	16	16
802	12	12/13 1/02	105398	18	18
1066	12	12/13 1/02	105398	9	9
741	12	12/13 1/02	105398	22	22
804	12	12/13 1/02	105398	5	5
806	12	12/13 1/02	105398	7	7
808	12	12/13 1/02	105398	8	8
809	12	12/13 1/02	105398	3	3
810	12	12/13 1/02	105398	6	6
811	12	12/13 1/02	105398	7	7
812	12	12/13 1/02	105398	95	95
813	12	12/13 1/02	105398	74	74
814	12	12/13 1/02	105398	18	18
815	12	12/13 1/02	105398	35	35
816	12	12/13 1/02	105398	31	31
817	12	12/13 1/02	105398	49	49
818	12	12/13 1/02	105398	5	5
819	12	12/13 1/02	105398	200	200
820	12	12/13 1/02	105398	10	10
821	12	12/13 1/02	105398	8	8
822	12	12/13 1/02	105398	6	6
823	12	12/13 1/02	105398	1	1
824	12	12/13 1/02	105398	1	1
825	12	12/13 1/02	105398	1	1

SECTION

SHEET

3

of

1

2

3

4

5

6

7

Part No.

Brief Designation

QUANTITIES BY LOCATION

Origin

Qty
Handed
OverUnit
CostTotal
Cost

27

Gauges all pressure 30'

1527/101

219

" " " 10'

1527/101

274

Shaft propeller shaft 13'

1427/24

3

" " " 12'

1427/41

417

Propeller shaft 8' x coupling

1427/41

140

" " " have

1427/41

417

Bulldoze base

1427/41

417/817

" " " 10' x 10'

1427/41

417/817

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

417

" " " 10' x 10'

1427/41

72556

274	417/21	shaft propeller cutting 13"	3
3	417/41	" " shaft 13" 61/4"	14
417		propeller shaft 9/8 coupling	2
410		" " " " " "	1
416		radial beam	2
417/20	30075	shaft for 81/2 coupling	12
417/21		shaft for 81/2 coupling	13
418	30075	shaft for 81/2 coupling	26
419		shaft for 81/2 coupling	43
420		shaft for 81/2 coupling	23, 26, 27
421		shaft for 81/2 coupling	21
422		shaft for 81/2 coupling	2
423	30075	shaft for 81/2 coupling	15
424	30075	shaft for 81/2 coupling	13
425	30075	shaft for 81/2 coupling	2
426/31	53	shaft for 81/2 coupling	1
427	54	shaft for 81/2 coupling	8
428	55	shaft for 81/2 coupling	1
429/21	2	shaft for 81/2 coupling	18
430	14	shaft for 81/2 coupling	1
431	20153	shaft for 81/2 coupling	8
432	20153	shaft for 81/2 coupling	20
433		shaft for 81/2 coupling	300
434	20153	shaft for 81/2 coupling	5
435	10027	shaft for 81/2 coupling	24
436/21	53	shaft for 81/2 coupling	130
437	16600	shaft for 81/2 coupling	100
438	30077	shaft for 81/2 coupling	2
439	11302	shaft for 81/2 coupling	7

7255

SECTION

SHEET

4 of 4

Sub Depot

Continuation Sheet No.

No.

Cont'n Sheet No.

I.V. No.

I.V. No.

1

2

3

4

5

6

7

Part No.

Brief Designation

QUANTITIES BY LOCATION

Origin

Qty
Handed
OverUnit
CostTotal
Cost

GLANDS RUBBER 2" x 8"

Seals for engine pressure

Seals for engine pressure

Seals for engine pressure

Seals for engine pressure

Seals for engine pressure

101-204/1112

501/12

61/516

165/111

165/111

5

5

5

5

5

5

9253

MARINE CRAFT COVERS.

167.

TION

SHEET 1

of 4

Continuation Sheet No.

No.

Sub Depot

Cont'n Sheet No.

I.V. No.

I.V. No.

7

4

3

2

1

Part No.	Brief Designation	QUANTITIES BY LOCATION		Origin	Qty Handed Over	Unit Cost	Total Cost
6	Water heater tanks	532x112			8		
147	Filters petrol	348x6			24		
793	Stern tube assembly	4490x12			14		
	Coupling shaft	346x304			7		
	Coupling distance Journal				5		
947	Superfluent 18" x 3/8"	523x7			39		
924	" 15" x 5/8"	523x8			24		
26	" 11" x 5/8"	523x10			18		
916	" 24 x 5/8" all box	523x10			104		
917	" 25 x 5/8" straight H.V.				3		
107	Coolers Water	346x364			2		
108	" "	346x374			5		
105	" oil	346x374			2		
99	Exhaust pipe	484x102			4		
92	" "	484x107			7		
98	" "	484x111			12		
93	" "	484x104			6		
94	" "	484x108			6		
100	" "	484x110			4		
917	" "	435x2			1		
104	" "	435x16	7254		7		
142	Shaft coupling entire	346x502			5		
917	Exhaust pipe	950x22			1		
917	"	950x60			1		

705	stern tube assembly	346x504	7
	coupling shaft		5
	coupling distance journal		35
917	superflow 18" x 3/8"	523x7	24
924	" 15" x 5/8"	523x8	18
26	" 11" x 5/8"	523x10	101
916	24 x 2/8" elbow	523x10	3
917	" 25 x 5/8" straight	523x10	2
107	exhaust water	346x361	5
108	" "	346x371	2
105	" oil	346x371	4
99	exhaust pipe	484x102	7
92	" "	484x107	12
98	" "	484x111	6
93	" "	484x101	6
94	" "	484x103	4
100	" "	484x110	1
917	" "	435x53	7
101	" "	435x16	5
112	shaft coupling engine	346x502	1
917	exhaust pipe	950122	1
917	" "	950060	5
	" "	950063	5
	" "	950060	2
917	" "	950063	15
7	" "	950064	4
5	" "	950062	1
10	" "	950061 3/8	33
630	exhaust pipe	346x209	2
	exhaust pipe	435	

SECTION 157.

SHEET 2 of 4

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

785017

Part No.	Brief Designation	QUANTITIES BY LOCATION			Origin	Qty Handed Over	Unit Cost	Total Cost
442/601	shaft propeller engine 151-7/8" x 1/2"					0		
613	" " " " " " " "	345224				4		
442/402	exhaust pipe	432717				6		
57	" " " " " " " "	4327				2		
36	" " " " " " " "	4326				20		
5	" " " " " " " "	412204				15		
741	flaring white metal	449042				13		
755	exhaust gasket	904726				36		
9	holders barn					12		
	router coil	632232				9		
834	glassen oil headen tank	394215				22		
840	glassen gauge reverse gear oil 500ml tank	394217				5		
1066	glassen gauge w. 1/2" tank	5222407				7		
744	engine holding down bolts	346232				0		
804	cooks outlet	146274				3		
806	cooks inlet	346232				6		
805	cooks outlet	902766				7		
834	flange rubber water cooler	902766				30		
214	" " " " " " " "	902766				74		
646	ben. driven 3'	3352204				18		
729	coupling bellows	3352204				36		
803	flange rubber water cooler	902766				31		
424	bolts power 4/3 7 1/2 x 5/8	1442162				0		
870	washers bonded 3/8"	26725				2		

612/102	12'-3 3/8"	Reinforced pipe	437/17	6
97	"	"	437	6
96	"	"	435	2
5	"	7" Brooks	418001	22
711		Sealing white metal	418003	15
755		Reinforced gasket	904705	13
9		Reducers brass		36
		Reducer coil	838x32	10
531		Glassed oil burner tank	334x15	9
810		Glassed gauge covers for oil tank	334x14	22
1066		Glassed gauge covers for oil tank	334x17	5
711		Reinforced holding down bolts	902x107	7
801		Boiler outlet	316x131	8
536		Cocks inlet	316x71	3
833		Cocks outlet	316x85	6
534		Rings rubber water cooler	902766	7
216	"	"	902761	90
646		Rev. driven 31	333x101	74
723		Coupling belts	333x100	18
833		Rings rubber water cooler	902765	36
421		Bolts power c/s 7 1/2x3/8"	141x163	31
278		Washers beveled 3/8"	265x3	23
271		Washers flat brass 1 1/2x3/8"	162x5	9
284		Washers beveled 3/8"	209x2	209
61		Mass brass 5/8" white		10
		Motor switch	119004	84
		Gauges Dupont Kerosene	106313	6
	"	"	106314	1
2		Propeller	107 31	1
755		Reinforced exhaust	902766	36

Part No.	Brief Designation	QUANTITIES BY LOCATION			Origin	Qty Handed Over	Unit Cost	Total Cost
27	Gauges oil pressure 30"	463/103				19		
219	" " " 10"	463/104				3		
274	Shaft propeller center 13"	413/21				3		
3	" " " wing 12'8 1/4" 413/11					14		
418	Propeller shaft o/s coupling					2		
410	" " " bare wing					1		
411	Rudders bars					2		
412/823	Thermistats type 301.489	983351				12		
412/811	Spindle butterfly inlet cock SE					53		
413	Universal joints	901563				26		
412	Butterflies inlet cock					16		
413	Glasses navigation	834304				23, 20, 23		
412	Keys propeller shaft	442x105				21		
412	Buts " "					2		
412	Gatseel bronze 2030	901755				25		
412	" " "	905721				33		
412	Chains steering rudds 515	501203				2		
422/311	Gauges temp 20"	53				1		
423	" " " 20"	54				8		
423	" " " 20"	55				1		
412/811	" " " 10"	2				18		
413	" "	14				4		
412	" "	39453				8		
412	Pipes oil pressure connection 903135	252				20		

3	"	"	wing 12" 10 1/4" 417/11	14
418	propeller shaft g/w coupling agitate			2
140	"	"	bare wing	1
418	Rudders base			2
412/823	thermocouples type KAL 4189	969251		12
412/217 II	spindle butterfly inlet cock	SE		53
412	universal pump	901963		26
412	Butterflies inlet cock			16
412	Glasses navigation	884234		2R, 23, 29
412	Keys propeller shaft	442x103		21
412	Nuts "	"		2
412	612x21 bronze 2000	901758		25
412	"	905721		35
412	chains steering rudds 615 x 225	901203		2
422/311	Gauges temp 20"	53		1
423	" " 20"	54		8
423	" " 20"	55		1
412/217	" " 40"	2		18
412	"	14		4
412	"	39453	252	8
412	Tapes oil priming connection 903136			20
412	Nuts non corrosive 3/8" BSP.			200
412	techer marine belts	25922		36
412	Nuts brass 5/8" B.S.P.	160x7		24
412/217	" locking 1/8" B.S.P.	53		130
412	Nuts brass 5/16" B.S.P.	166x3		100
412	Pots whistle	502077		2
412	tachometer generator	113002		7
	Glands rudders 3" x 2			5

STANDARD CATALANO SOCIETY

NOTES

LEAH'S

of

Continuation Sheet No.

20

Sub Depot

I.V. No.

Cont'n Sheet No.

L.V. No.

54

57

1

111

[illegible]

163/111
164/1562
COBALT FIELD NO. 12 4702510
Storm Light 1000

1972

54A

FROM: AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME
TO: STATO MAGGIORE AERONAUTICA I.A.F.
LOGISTIC SECTION
DATE: OCTOBER 23RD 1946
REF: AFSC/682/EQ.

MOTORS AND MARINE CRAFT

Reference your SERV/304390/L22/C/3499Coll., dated 14th. October 1946, the engines are being consigned to Taranto as requested.

In the matter of the spare parts however, arrangements were already made to move them from the ARAR dump at Torre Annunziata to Nisida and it is regretted that in the present depleted state of units in the Naples Area, and the urgent need for closing, there is no time to alter these arrangements.

Any re-consignment from Nisida to Taranto must therefore be arranged by yourselves.


W.A.D. COLLINGWOOD
WING COMMANDER
FOR AIR VICE MARSHAL
DIRECTOR,
AIR FORCE SUB-COMMISSION.

FROM: AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME
TO: AIR HEADQUARTERS (REAR) ITALY
DATE: OCTOBER 22ND 1946
REF: AFSC/682/EQ.

DISPOSAL OF MARINE CRAFT SPARES

Reference your AHQI/11718/2/E.7. dated 15th. October 1946, the Naples Office of this Sub-Commission prepared Form 603 covering spares "as per list attached" and also arranged transport from Italian sources. The form was handed to F/L O'Brien commanding the Marine Section, who was requested to complete the transaction, ie. collect the spares as per the list, obtain the necessary signature and forward the forms to this office, as the Naples office was even then in process of closing.

It is understood that the voucher will be for financial action only and will not be posted in any equipment account, the spares being already off R.A.F. charge. The terms of issue are uncertain and could not be stated. Also the Marine Section may have difficulty in obtaining an I.V. number.

It is pointed out that in the normal way equipment transferred to the Italians is vouched and signatures obtained by the issuing R.A.F. unit. This Sub-Commission cannot issue equipment, but in the present case undertook the preparation of certain papers to assist the depleted staff at Ischia.


W.A.D. COLLINGWOOD
WING COMMANDER
FOR AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB-COMMISSION.

52A.

AIR FORCE'S SUB-COMMISSION, A.C. 2032

21/10 OCT. 46.

AIR HEADQUARTERS (REAR) ITALY.

AIR HEADQUARTERS, ITALY.

UNCLASSIFIED.

QUEEN KING NIGHT TWO ED FOR GROUP CAPTAIN GORD ED CANCEL OUR SIGNAL QUEEN
 KING SEVEN SIX OCTOBER NINETEEN CONSIDERING TRANSFER HIGH SPEED LAUNCHES ED
 ITALIAN AIR MINISTRY ED WILLING TO TAKE OVER MARINE CRAFT AT ISCHIA IN
 HERBERT CONDITION UNDER ORIGINAL TRANSFER TERMS INCLUDING AIRL. SETTLEMENT

FILE NO: AFSC/682/80.

IMPORTANT

DIRECTOR

426

L.V.H.

L.V.H.

7249

2701 51A
Air Force s/c.

From :- Air Headquarters (Rear), R.A.F., Italy.

To :- Allied Sub-Commission, Naples.
Copy to:- Allied Sub Commission, Rome.
" " Air Headquarters Advanced.

Date :- 7th. October, 1946.

Ref. :- AHQI/11718/2/E7.

MARINE CRAFT SPARES.
=====

Attached herewith lists of Marine Craft Spares
for transfer to the Italian Air Force.

2. It is requested that the transfer be effected
vide Form 603 and this Headquarters informed on completion of
transaction.



for

J.C. DAVIES Flight Lieutenant,
Group Captain,
Officer Commanding,
Rear Air Headquarters,
R.A.F., ITALY.

247

From: "STATO MAGGIORE" I.A.F.
Logistic Section

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

For information:
Air Ministry - Works General Directorate
Air Ministry - Construction General Directorate

Date: 16th October 1946

Ref : SERV/304417/L.22/C/3514/Coll.

Subject/ A.S.R. LAUNCHES

18A
Further to letter 303288 dated the 1st August as already known the withdrawal of the 14 Launches is in progress.

It is indispensable for the I.A.F. to have a fair amount of spare parts for "NAPIER SEA LION" engines. We would like to know if and from what Unit could we obtain these spares and what steps should be taken.

If it is impossible to supply these spare parts; it is absolutely necessary that blueprints of the engines in question be given to the Italian Air Force so that the spare parts could be reproduced by the Firms.

We would like to have copy of the Booklet regarding Serviceability of Launches (Formula 700) so that it could be translated and printed.

As well as the booklet regarding maintenance and overhaul of "Napier Sea Lion" engines.

CHIEF OF "STATO MAGGIORE"
(Gen. S.A. A. BRIGANTI)

Translated by Sgt. A.G. WIRTH



EA/Sc

Rom 11.8.07.1946

STATO MAGGIORE AERONAUTICA MILITARE

Sezione Logistica

ALL: A.C. = A.F.S.C. = ROMA
 (Tramite Ufficio Collegamento) = SEDE

Prot.n° SERV/2034/2 / 282/c / 354/CO.

OGGETTO: Motoscafi pronto soccorso.

e, per conoscenza:

AL MINISTERO DELL'AERONAUTICA - Direz. Generale Servizi - SEDE
 AL MINISTERO DELL'AERONAUTICA - Direz. Generale Costruzioni - SEDE

Si fa seguito alla nota n°303283, del 1° agosto c.a.-

Come noto, sono in corso di ritiro i "14 motoscafi"
 ceduti dalla E.A.F. -

E' indispensabile per l'Aeronautica Militare disporre
 di un congruo quantitativo di parti di ricambio per motori
 "NAPIER SEA LION". Si prega codesta Sottocommissione di
 comunicare se, e da quale Ente, sia possibile ~~verificare~~ ot-
 tenerne e quali siano le pratiche da svolgere.-

Si rappresenta l'assoluta necessità che, in caso negati-
 vo, vengano forniti all'Aeronautica Militare Italiana i dise-
 gni costruttivi dei motori in questione per la riproduzione
 delle parti presso ditte.-

Si prega, infine, di voler far pervenire copia del "Li-
 bretto efficienza motoscafi" (formula 700), affinché possa
 venire dato corso alla traduzione ed alla stampa.-

Nonchè il libretto per la manutenzione e revisione del
 motore "Napier Sea Lion".-

OGGETTO: Motoscafi pronto soccorso.

e, per conoscenza:

AL MINISTERO DELL'AERONAUTICA - Direz. Generale Servizi - = S E D E
AL MINISTERO DELL'AERONAUTICA - Direz. Generale Costruzioni - = S E D E

Si fa seguito alla nota n°303280, del 1° agosto c.a.-

Come noto, sono in corso di ritiro i "14 motoscafi" ceduti dalla R.A.F. -

E' indispensabile per l'Aeronautica Militare disporre di un congruo quantitativo di parti di ricambio per motori "NAPIER SEA LION". Si prega codesta Sottocommissione di comunicare se, e da quale Ente, sia possibile ~~garantire~~ ottenere e quali siano le pratiche da svolgere.-

Si rappresenta l'assoluta necessità che, in caso negativo, vengano forniti all'Aeronautica Militare Italiana i disegni costruttivi dei motori in questione per la riproduzione delle parti presso ditte.-

Si prega, infine, di voler far pervenire copia del "Libretto efficienza motoscafi" (formula 700), affinché possa venire dato corso alla traduzione ed alla stampa.-

Nonchè il libretto per la manutenzione e revisione del motore "Napier Sea Lion".-

EL CAPO DI STATO MAGGIORE AGG.
(Gen.S.A. - A. BRIGANTI

[Handwritten signature]

H9A

AIR FORCES SUB-COMMISSION ALCOM ROME

ALLIED HEADQUARTERS (HEAR)(F) ANQ ITALY

↑ ?

UNCLASSIFIED

QUEEN NINE SEVEN SIX OCTOBER NINETEEN ONE NINE FOUR SIX

SUBJECT TRANSFER OF HIGH SPEED LAUNCHES PD

ITALIAN AIR FORCE ARE WILLING TO ACCEPT ON TERMS QUOTED IN YOUR QUEEN
THIRTY NINE JUNE TWENTY SECOND CMA THAT IS ON TRANSFER TERMS TO BE
NOTIFIED LATER PD IN EFFECT CRAFT WOULD BE ON LOAN PD ITALIANAIR FORCE REQUIRE ASSURANCE THAT SPARE ENGINES AND SPARE PARTS AS PER
YOUR LETTER ABLE HOW QUEEN ONE STROKE ONE ONE THREE ZERO NINE STROKEEIGHT STROKE EASY FOUR DAILY JULY TWENTY PARA NINE ALSO ONE TOOL KIT
FOR COMPLETE OVERHAUL OF ENGINES WILL BE PROVIDED AND THAT CRAFT WILL

BE CAPABLE OF VOYAGE TO TARANTO PD IT IS POINTED OUT THAT THERE IS

AN INTERNATIONAL COMMITMENT FOR AIR SEA RESCUE INVOLVED IN THIS MATTER PD

See 52A

JMS 24/10

AFSC/682/EQ.

ROUTINE
EQUIPMENT SECTION

W.A.D. COLLINGWOOD W/CDR.

7244

A.C. MERRILL P/O

48A
(5)

From : STATO MAGGIORE I.A.F.
Logistic Section.

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

Date : 14th October 1946

Ref : SERV/304390/L22/C/3499Coll.

Subject: MOTORS AND SEA GOING CRAFT. 18A

1°. Reference letter SERV/303288/L.22/C dated 1st August 1946.

2°. We herewith amend what was originally stated in para. 4 of the above mentioned letter, and beg this Sub-Commission to issue instructions, to the effect that "Naper Sea Lion" engines and all spare parts for hulls, motor and installations for A.S.R. H.S.L's be forwarded to Taranto Airport, where A.S.R. H.S.L's are being fitted.

UNDER SEC. CHIEF OF AIR STAFF
Col. A.A.r.n. Pilot
(ALDO REMONDINO)

Translated by Sgt. A.C. WIRTH

OK. for engines
but frames are at
some arrangements & we
have promised otherwise &
Nisida only.

7243



48A

14 OT 1946

Roma, 11.....

DO/SC

STATO-MASSIMO
Sezione LogisticaALL'A.C. = A.F.S.C.=
(Tramite Ufficio Collegamento)ROMA
SEDE

Prot.n° SERV/304390 / L.22/e / sugg Coll.

OGGETTO: Motori e mezzi marittimi.=

1) - Si fa riferimento al foglio n° SERV/303268/L.23/C, datato 1 agosto 1946.-

2) - A modifica di quanto contenuto nel comma (4) di detto foglio si prega codesta Sottocommission voler disporre che i motori "Napier Sea Lion" e tutte le parti di ricambio di qualsiasi genere relative agli scafi, motori, e installazioni toscani di soccorso vengano fatti affluire porto di Taranto, ove è stato costituito il allestimento per i motoscafi di soccorso.

DAL SOTTOCAPO DI M.
Colonnello

Cepur.

7242

9650

AIRLITA

From : Air Headquarters (Rear) R.A.F. Italy, C.M.F.
To : Allied Sub - Commission Rome (for the attention
of F/Lt. Watkins).
Date : 15th October, 1946.
Ref : AHQI/11718/2/E.7.

DISPOSAL OF MARINE CRAFT SPARES.

Further to letter of even reference dated 7th October, 1946, and visit of undersigned in connection with the transfer of Marine Craft spares from A.R.A.R. to the Italian Air Force at Misside.

2. May it be confirmed to this Headquarters that the required forms 603 were raised and that recovery action will be taken.



J. Davies
for J.C. DAVIES F/LT.,
Group Captain,
Officer Commanding,
Rear Air Headquarters,
R.A.F., ITALY.

R.F.

7241

135 LROF V SVVK T 545/16 ROUTINE QVR 5
 FROM 357 H U
 TO A P G ITALY
 RPTD MCS ISCHIA :: 61 E U :: ANQ REAR :: / AFSC ROME ::
 BT
 Q 746 15 OCT UNCLASSIFIED :
 FIRST ADDRESSEES Q 432 8/10 : NAPIER SEA LION ENGINES STILL
 RECEIVED THIS UNCT . ISSUE WILL BE MADE WHEN ENGINES RECEIVED
 BT 0151760Z
 SENT LT AR & TRS K
 RE 2259 RHJP

46A
 1008 H/7228
 17/10
 682/62
 7/10/10

44A

(107) LROF V MMXK T536/9 ROUTINE
 QVK5
 FROM AHQ ITALY
 TO 357 MU
 (R) M.C.S. ISCHIA, 61 E.U., A.H.Q. REAR,
 A.F.S.U. ROME

GR-- BT

Q432 8/OCT UNCLASSIFIED (.)

SECOND ADDRESSEES Q311 7 OCT NOT TO FIRST AND FOURTH ADDRESSEE
 SECOND ADDRESSEE URGENTLY REQUIRE NAPIER SEA LION MARINE
 ENGINE FOR H.S.L.2597 (.) REQUEST YOU SELECT ONE SERVICEABLE
 ENGINE FROM THE CONSIGNMENT OF 47 ENGINES RECEIVED BY YOU
 EX MALTA REFERRED TO IN A.H.Q. REAR SIGNAL QR208 4TH OCT (.)
 DESPATCH TO MARINE SECTION R.A.F. ISCHIA QUICKEST
 MEANS ML THIGD ADDRESSEE WILL GIVE SECOND ADDRESSEE DISPOSAL
 INSTRUCTIONS FOR THE UNSERVICEABLE ENGINE (.)

BT 091145B

SENT A.T. BB

RD AT 2053 AHT K

IN TT MGE IT SHD READ

RPT 47 47 47

CONSIGNMENT OF 47 ENGINES PSE

829/H/7126

HHT

11/10

682/E9

7238

From:- N. Detachment,
Air Forces Sub Commission,
Allied Commission, APO. S.592, CMF.

To :- Air Forces Sub-Commission,
Allied Commission, Rome.

Date:- 5th October, 1946.

Ref :- AFSC/N/682/Eq.

H.S.L. SPARES.

1. A large quantity of R.A.F. H.S.L. spares has been located at an A.R.A.R. dump in Torre Annunziata, and arrangements made for our collection of this material. Delivery is being made to I.A.F. Base at Nisida, and the work of transferring will occupy four days next week.
2. Quantity 47 Napier engines at Treviso, are being sent South for transfer to the Italian Air Force. A.H.Q. Rear wanted immediate instructions regarding their destination, and they were informed that the engines should be sent to Taranto.

L.G. Watkins
(L.G. Watkins)
Flight Lieutenant, Commanding
Air Forces Sub Commission
Naples Detachment

Copy to:-

H.S.L. Base Ischia
(F/Lt. O'Brian)

Air Forces Sub-Commission, Taranto.
(W/Cdr. Clift).

7239

R.A.F. Form 96(A).

MESSAGE FORM

Signal Office File No.

No. of
Groups
GR

Office Date Stamp

MESSAGE

IN

HEADING

OUT

(Above this line is for Signals use only)

FROM

TO

REPEATED

Originator's Number	Date	(Write horizontally)	
Q313	8/10/46	UNCLASS	5
No 2581	No 2581	ENGINE No. 1	10
4TH STBD 540		READY FOR ACCEPTANCE TRIALS	15
PRIOR TO HAND OVER TO ITALIAN AIR FORCE			20
TRIALS TAKING PLACE WITH OTC REQUEST AUTHORITY			25
TO HAND LAUNCH OVER TO ITALIAN AIR FORCE ON			30
SATISFACTORY COMPLETION OF TRIALS			35
			40
			45
			50
			55
			60
			65
			70
			75
			80

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

Originator's Instructions
 Degree of Priority

Signature

Signature

Rank

Rank

(* 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.
Phon	8045	JB	1211/11									7237

2495

AIR
H2A

From :- Air Headquarters (Rear), R.A.F., Italy.

To :- Allied Sub-Commission, Naples.

Copy to:- Allied Sub Commission, Rome.
" " Air Headquarters Advanced.

Date :- 7th. October, 1946.

Ref. :- ANCI/11718/2/E7.

MARINE CRAFT SPARES.

Attached herewith lists of Marine Craft Spares
for transfer to the Italian Air Force.

2. It is requested that the transfer be effected
vide Form 603 and this Headquarters informed on completion of
transaction.

for

J.C. DAVIES Flight Lieutenant,
Group Captain,
Officer Commanding,
Rear Air Headquarters,
R.A.F., ITALY.

2236

N.M.

MACHINE CRANK SHAFTS

SECTION 167.

SHEET 1

of

No. Sub Report

Continuation Sheet No.

Cont'n Sheet No.

I.V. No.

I.V. No.

1	2	3			4	5	6	7
Part No.	Brief Designation	QUANTITIES BY LOCATION			Origin	Qty Handed Over	Unit Cost	Total Cost
6	Water intake valve	532-112				3		
127	Filters petrol	345-16				24		
705	Steam tube cap	449-142				14		
	Coupling shaft	346-104				7		
RTV	Coupling distance Journal					3		
917	Supporter 10" x 3/8"	523-17				35		
926	" 13" x 3/8"	523-18				24		
96	" 11" x 5/8"	523-19				18		
916	" 24" x 5/8" elbow	523-19				191		
RTV	" 25" x 5/8" straight RTV					3		
107	Sealants Water	346-154				2		
108	" "	346-174				5		
105	" oil	346-174				2		
97	Exhaust pipe	408-104				4		
92	" "	408-107				7		
98	" "	408-111				12		
93	" "	408-104				6		
94	" "	408-104				6		
100	" "	408-110				4		
RTV	" "	408-110				4		
101	" "	408-110				7		
148	Shaft coupling center	346-102				5		
RTV	Shaft end	346-102				1		
RTV	"	346-102				1		

705	Stem (See Assy)	346504	7	15
917	Coupling shaft	52347	5	7
924	Coupling shaft	52347	35	24
926	"	52347	24	18
916	"	52347	101	101
917	"	52347	3	3
907	"	52347	2	2
908	"	52347	5	5
909	"	52347	2	2
91	"	52347	4	4
92	"	52347	7	7
93	"	52347	12	12
94	"	52347	4	4
95	"	52347	6	6
100	"	52347	4	4
917	"	52347	4	4
101	"	52347	7	7
142	"	52347	2	2
917	"	52347	1	1
917	"	52347	1	1
917	"	52347	5	5
917	"	52347	5	5
917	"	52347	2	2
917	"	52347	15	15
917	"	52347	4	4
917	"	52347	1	1
917	"	52347	33	33
917	"	52347	2	2

SECTION

1

SHEET

2

of

Continuation Sheet No.

No.

Sub Depot

1

2

Brief Designation

3

I.V. No.

Qty

Handed

Over

Unit

Cost

Total

Cost

1

2

3

4

5

6

7

Part No.

Brief Designation

QUANTITIES BY LOCATION

Origin

Total

Cost

441/601

shaft propeller gear

613

10 1/2 x 1/2 x 1/2"

441/102

shaft propeller

87

"

96

"

2

1/2" diameter

741

bearing roller metal

753

bearing roller

9

roller bar

831

bearing roller

840

bearing roller gear all 3/4"

1066

bearing roller gear all 3/4"

741

bearing roller gear all 3/4"

831

bearing roller

840

bearing roller

853

bearing roller

854

bearing roller

855

bearing roller

856

bearing roller

857

bearing roller

858

bearing roller

859

bearing roller

860

bearing roller

861

bearing roller

641-102	12-10-53 3/8"	rotary pipe	430777	2
57	"	"	4307	6
96	"	"	4306	2
5	"	"	4305	22
711	"	"	4304	15
755	"	"	4303	13
9	"	"	4302	26
	"	"	4301	12
	"	"	4300	9
	"	"	4299	22
	"	"	4298	5
	"	"	4297	7
	"	"	4296	9
	"	"	4295	3
	"	"	4294	6
	"	"	4293	7
	"	"	4292	30
	"	"	4291	74
	"	"	4290	18
	"	"	4289	36
	"	"	4288	31
	"	"	4287	10
	"	"	4286	9
	"	"	4285	20
	"	"	4284	10
61	"	"	4283	84
	"	"	4282	6
	"	"	4281	1
	"	"	4280	1
	"	"	4279	1
755	"	"	4278	3

SECTION 16P.

SHEET 3 of 4

Continuation Sheet No. No. Sub Depot

I.V. No. Cont'n Sheet No.

1	2	3	4	5	6	7
Part No.	Brief Designation	QUANTITIES BY LOCATION	Origin	Qty Handed Over	Unit Cost	Total Cost
47	Engine oil pressure gage	452/403		13		
412	" " " "	452/404		5		
474	shaft propeller center 13"	412/21		3		
3	" " shaft 12 3/4" x 1 1/2"	412/21		14		
419	propeller shaft 2 1/2 couplings			2		
140	" " " " " "			1		
417	Rollers base			2		
412/223	thermostats type KIL-1123	202/21		12		
412/217	spindle butterfly inlet each 1/2"			30		
411	instrument points	201563		26		
411	Butterfly inlet each			14		
417	Gleason navigation	201534		23,206		
412	Keys propeller shaft	4425105		26		
412	Keys " "			21		
417	Signal alarm MCO	301758		2		
412	" " "			23		
417	Choke steering rolls 615	305721		33		
	" " " "	301203		2		
427/341	Gauges temp 101	53		1		
424	" " " 201	54		0		
427	" " " 201	55		1		
412/217	" " " 101	2		18		
418	" " " "	14		1		
412	" " " "	30455		0		
412	Keys all including couplings	301514		0		

J	"	"	"	"	"	"	"	"	"
417	27	roller shaft 2/4 centline centre	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
120	2	"	"	"	"	"	"	"	"
418	3	Roller beam	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412/273	12	Transporter type 2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
417/214	53	spindle butterfly inlet seat	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
413	26	Universal pointer	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412	56	Butterflies inlet seat	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
413	23, 20, 21	Glasses navigation	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412	21	Type propeller shaft	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412	8	Roller	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
418	23	Bitumen beams 2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
413	53	"	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
413	2	Chain shooting rolls 615 2 225	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
427/341	4	Gauges temp 101	53	53	53	53	53	53	53
428	8	"	53	53	53	53	53	53	53
428	4	"	53	53	53	53	53	53	53
417/214	10	"	2	2	2	2	2	2	2
418	1	"	14	14	14	14	14	14	14
412	8	"	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412	20	Flange all spring suspension	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412	200	Roller non corrosive 1/8" 2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412	26	Roller non corrosive 1/8" 2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412	24	Roller non corrosive 1/8" 2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
417/214	130	"	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412	100	Roller non corrosive 1/8" 2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412	8	Roller non corrosive 1/8" 2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412	7	Roller non corrosive 1/8" 2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21
412	5	Roller non corrosive 1/8" 2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21	2007/21

2000年10月10日

NOTES

THESE

of

Continuation Sheet No.

0.50

Sub-Deposit

1998

I.V. No.

Cont'n. Sheet No.

I.V. No.

4

55

100

12

10

	Total Cost
1.000	1.000
2.000	1.900
3.000	2.700
4.000	3.400
5.000	4.000
6.000	4.500
7.000	4.900
8.000	5.200
9.000	5.400
10.000	5.500

Unit	Cost
------	------

Qty
Landed
Over

Origin

QUANTITIES BY LOCATION

Brief Designation

Part No.

1990/01/01

2/1 200 - 2004 2/103

6/1/53 All copies destroyed

1997-1998

45. 4.955 2

100

1

1

2000-2001

1

10

61/596

162/578

164/552

all groups present
cells field 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, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 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2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213,

7/10/47.

For Cleghorn

Shall be seeing you at the next Conference
in the near future - Cheers till the last.

located at some point
at the bottom of the
9/10

[Handwritten signature]

(CLIFT) TARDITO.

441100 V LAGE NR E 31000

RTN-3

FROM AIR HEADQUARTERS (GENE) R.A.F. ITALY PD

TO 357 MAINTENANCE UNIT R.A.F. C.M.F. PD

AIR HEADQUARTERS ITALY PD

AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME PD

CR225 RTN. COT. 1946. UNCLASSIFIED PD SUBJECT

NAPIER SEA LION ENGINES FOR

MARKING CRAFT PD DESPATCH OF

RAIL TO ITALIAN AIR FORCE

(ATTENTION WING COMMANDER ELIPT) AT

TARRANTS THE 47 NAPIER SEA

LION ENGINES RECEIVED BY YOU

EX MALTA PD DESPATCH DETAILS

TO BE ADVISED ALL ADDRESSEES PD

TRANSFER TO BE MADE ON

P.355 TERMS OF ISSUE TRANSFER ON AGREED PRICE PD

BT

SENT NR 311/54

SENT NR 54 24/2149 DCS

M/7000

41A

6762

This is not in accordance with 18A instructions at 18A 419d. Phoned E/C Watkins who states that AFR asked him re disposal. He said "Zorante". Referred to State Maggiore for decision. MRC



Queried with Stato Maggiore

Ch. [Signature]

5/107230

401

FROM: AIR FORCES SUB-COMMISSION ALLIED COMMISSION ROME
TO: ITALIAN AIR MINISTRY
DATE: OCTOBER 1ST 1946
REF: AFSC /682/EQ.

TRANSFER OF HIGH SPEED LAUNCHES TO ITALIAN AIR FORCE

Reference your letter 1/229417/3283 COLL. your inclusive offer of twenty-eight million lire for the complete equipment has been communicated to the appropriate authority. On the same day a revised quotation was received from them quoting hulls at 300 (three hundred) sterling and engines at 300 sterling with no further mention of a price for the spare parts.

This new quotation was communicated to General CAVALLARIN when he visited this office to-day and in accordance with his decision, acceptance by the Italian Air Ministry has been notified to Air Headquarters R.A.F. The complete terms of acceptance are:

14 hulls	300 sterling each
42 engines installed	300 " " "
50 engines spare	300 " " "

making a total cost of 31,800 sterling. This figure to include the gift of the spare parts and to be paid in Italian currency at current rate of exchange amounting to 28,620,000 lire. The amount to be paid in equal instalments in three financial periods commencing with the present year.

W.A.D. COLLINGWOOD
WING COMMANDER
FOR AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB-COMMISSION

7229

COPY

39A

ALLIED FORCE SUB-COMMISSION ALCOM

A.H.Q. ITALY (REAR)

A.H.Q. ITALY

UNCLASSIFIED.

QUEEN NINE ONE EIGHT

YOUR QUEEN, ROGER ONE EIGHT THREE SEPTEMBER TWENTY SIX ITEM
ABLE FOX WILL ACCEPT QUOTATION IN RESPECT ON FOURTEEN HULLS CMA
FOURTY TWO ENGINES INSTALLED PLUS FIFTY ENGINES SPARE MAKING TOTAL
COST OF THIRTY ONE THOUSAND EIGHT HUNDRED POUNDS STERLING PD
PAYMENT TO BE IN ITALIAN CURRENCY AT CURRENT RATE EQUALS TWENTY
EIGHT MILLION SIX HUNDRED AND TWENTY THOUSAND LIRE PD TO INCLUDE
GIFT OF SPARE PARTS PD PAYMENT TO BE MADE IN EQUAL INSTALLMENTS
IN THREE FINANCIAL YEARS COMMENCING WITH PRESENT YEAR PD

AFSC /682/EQ

ROUTINE

EQUIPMENT OFFICE

W.A.D. COLLINGWOOD W/CDR

A.C. MERRIEN

7228

*File**38A*

MARINE CRAFT SECTION, ISMIRIA 27 SEPTEMBER 1950
 C/O AIR FORCE'S SUB-COMMISSION, MARINE DETACHMENT
 AIR HEADQUARTERS, *R0106* AIR FORCE, ITALY

UNCLASSIFIED

QUEEN NINE ONE ZERO PD YOUR QUEEN ONE ZERO ZERO ZERO ONE FOUR
 STROKE NINE NOT RECEIVE THIS UNIT PD AUTHORITY GIVE AIR FORCE'S
 THE COMMISSION & NOTIFY YOUR LETTERABLE NOW QUEEN STROKE ONE
 ONE THREE ZERO NINE STROKE NINE STROKE NINE FOUR DATED ONE
 TWO JULY FOUR SIX ONE PARAGRAPH TEN PD

A PGG/22

ROUTINE (R) ROUTINE

AIR SEA RESCUE, AFBU

122222 P/LR.
 G. R. GIBSON

*File in 682/EO.
 Signal sent by Hq. Brn
 reply to one received
 in from Hq. Brn
 by prior files not affected.
 AD*

12221

File

382

NAVYING CRAFT SECTION, ISCHIA
C/O AIR FORCES COMMISSION, NAPLES DETACHMENT
27 SEPTEMBER 1950
AIR HEADQUARTERS, ~~ITALY~~ AIR FORCE, ITALY

UNCLASSIFIED

QUEEN NINE ONE ZERO PD YOUR QUEEN ONE ZERO ZERO CUA FOUR
STROKE NINE NOT RECEIVED THIS UNIT PD AUTHORITY GIVE AIR FORCE
SUB COMMISSION & NOTING YOUR LETTER ABLE FOR QUEEN STROKE ONE
ONE THREE ZERO NINE STROKE EIGHT STROKE EASY FOUR DATED ONE
TWO JULY FOUR SIX CUA PARAGRAPH TEN PD

A FEB/50

ROUTINE (A) ROUTINE

AIR SEA RESCUE, AFEO

RECEIVED
C. R. O. BRION

*File in 682/EO: 4/2/50
and by record*

C/O AIR FORCES EUR-COMMUNION, HADLEY DETACHMENT
AIR HEADQUARTERS, ~~STATION~~ *60706* AIR FORCE, ITALY

DECLASSIFIED

QUEEN NINE ONE ZERO PD YOUR QUEEN ONE ZERO ZERO ONE FOUR
STROKE NINE NOT RECEIVED THIS UNIT PD AUTHORITY GIVE AIR FORCES
HUB COMMISSION Q UOTING YOUR LETTER ABLE HOW QUEEN STROKE ONE
ONE THREE ZERO NINE STROKE EIGHT STROKE EASY FOUR DATED ONE
TWO JULY FOUR SIX ONE PARAGRAPH TEN PD

A 756/20

ROUTINE (R) ROUTINE

AIR SEA RESCUE, AFHQ

~~W. R. O. BRION~~
C. R. O. BRION

*file in 682/EO. 4/2. 1/10
and by record 1/10
Signed to one 1/10.
right from 1/10.
by 1/10*

7227

Record Copy to Replace Unstable Original
Property of the National Archives

File *38A*

NAVYIN CRAFT SECTION, INCHIA
C/O AIR FORCES COR-CONFUSION, MAPLES DETACHMENT
AIR HEADQUARTERS, ~~CONFUSION~~ AIR FORCE, ITALY
27 SEPTEMBER 1980

UNCLASSIFIED

QUEEN NINE ONE ZERO PD YOUR QUEEN ONE ZERO ZERO ONE FOUR
STROKE NINE NOT RECEIVE THIS UNIT PD AUTHORITY GIVE AIR FORCES
SUB COMMISSION & NOTIFY YOUR LETTER ARLE ROY QUEEN STROKE ONE
ONE THREE ZERO NINE STROKE EIGHT STROKE SAST FOUR DATED ONE
TWO JULY FOUR SIX ONE PARAGRAPH TEN PD

A 188/20

ROUTINE (R) ROUTINE

AIR SEA RESCUE, AF80

682/EO: 4/2/80
G. R. O'BRIEN

*File in 682/EO: 4/2/80
and by record for*

UNCLASSIFIED

QUEEN NINE ONE ZERO PD YOUR QUEEN ONE ZERO ZERO ONE FOUR
 STROKE NINE NOT NEGATIVE THIS WAY PD AUTHORITY GIVE AIR FORCES
 SUB COMMISSION Q NOTING YOUR LETTER ABLE NOW QUEEN STROKE ONE
 ONE THREE ZERO NINE STROKE EIGHT STROKE EASY FOUR DATED ONE
 TWO JULY FOUR SIX ONE PARAGRAPH TEN PD

A 158/20

ROUTINE (R) ROUTINE

AIR SEA RESCUE, AFBO

RECEIVED, F/AE,
 G. R. O'BRIEN

file in 682/F.O. 1/2/70
 and by record for
 signed to me 11/10/70.
 Supply from affected
 in prior last affected
 by file

7227

AIR HEADQUARTERS, ITALY

TATSC Rome

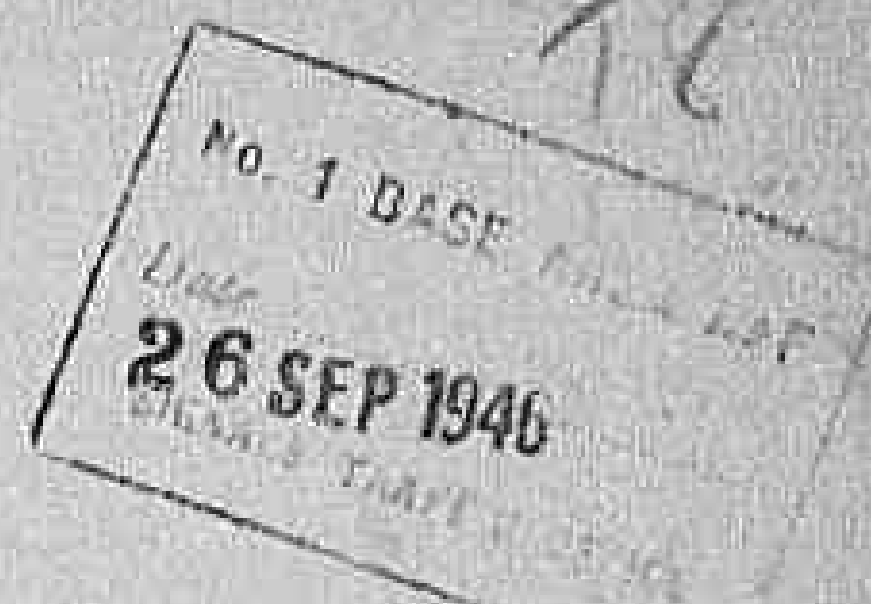
FROM ENGINE DRAFT SECTION ISORIA O/C AFPO EASTERS WT
TO HQ AFPO

AFPO ITALY AFPO AND ITALY AFPO ROME

0509 26/9 1401489

HIGH SPEED LAUNCHES NO 2595 AND 2600 TRANSFERRED TO ITALIAN AIR FORCE

261000Z



785017

FROM BRITISH CONSUL JEROME TAVIA C/O AFSS HANLEY ONE
TO THE DIRECTOR

RE: ITALY RE: AIR ITALY AFSS HANLEY

0309 26/9 ITALY

HIGH SPEED LIGHTNING NO 2595 AND 2600 TRANSFERRED TO ITALIAN AIR FORCE TODAY (.)

2610:03



7225

36A

FROM: AIR FORCES SUB-COMMISSION ALLIED COMMISSION, ROME
TO: AIR HEADQUARTERS ITALY
Copy to AIR HEADQUARTERS (REAR)
DATE: SEPTEMBER 28TH 1946
REF: AFSC/682/LQ

TRANSFER OF MARINE CRAFT, ETC. TO ITALIAN AIR FORCE

Reference your Signals Q.833 dated August 23rd. and Q.979 dated 2nd. September, the Italian Air Ministry has now replied to the offer. They point^{out} the financial difficulties of the Italian Government at some length and state that they cannot dispose of a sum above two million lire for each craft including the donation of the spare engines and spare parts, making a total bid of twenty-eight million lire for the complete equipment offered. They further request that the sum may be paid in three successive financial periods commencing from the present: June 1946/June 1947.

This bid, without the last sentence, was communicated to you in this Sub-Commission Signal Q. 911 of yesterday's date.

Since the receipt of the Italian offer, your Signal QR. 183 dated September 26th. has been received reducing your original quotation to approximately the figure of the Italian offer. For this reason the various reasons put forward by the Italians for a reduction of the original price have not been set out in full in this letter.

The new price will be submitted to the Italians but as their quotation of 28.000.000 (twenty-eight) million lire is slightly more favourable to them, it is probable that they will maintain it. Will you please Signal if it is accepted, so that further negotiations may be curtailed.


W.A.D. COLLINGWOOD
WING COMMANDER
FOR AIR VICE MARSHAL
DIRECTOR,
A.F.S.C.

7224

35A

AIR FORCES SUB-COMMISSION ATCOM

17,15 27/9/46 B

AHQ ITALY REPEAT FROM AHQ ITALY

UNCLASSIFIED

AFEC /682/EO

Q. 911

Q. 979

September

QUEEN WIRE ONE ONE YOUR QUEEN NINE SEVEN NINE SEPTEMBER PD I.A.F.
 BID TWO MILLION LIRE PER CRAFT PLUS DONATION OF SPARE MOTORS AND PARTS CMA
 THAT IS TWENTY EIGHT MILLION FOR COMPLETE OUTFIT QUOTED IN YOUR QUEEN EIGHT
 THREE THREE TWENTY THIRD OF AUGUST PD

Q. 833

23/8

Note
sent prior to receipt
of new quotation at 34A

7223

ROUTINE

EQUIPMENT OFFICE

W.A.D. COLLINGWOOD
ETC. CONTAINED

W/C

A.C. MERRILL F/C

5 LRGF V LAGE MR R336/26
 FROM AIR HQ (HEAD) RAF ITALY 261057Z
 TO AIR FORCES SUB COMMISSION ALLIED COMMISSION ROME
 INFO AIR HQ ITALY

BT 01135 26/9/46 UNCLASSIFIED . FURTHER

TO CDR 0335 DATED 23RD

SUGGEST CONCERNING TRANSFER OF MARINE CRAFT TO ITALIAN AIR FORCE .

A REVISED PRICE QUOTATION HAS BEEN RECEIVED AS FOLLOWS

MULLS THREE HUNDRED POUNDS EACH . ENGINES THREE HUNDRED POUNDS EACH 7222

IT IS ESSENTIAL THAT I.A.F. BE ASKED TO MAKE AN IMMEDIATE DECISION .

BT

END MR 5 AEL DB

H/6839

4511
 34A1R

D. 943
 1/11

682/10

Ward
 0052

27/9/0930

FROM: AIR FORCE MINISTRY
GENERAL DIRECTION SERVICE
1ST DIVISION 1ST SECTION

TO: A.F.S.C. /A.C. ROME
THROUGH LIAISON OFFICE
FOR INFORMATION TO STATO MAGGIORE A.M.
III UNIT

DATE: 20TH SEPTEMBER 1946

REF: 1/229417/

33A
(4)

26A

AIRCRAFT RESCUE MOTOR-BOATS

With ref. to your AFSC/682 Eq. dated 29th August, '46 requesting the opinion of this administration on the prices of aircraft rescue motor-boats we inform you as follows:

The financial burden caused by the supply of aircraft rescue motor-boats, owing to the limited financial possibilities of Military Air Force, is badly aggravated.

It is to be considered that such a burden weighs heavily on this Administration, also because there is urgent need to employ experienced personnel, both for command duties as for the management of marine motors. Although even before the Armistice, a donation of such craft was foreseen in the Italian Air Force Organization, the war did not allow it to be realized, and besides, at present, we are obliged to employ new personnel with marine navigation experience.

The arguments mentioned oblige the writer to ask this A.F.S.C. to kindly consider the assignment of air rescue motor-boats, not by their commercial value but in accordance, rather, with the present limited possibilities of the Italian Air Force. It is also necessary not to consider solely the aims of the service to be organized, as these, being mainly of humanitarian character, will allow sea rescue service to be carried out not only by our planes but mainly by foreign transit aircrafts for which is to be considered a traffic intensity remarkably superior to that foreseen for the Italian Military and Civil Air Force.

See Memo

7821

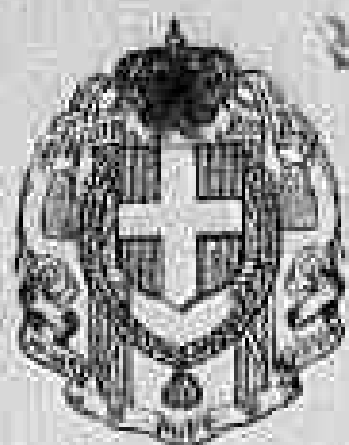
The examination of our financial possibilities, as regards expense engagements for the rest needed for the functioning of the other craft's service, this Direction can only dispose of a sum not superior to two millions for each craft besides the donation of 50 motors and spare parts already asked for with copy No.Serv./303288/L.22/C dated August 1st.'46 Stato Maggiore.

For a supply of 14 motor-boats, their motors and spare parts the whole expense would amount to 28.000.000 (28 millions). The writer is also obliged to ask that this sum may be paid on three successive terms starting from the present one: June 1946- June 1947.

This AFSC is kindly asked to consider with understanding the arguments exposed and to bear in mind that they are inspired by our strong desire to be able to arrange a service, the utility and importance of which goes beyond the field, at present strictly limited of national aeronautic possibilities, even though the means which the Italian Air Force disposes of are limited at the present time.

THE GENERAL DIRECTOR

Min/ol



Mod. 122*

Roma, 20.8.36

33A
19 A

Stato Maggiore R. Aeronautica
MINISTERO DELL'AERONAUTICA
Direzione Generale dei Servizi
Divisione 1^a Sezione 1^a

Al LA A.F.S.C./A.C. ROMA
Tramite Ufficio di Collegamento
Gabinetto del Ministro

Procl. 1/229414 Parigi 3283 Cell
OGGETTO: Motoscafi per soccorso velivoli.-

R O M A

Risposta al f. N.° del

e, per conoscenza:

ALLO STATO MAGGIORE A. M.
III^o REPARTO

S E D E

In riferimento a quanto richiesto da codesta A.F.S.C. con foglio AFSC/682/Eq. del 29/agosto u.s.; in merito al parere di questa Amministrazione circa i prezzi degli scafi in oggetto; si fa presente quanto segue:

L'onere finanziario che l'approvvigionamento degli scafi per soccorso velivoli comporta, costituisce un'aggravio sensibilissimo date le attuali limitate disponibilità di bilancio dell'Aeronautica Militare.

E' da considerare, che tale onere risulta maggiormente aggravato dalla necessità per questa Amministrazione di provvedere all'assunzione di personale esperto sia per le mansioni di comando, che per la condotta di motori marini; in quanto pur essendo anteriormente all'armistizio prevista nella organizzazione dell'Aeronautica Italiana la dotazione di imbarcazioni delle caratteristiche di quelle in oggetto, gli eventi bellici non permisero la realizzazione e pertanto è oggi indispensabile ricorrere a nuove assunzioni di personale pratico di navigazione marina.

Le argomentazioni suddette obbligano la scrivente a prospettare a codesta A.F.S.C. la necessità di considerare la cessione dei motoscafi di soccorso velivoli non ad un valore commerciale, ma bensì adeguato alle attuali limitate possibilità finanziarie dell'Aeronautica Italiana. E' necessario peraltro non prescindere da quelle che sono le finalità del servizio da organizzare, in quanto queste a carattere eminentemente umanitario permetteranno di esplicare attività di soccorso in mare non solo ai velivoli nazionali ma anche a velivoli esteri in transito, per i quali è da considerare un'intensità di traffico notevolmente superiore a quella che può prevedersi per l'Aeronautica Militare e Civile Italiana.

- 2 -

L'esame delle possibilità finanziarie di cui si è detto, in relazione agli impegni di spesa per tutte le altre voci relative al funzionamento del servizio autoveicoli ed imbarcazioni, non permette a questa Direzione di stanziare una somma superiore ai due milioni per scafo, ivi compresa la dotazione dei 30 motori di riserva e delle parti di ricambio già richieste con foglio Serv/303288/L.22/C del 1° agosto u.s. dello Stato Maggiore.

Per un'approvvigionamento di complessivi 14 motoscafi, e relativi motori e parti di ricambio per i quali quindi l'onere complessivo risulterebbe di L. 28.000.000.- (lire 28 milioni), la scrivente è inoltre costretta a chiedere di effettuare il pagamento della somma dilazionando i versamenti in tre esercizi finanziari successivi a partire da quello in corso, giugno 1946 - giugno 1947.-

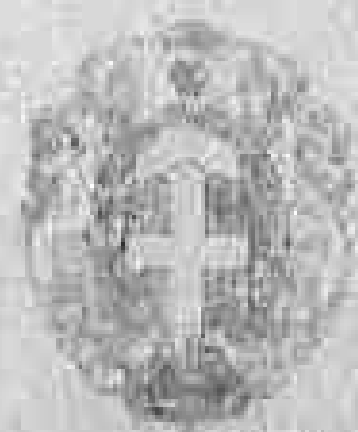
Codesta A.F.S.C. vorrà esaminare con spirito di comprensione le considerazioni esposte e tener presente che esse sono motivate dal vivo desiderio di poter pur con limitati mezzi di cui può attualmente disporre l'Aeronautica Italiana, assicurare un servizio la cui utilità ed importanza trascende il campo, oggi strettamente limitato, delle possibilità Aeronautiche nazionali.-

IL DIRETTORE GENERALE
(Gen. di P.A. = Franco C. LABIN)



OGGETTO

7218



32A

AIR

~~H/6733~~
H/6734

3455

NR
DY/6 23/9
682/E₁

LROF V MEDY NR 210040 R/R QVR 4
 FROM MARINE CRAFT SECTION ISCHIA C/O AFSC NAPLES DET
 TO (1) HQ MEDME
 RPTD (1) AMQ ITALY (3) REAR AMQ ITALY (4) AFSC/ROME
 BT

Q 303 21 SEP UNCLASSIFIED (.)

HIGH SPEED LAUNCHED NO 175 179 AND 2546 HAVE BEEN ~~W~~ TRANSFERRED
 TO THE ITALIAN AIR FORCE

BY 211000 B

SENT NR 210040 AT 1605 STANNERS B K
 RD NR 40 AT 1610B ACM B K

my 27/9

7217

R 24/9

21/9/1700

31A

Fr :- N. Detachment,
Air Forces Sub-Commission,
Allied Commission, APO.S.592, CMF.

To :- Air Forces Sub-Commission,
Allied Commission, Rome.

Date:- 17th September, 1946.

Ref :- AFSC/N/682/EQ.

HIGH SPEED LAUNCHES.

1. On September 16th, 1946, trials have been held from Nisida to test the two H.S.L's handed over from the R.A.F. to the I.A.F. It was decided to invite tenders from the firms of Alfa Romeo, S.A.N.I.M., and Magnaghi for overhauling the Napier engines, and representatives of these firms were present.

2. It was observed that the seamanship of the crews was very poor. They were working without any assistance from the R.A.F.

L.G. Watkins
(L.G. Watkins)
Flight Lieutenant, Commanding
Air Forces Sub Commission
Naples Detachment

Copy to:-

F/Lt. O'Brian,
Marine Craft Section, ISCHIA.



30A

From: Air Forces Sub-Commission
Allied Commission, ROME.

To: Italian Air Ministry

Date 16th September, 1946

Ref: AFSC/682/Eq.

26A

TRANSFER OF MARINE COAST ENGINES AND SOARES TO I.A.F.

Further to our letter of even reference dated 29th August
it would be appreciated if a reply could now be given to same.



R. CARTNER
F/LT
FOR AIR VICE MARSHAL
DIRECTOR A.F.S.C.

JKM
27/9

7215

LHM V BEDI NR 110282 R/R QVR 3
 FROM MARINE CRAFT SECTION ISCHIA C/O AFSC NAPLES DET
 TO AMO ITALY
 RPID REER C// AMO ITALY AFSC ROME
 DT

Q 307 10 SEP UNCLASSIFIED (.)
 HIGH SPEED LAUNCHES NO 175 AND 2546 HAVE SUCCESSFULLY
 COMPLETED ALL ACCEPTANCE TRIALS AND ARE BEING HANDLED OVER TO
 THE ITALIAN AIR FORCE ON 12TH SEPTEMBER 1946
 TB 101600 Z
 SENT NR 110282 AT 2304 STAMMERS B K

AIR 29A, 352
 H/650

7885-29.
 12/9
 731482/E

28A

A. P. SUB COMM, ALCOM, ROME.

4 11.30 SEPTEMBER 1946.

A.H.Q. ITALY.

REAR A.H.Q. ITALY.

4836

UNCLASSIFIED

QUEEN EIGHT FOUR NINE PD QUEEN NINE SEVEN NINE DATED TWO SEPTEMBER ACCEPTAN-
CE OF OFFER BY ITALIAN AIR FORCE WILL NECESSARILY TAKE TIME AS ONE HUNDRED
THOUSAND POUNDS INVOLVED PD ITALIAN AIR FORCE BEING HASTENED PD

AFSC/682/eq.

ROUTINE
EQUIPMENT SECTION A.F.S.C.

265

W.A.D. COLLINGWOOD W/CER.

A.C. MERRICK, F/O.



AIR 27A
84 38
Me 25/3 H/6229

LROF V MMXK NRMXKT247/2 IMPORTANT QVR1
FROM AIR HEADQUARTES ITALY 021650B
TO AIR FORCE SUB-COMMISSION ALLIED COMMISSION ROME
(R) REAR A.H.Q. ITALY

BT

Q979 SEPT 2ND UNCLASS.

MY 0.833 AUGUST 23 CONCERNING TRANSFER OF MARINE CRAFT TO I.A.F.
URGENTLY REQUIRE I.A.F. REPLY TO PROPOSAL IN ORDER MED.ME. BE
ADVISED AND TRANSFER IS ARRANGED

BT 021650B

SENT LAW AR TKS K

RD NR 247/2 ARH B2

7212

Handwritten signature

((

26A

From: Air Forces Sub-Commission,
Allied Commission, ROME.

To: Italian Air Ministry.

Date: 29th August, 1946.

Ref: AFSC/682/Eq.

TRANSFER OF MARINE CRAFT, ENGINES AND SPARES TO I.A.F. 14A

Further to our letter of even reference dated 18th July, 1946.

2. From advance information received at this H.Q. re the price of boats and engines to be transferred to you it would appear that the cost will be in region of L.7000 (seven thousand pounds) per marine craft and L.250 (two hundred and fifty pounds) per engine.

3. As these prices are only provisional and no price is yet available for the spares it would be much appreciated if your comments on same could be given either as to whether the above prices would be acceptable or what you consider a fair and reasonable price for same.

R. Cartner

R. CARTNER,
Flight Lieutenant,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

Seen 11/10

SEO

hr.

*Good. Perfect you have told IAFI.
verbally that the origin of this is a signed & that
we would like an answer fairly soon but without
sending haste. 18/8/46*

*Hastened at 30A.
MC.*

*Spoke to [unclear] 19/8/46
[unclear] 16/9*

OK PAL

MIN PAPER

OKLROF V MXX NR MXX TS1/24 P/P QVR 1

FROM AIR HEADQUARTERS ITALY 241100B

TO (1) AIR FORCES SUB COMMISSION ALLIED COMMISSION ROME

(2) (R) REAR AIR HEADQUARTERS

BT

Q833 23/AUGUST . UNCLASSIFIED . CONCERNING TRANSFER OF MARINE CRAFT
AND MARINE CRAFT ENGINES AND SPARES TO ITALIAN AIR FORCE

PARA II . AS YOU ARE AWARE THERE ARE 14 HALF 28 HIGH SPEED
LAUNCHES AND 57 HALF 114 REPAIRABLE NAPIER SEA LION ENGINES AND

A BACKING OF SPARES .

PARA III . WILL YOU ASCERTAIN FROM IAF WHETHER THEY ARE
PREPARED TO PROCEED WITH ACCEPTANCE AT FOLLOWING PRICES .

(A) HIGH SPEED LAUNCHES AT 7000 POUND REPEAT SEVEN THOUSAND
POUNDS EACH .

(B) NAPIER SEA LION ENGINES AT 250 POUNDS REPEAT TWO HUNDRED

& FIFTY POUNDS EACH .

(C) SPARES AT A VALUE TO BE ANNOUNCED LATER .

PARA IV . IT MUST BE CLEAR TO IAF THAT FOREGOING PRICES ARE
PROVISIONAL ONLY AND DO NOT REPEAT NOT CONSTITUTE FINAL SELLING

PRICE .

PARU V . APPRECIATE YOUR EARLY REPLY AS ALL ENGINES ARE AVAIL BLE
AND LAUNCHES ARE NOW COMING UP FOR ACCEPTANCE TRIALS .

BT 241100B



2517 4/5997
6538

OKLROF V NMXX NR NMXX 19/24 1/1/24

FROM AIR HEADQUARTERS ITALY 241100B

TO (1) AIR FORCES SUB COMMISSION ALLIED COMMISSION ROME

(2) (R) REAR AIR HEADQUARTERS

BT

Q833 23/AUGUST . UNCLASSIFIED . CONCERNING TRANSFER OF MARINE CRAFT

AND MARINE CRAFT ENGINES AND SPARES TO ITALIAN AIR FORCE

PARA II . AS YOU ARE AWARE THERE ARE 14 HALF 28 HIGH SPEED

LAUNCHES AND 57 HALF 114 REPAIRABLE NAPIER SEA LION ENGINES AND

A BACKING OF SPARES .

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PARA IV . IT MUST BE CLEAR TO IAF THAT FOREGOING PRICES ARE

PROVISIONAL ONLY AND DO NOT REPEAT NOT CONSTITUTE FINAL SELLING

PRICE .

PARU V . APPRECIATE YOUR EARLY REPLY AS ALL ENGINES ARE AVAIL BLE

AND LAUNCHES ARE NOW COMING UP FOR ACCEPTANCE TRIALS .

BT 241100B

SENT NR 91/24 TR B K

CNN (A) WA SPEED LAUNCHES

WA 7000 POUNDS

VFPV0000GT

RD NR T91 AT 1330 JA K K

SSO }
D/D }
C/O }
ASO }
26A

35/24

24A

From: Air Forces Sub-Commission,
Allied Commission, ROME.
To: Air Headquarters R.A.F. Italy.
Date: 23rd August, 1946.
Ref: AFSC/682/Eq.

HANDOVER OF MARINE CRAFT TO I.A.F. 11A

Reference is made to your letter AHQI/L1309/8/E4 dated 12th July 1946.

2. The officer appointed by the Italian Air Ministry to take over the R.A.F. launches at Ischia is Captain Trapanese Vincenzo who is at present with the Seaplane Base at Porto d'Ischia.

L. Cantner

R. CANTNER,
Flight Lieutenant,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

Copy to: M.A.A.C. Secretariat.

7209

23 ~~A~~ (1)

From: Italian Air Ministry,
Direzione Generale dei Servizi.

To: Air Forces Sub-Commission,
Allied Commission, ROME.

Date: 10th August, 1946.

Ref: 227935/Ric/2926 Coll.

MARINE CRAFT.

15 A on 682/Eq
(2)?

Reference is made to the contents of your letter AFSC/682/Eq.
dated 23rd July, 1946.

22(?)
You are informed that the name of the officer detailed to take
over the marine craft, repairable engines and spares is:

Captain TRAPANESE Vincenzo of the Seaplane Base.

The above named officer is at present stationed at PORTO D'ISCHIA
for the above taking-over.

THE DIRECTOR
Gen. F. CAVALLARIN

(translated by Anna de Bernardis)

File M
21/8

20/8 AM
682/Eq.

7208

From: Air Forces Sub-Commission, A.G., Rome. 22R

To : C.C., 253 A.M.R.U.
C/O C.C., A.F.S.C., Naples Detachment.

Date: 19th August 1946.

Ref : AFSC/682/Eq.

TRANSFER OF MARINE CRAFT.

The Italian Air Ministry have informed this Commission that before taking over the High Speed Launches in Ischia, they would like the following tests carried out with each boat.

- (A) One hour's steaming at 70 percent power.
- (B) Test on five mile stretch at full speed.
- (C) Test of gear-box.
- (D) Test of radio navigation facilities with radio station at Capodimonte.
- (E) Check on screening against radio interference.
- (F) Check of electric system.

2. This Sub-Commission considers that these requests are reasonable and suggests that the first tests should be witnessed by the C.T.O. here, W/C THOMPSON, and by Col. Cigerza of the Italian Air Ministry. A representative of the Naples Detachment, A.F.S.C., and a junior Italian technical officer, possibly Captain Trapanese, should witness the remainder.

3. If you concur, it will be appreciated if you inform the C.C., Naples Detachment A.F.S.C. of the first suitable date for the initial test.

J. L. M.
20/8

F. REID F/LT
for, AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

COPIES TO:

N.A.A.C., C/O R.A.N.G. Italy
C.C., Naples Detachment, A.F.S.C.
C.C., Taranto Detachment, A.F.S.C.
Italian Air Ministry.

From : Stato Maggiore Regia Aeronautica ROMA

To : Air Forces Sub Commission, Allied Commission ROMA

And for information to the : General Services Directorate
General Construction Directorate
Telecommunication Directorate

BASE
BASE
BASE

Date : 10th August 1946

Ref : 303439/L.22./2827 Coll

ORGANISATION OF BASIS FOR RESCUE
MOTOR BOATS

Following our letter 303011/L. 22 /C dated 13-8-1946.

It has been agreed that the Rescue motor boats should be handed over to the Italian Air Force in a good state of efficiency, we would appreciate that the handing over of the Rescue boats to Cpt. Trapanese should take place after that the undermentioned tests have been carried out.

- a) One hour navigation at 7/10 of the maximum power.
- b) Test on 5 mile stretch at full speed in both direction
- c) Functioning test of the change of gear
- d) Test of navigation functioning of radio sets in connection to the characteristics instructions laid down. (In communication with the radio station of Capodimonte)
- e) Checking of Engine Cowling *(burning against radio interference)*
- f) Checking of electric systems

If the Sub Commission is agreeable to the above action being taken, it would be appreciated that orders be given to the Allied personnel who are in charge of the delivery of these motor boats to carry out the tests.

IL SOTTO CAPO DI STATO MAGGIORE
(Col. Ful. A. Remondino)

Date : 10th August 1946

Ref : 303439/L.22./2827 Coll

ORGANISATION OF BASIS FOR RESCUE
MOTOR BOATS

13A

Following our letter 303011/L. 22 /C dated 13-8-1946.

It has been agreed that the Rescue motor boats should be handed over to the Italian Air Force in a good state of efficiency, we would appreciate that the handing over of the Rescue boats to Opt. Trapanese should take place after that the undermentioned tests have been carried out.

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- b) Test on 5 mile stretch at full speed in both direction
- c) Functioning test of the change of gear
- d) Test of navigation functioning of radio sets in connection to the characteristics instructions laid down. (In communication with the radio station of Cepodimonte)
- e) Checking of Engine Gearing *(checking against radio interference)*
- f) Checking of electric systems

If the Sub Commission is agreeable to the above action being taken, it would be appreciated that orders be given to the Allied personnel who are in charge of the delivery of these motor boats to carry out the tests.

8203

IL SOTTO CAPO DI STATO MAGGIORE
(Col. Fil. A. Remondino)



Translated by Sgt. M. Albertini.

J. E. M.
14/8

See Nil

SA/Sc.

MAIO GIORE R. AERONAUTICA
III REPARTO - NERAVI
Sezione Logistica

Prot. n° SERV 303439 / L.22/C 2827 Cde

OGGETTO: Organizzazione Basi per i motoscafi di soccorso. =

e per conoscenza:

AL MINISTERO DELL'AERONAUTICA

Direz. Generale dei Servizi
Direz. Gen. delle Costruzioni
ISPETTORATO DELLE TELECOMUNICAZIONI

= S E D E =
= S E D E =
= S E D E =

Si fa seguito al foglio 303011/L.22/C, del 15 s.m., -

Poichè è stato concordato che i motoscafi pronto soccorso verranno consegnati all'Aeronautica Italiana in efficienza, si gradirebbe che la consegna all'incaricato, Cap. Trapanese, venisse effettuata previa esecuzione delle seguenti prove:

- a) - Un'ora di navigazione a 7/10 della potenza massima;
- b) - Prova su base misurata di 5 miglia, a piena velocità, nei due sensi;
- c) - prova di funzionamento degli apparati invertitori di marcia;
- d) - prova di funzionamento in navigazione degli apparati radio in relazione alle caratteristiche stabilite dalle istruzioni (in collegamento con la stazione radio di Capodimonte);
- e) - verifica dello schermaggio dei motori;
- f) - verifica dell'impianto elettrico. -

Si gradirebbe che, ove codesta Sottocommissione

16 AGO 1946 21A
RC, LI.....

ALL'A.C. - A.F.S.C. = R O M A =
(tramite Ufficio Collegamento = S E D E =

OGGETTO: Organizzazione Basi per i motoscafi di soccorso.=

e per conoscenza:

AL MINISTERO DELL'AERONAUTICA

Direz. Generale dei Servizi

Direz. Gen. delle Costruzioni

ISPETTORATO DELLE TELECOMUNICAZIONI

= S E D E =
= S E D E =
= S E D E =

Si fa seguito al foglio 303011/L.22/C, del 13 s.m.,--

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- c) - prova di funzionamento degli apparati invertitori di marcia;
- d) - prova di funzionamento in navigazione degli apparati radio in relazione alle caratteristiche stabilite dalle istruzioni (in collegamento con la stazione radio di Capodimonte);
- e) - verifica dello schermaggio dei motori;
- f) - verifica dell'impianto elettrico.-

Si gradirebbe che, ove codesta Sottocommissione concordasse nei criteri su esposti, impartisse opportune disposizioni al personale alleato addetto alla consegna dei natanti per la pratica attuazione di quanto sopra accennato.=

IL SOTTOCOMANDANTE CIANO MARCONI

Colonnello U. m. Pilota

U. m. Rensudine

Manzoni

20A

From: Air Forces Sub-Commission,
Allied Commission, ROME.
To: M.A.A.C. Secretariat.
Date: 1st August, 1946.
Ref: AFSC/682/Eq.

TRANSFER OF MARINE CRAFT ENGINES TO I.A.F.

Quantity fifty repairable Napier Sea Lion Engines have been authorised for transfer by A.M.C. Italy to the Italian Air Force from Malta for use with fourteen High Speed Launches already transferred to them.

2. The Italian Air Force have accepted these engines on payment but in order to assist them to repair same it is requested that they be issued with the appropriate blue prints manufacturing drawings and schedules to enable them to carry out top overhauls.

3. Your approval of the above is requested.

[Signature]
R. CARTNER,
Flight Lieutenant,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

7203

785017

19A

A. F. SUB COMM, ALGER, MOME.

1 15.15 AUGUST 1946.

AIR HEADQUARTERS R.A.F. ITALY.

17A

UNCLASSIFIED

4429

Q . 7 5 5 0 *of one Q. 52 July*
 QUEEN SEVEN FIVE FIVE PD YOUR QUEEN FIVE TWO ONE JULY SEVEN PD
 ITALIAN AIR FORCE WILLING TO ACCEPT FIVE ZERO FORTH ROGER PARKER
 FIVE ZERO NAFTH SEA LION ENGINES FROM MALTA PD REQUEST ENGINES
 BE COMSTONED TO ITALIAN AIR FORCE AT NISIPA PD

AFSC/682/EG.

ROUTINE

EQUIPMENT

A.F.S.C.

H. CARTER P/LT.

A.C. MERRILL

A.C. MERRILL P/O.

265

7202

From: Stato Maggiore R. Aeronautica
III Reparto-Servizi
Sezione Logistica.

To: Air Forces Sub-Commission,
Allied Commission, ROME.

Date: 1st August, 1946.

Ref: Serv/303288/L.22/C/2711 Coll.

18A(T)

MARINE ENGINES.

Reference is made to the contents of your letter AFSC/682/Eq. of 25th July, 1946.

1. The Italian Air Force are prepared to withdraw 50 Napier Sea Lion repairable engines, at the terms already agreed, for the high speed launches.

2. In addition to the above engines it would be necessary to dispose of sufficient spare parts for servicing the majority of them, as even dismantling these engines so as to use the individual parts it would not be possible to repair a sufficient number of engines to guarantee the change of engines for the rescue service (which is estimated to have about 40-45 engines).

3. In view of the above it would be very useful to dispose of manufacturing drawings for the type of the engine in question so as to order in time from the Firm the manufacture of the necessary parts.

4. It would be appreciated if the above 50 engines could be despatched to Nisida Airfield (Naples) and if a timely notification of the estimated date of consignment could be given to the Italian Air Ministry.

ASSISTANT CHIEF OF GENERAL STAFF
Col. ALDO REMONDINO

(translated by Anna de Bernardis)

682/120
7201

SALVA

STATO MAGGIORE R. AERONAUTICA

III REPARTO - SERVIZIO

Sezione Logistica

11 GO 1946

Roma, li.....

ALL- A.G.- A.F.S.C. - = R O M A =
(tramite Ufficio Collegamento-Sede--)

Prot.n.Serv/ 303288 / L.22/C 271 col

OGGETTO: Motori e mezzi marittimi/.

e per conoscenza:

AL MINISTERO DELL'AERONAUTICA

Direzione Generale dei Servizi del Materiale
e degli Aeroporti

= S E D E =

Si fa riferimento al contenuto del foglio
n° 682/Eq, del 25 Luglio c.a.-

1)-

L'Aeronautica Militare Italiana é favorevole
al ritiro dei 50 motori riparabili Napier Sea Lion
alle condizioni già concordate per le lancia alta
velocità.

2)-

Unitamente ai motori suddetti sarebbe indispen-
sabile poter disporre delle parti di ricambio suffi-
cienti a rimettere in efficienza il maggior numero
di essi, dato che, anche smontandone, per utilizzarne
le parti staccate, alcune unità-non si potrebbe ripa-
rare un numero sufficiente a garantire il voland
di motori per il servizio di soccorso (che si calcola
sulle 40 - 45 unità.-

3)-

Considerato quanto sopra, sarebbe oltremodo utile
poter disporre dei disegni costruttivi del tipo di mo-
tore in questione, al fine di ordinare tempestivamen-
te la fabbricazione presso Ditta delle parti comunque
indispensabili.-

4)-

Si gradirebbe che i 50 motori di cui al presente
foglio venissero fatti affluire all'Aeroporto di Nisi
da (Napoli) dando tempestiva comunicazione al Ministero
dell'Aeronautica della prevedibile data di consegna.-

OGGETTO: Motori e mezzi marittimi/.

e per conoscenza:

AL MINISTERO DELL'AERONAUTICA
Direzione Generale dei Servizi del Materiale
e degli Aeroporti

= S E D E =

Si fa riferimento al contenuto del foglio
n° 682/Eq, del 25 Luglio c.a.-

1)- L'Aeronautica Militare Italiana é favorevole
al ritiro dei 50 motori riparabili Napier Sea Lion
alle condizioni già concordate per le lancia alta
velocità.

2)- Unitamente ai motori suddetti sarebbe indispen-
sabile poter disporre delle parti di ricambio suffi-
cienti a rimettere in efficienza il maggior numero
di essi, dato che, anche smontandone, per utilizzarne
le parti staccate, alcune unità-non si potrebbe ripa-
rare un numero sufficiente a garantire il voland
di motori per il servizio di soccorso (che si calcola
sulle 40 - 45 unità.-

3)- Considerato quanto sopra, sarebbe oltremodo utile
poter disporre dei disegni costruttivi del tipo di mo-
tore in questione, al fine di ordinare tempestivamen-
te la fabbricazione presso Ditta delle parti comunque
indispensabili.-

4)- Si gradirebbe che i 50 motori di cui al presente
foglio venissero fatti affluire all'Aeroporto di Nisi-
da (Napoli) dando tempestiva comunicazione al Ministero
dell'Aeronautica della prevedibile data di consegna.-



CAV. GIUSEPPE DI STATO MAGGIORE 7200
Colonnello A.A. m. Pilot
(Aldo Remondino)

Remondino

LROF V LAEE NR 10 R/R

T ADD

FROM AIR HEADQUARTERS ITALY 261415Z

TO AIR FORCES SUB COMMISSION ALLIED COMMISSION ROME

BT

Q521. 26/JULY. UNCLASSIFIED.

TELECON CARTNER PACELLO REFERS. REQUEST YOU CONFIRM THAT ITALIAN
 AUTHORITIES ARE PREPARED TO ACCEPT THE QTY 50 HALF 100 NAPIER SEA LION
 ENGINES HELD AT MALTA. DETAILS OF COST OF THESE AND THE MARINE CRAFT
 REFERRED TO AT PARA 2 OF YOUR AFSC/682/EQ JULY 15 HAS BEEN APPLIED FOR

BT

SENT NR 10 J E C B K

12A

mc 27/27

rd 20/20

Scoring

718



Our J. Jones

338

H/5064

17A

EQUIP

From : Air Forces Sub Commission, A.C., Rome.

To : Stato Maggiore Regia Aeronautica
III Reparto Servizi
Sezione Logistica.

Date : 25th July 1946.

Ref : AFSC/682/EQ.

16A

MARINE CRAFT ENGINES

This Sub Commission has been informed that there are 50 (fifty) repairable Napier Sea Lion Engines at Malta which the R.A.F. are prepared to hand over to the Italian Air Force.

2. It is considered that certain quantity of these engines could be broken down and used as spares.

3. It is requested that you inform this Office with as little delay as possible whether you are willing to accept these engines. Should you decide to accept them it is requested that you state whether you require them to be shipped to Ischia or some other destination.

See 7A.

DW.

for D.C. WALKER W/Cdr.
Air Vice Marshal,
Director,
Air Forces Sub Commission

15A

From: Air Forces Sub-Commission,
Allied Commission, ROME.

To: Stato Maggiore Regia Aeronautica
III Reparto-Servizi
Sezione Logistica.

Date: 22nd July, 1946.

Ref: AFSC/682/Eq.

MARINE CRAFT.

13A

Reference your SERV/303011/L.22/C/2497 Coll. July 13.

2. It is requested that this Sub-Commission may be informed of the name of the Italian Air Force representative who will sign for the marine craft, repairable engines and spares. His present location should also be notified.

3. On receipt of this information arrangements will be made with A.H.Q. R.A.F. Italy for the transfer of the boats etc.

4. An early reply would be appreciated.

Capitani Tranparace

Rechin

*Jfk m
2/17*

DW.

D. C. WALKER,
Wing Commander,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

1197

14A

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROMA.

TO: ITALIAN AIR MINISTRY (2 COPIES).

DATE: 18TH JULY, 1946.

REF: AFSC/692/30.

MARINE CRAFT.

1319

The contents of your letter SERV/303011/L.22/C.2497/Coli dated 15th July are noted, and as regards paragraph 6 we have again pressed higher authority to inform us concerning the cost of the Marine Craft and spares being handed over to you.

S.E.O.

S.S.O.

D.D. Jkm 24/7

C.T.O. 23-VII

S.I.O.

[Signature]
I.E. PROBLE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

7196

13A
(+)

From: Stato Maggiore R.Aeronautica
III Reparto-Servizi
Sezione Logistica.

To: Air Forces Sub-Commission,
Allied Commission, ROME.

Date: 13th July, 1946.

Ref: SERV/303011/L.22/C/2497 Coll.

6A

MARINE CRAFT TO BE HANDED OVER TO THE ITALIAN AIR FORCE.

Reference is made to the contents of your letter AFSC/638/Eq. of 26th June, 1946.

1. It is agreed on the release of 14 R.A.F. high speed launches to the Italian Air Force.
2. The Italian Air Force will contribute to the servicing of the marine craft on the basis of arrangements which will be made in accordance with this H.Q.'s letter ref.302894 of 5th Instant.
3. The Italian Air Force will withdraw and take on charge the marine craft by degrees when these are handed over serviceable to them. The Italian Air Force will then take care of their maintenance.
4. We insist on the necessity of disposing of an adequate reserve of spares and complete engines.
5. The financial clauses as to the eventual definite release of the launches will be carried into effect as soon as the Italian Air Force is aware of the prices of the marine craft and spares available.
6. We are waiting to know the details agreed upon. *No answer!*

1/6M
2/17

THE CHIEF OF GENERAL STAFF
General S.A. M.AJMONE CAT

(translated by Anna de Bernardis)



2195

SA/An

STATO
MINISTERO DELL'AERONAUTICAIII
Sezione Logistica

Prot.n° SERV/ 20507/16.22.6

S E D E

Roma, li

ALL' A.C.- A.F.S.C.

(tramite Ufficio Collegamento)

OGGETTO : MEZZI NAVALI DA CONSEGNARE ALL'AERONAUTICA ITALIANA.-

e, per conoscenza:

AL MINISTERO DELL'AERONAUTICA

- Direzione Generale Servizi

S E D ESi fa riferimento al contenuto del foglio n.638/Eq.,
del 26 scorso mese.

- 1°) - Si concorda circa la cessione in uso di 14 lancie alta velocità della R.A.F. - all'Aeronautica Militare.
- 2°) - L'Aeronautica Italiana concorrerà alla rimessa in efficienza dei natanti in base ai criteri che saranno concordati in relazione alla nota n.302894, del 5 corrente, di questo S.M.-
- 3°) - L'Aeronautica Italiana ritirerà ed assumerà in carico i natanti man mano che le verranno consegnati in efficienza e ne curerà, in seguito, la manutenzione.
- 4°) - Si insiste sulla necessità di disporre di congrua scorta di ricambi e di motori completi.
- 5°) - Le clausole finanziarie relative all'eventuale cessione definitiva delle lancie verranno poste in essere non appena l'Aeronautica Italiana sarà a conoscenza degli elementi di costo dei natanti e delle scorte di ricambi disponibili.
- 6°) - Si rimane in attesa di conoscere le norme di dettaglio concordate.=

IL CAPO DI STATO MAGGIORE
(Generale S.A.- M.AJMONE CAT)



13A

e, per conoscenza:

AL MINISTERO DELL'AERONAUTICA

- Direzione Generale Servizi

S E D E

~~~~~

Si fa riferimento al contenuto del foglio n.638/Eq.,  
del 26 scorso mese.

- 1°) - Si concorda circa la cessione in uso di 14 lancie  
alta velocità della R.A.F. - all'Aeronautica Militare.
- 2°) - L'Aeronautica Italiana concorrerà alla rimessa in effi-  
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ne curerà, in seguito, la manutenzione.
- 4°) - Si insiste sulla necessità di disporre di congrua scorta  
di ricambi e di motori completi.
- 5°) - Le clausole finanziarie relative all'eventuale cessio-  
ne definitiva delle lancie verranno poste in essere non appena  
l'Aeronautica Italiana sarà a conoscenza degli elementi di costo  
dei natanti e delle scorte di ricambi disponibili.
- 6°) - Si rimane in attesa di conoscere le norme di dettaglio  
concordate.=

~~~~~



IL CAPO DI STATO MAGGIORE
(Generale S.A.- M.AJMONE CAT)

Signature

7194

12A

From: Air Forces Sub-Commission,
Allied Commission, ROME.
To: M.A.A.C. Secretariat.
Date: 15th July, 1946.
Ref: AFSC/682/BQ.

MARINE CRAFT - HANDOVER TO I.A.F.

11A

Reference is made to paragraph 8 of A.H.Q. Italy's AHQI/11309/8/
E.4 July 12.

2. It would be appreciated if action could be taken by your Secretariat to obtain a ruling concerning the cost of the Marine Craft which are being handed over to the I.A.F.

3. The I.A.F. is very anxious about this point and any information which will help clear would be much appreciated.

DL
D.C. WALKER,
Wing Commander,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

7192

From:-- Air Headquarters, R.A.F, Italy.

To:-- Air Forces Sub-Commission, Allied Commission, Rome.
 Copies to:-- Mediterranean Air Forces Allied Commission.
 Headquarters, R.A.F, Medme (together with
 copy of A.F.S.C Allied Commission Rome letter
 AFSC/638/EQ dated 26.6.46).

Date:-- 12th July, 1946.

Ref:-- AHQI/11309/8/E.4.

Marine Craft - Handover to I.A.F

Reference your letter AFSC/638/EQ dated 26th June, 1946.
 Owing to the numerous queries raised by you it is considered
 preferable to reply to your letter paragraph by paragraph as
 follows:--

2. Ref Paragraph 2. This Headquarters was instructed by Headquarters
 MEDME that ten Marine Craft from this theatre were to be handed over.
 While it is agreed that the total number to be handed over by the
 MEDME Command is 14, only 10 of these craft will be forthcoming from
 the Italian Theatre. The balance of 4 therefore will be provided
 from elsewhere, presumably Malta, and will not be the responsibility
 of this Headquarters until instructed by MEDME.

3. Ref Paragraph 3. The craft being handed over from this theatre
 will be the best available and will be in as good a condition as can
 be obtained with our limited facilities. It is emphasised that
 this meets with Headquarters MEDME approval who realise that none of
 the craft are in a new condition.

4. Ref Paragraph 4. See paragraph 3 above.

5. Ref Paragraph 5. Your statement that the Italians could not
 put into commission those craft which have been inhibited, is not
 understood. There can be no question of R.A.F crews remaining at
 Ischia, but in order to assist the Italians arrangements will be made
 for the necessary supervisory R.A.F personnel to remain as long as
 possible.

6. Ref Paragraph 6. Such spares as are held by 253 A.S.R.U will be
 handed over and the balance required to provide a one year backing
 will be referred to Headquarters MEDME.

7. Ref Paragraph 7. The seven repairable Napier Sea Lion Engines
 are those available in Italy. As with the spares in paragraph 6
 above the balance of 18 will be a matter for Headquarters MEDME.



Date:- 12th July, 1946.

Ref:- AHQ/11309/8/E.4.

Marine Craft - Handover to I.A.F

Reference your letter AFSC/638/EQ dated 26th June, 1946. Owing to the numerous queries raised by you it is considered preferable to reply to your letter paragraph by paragraph as follows:-

2. Ref Paragraph 2. This Headquarters was instructed by Headquarters MEDME that ten Marine Craft from this theatre were to be handed over. While it is agreed that the total number to be handed over by the MEDME Command is 14, only 10 of these craft will be forthcoming from the Italian Theatre. The balance of 4 therefore will be provided from elsewhere, presumably Malta, and will not be the responsibility of this Headquarters until instructed by MEDME.

3. Ref Paragraph 3. The craft being handed over from this theatre will be the best available and will be in as good a condition as can be obtained with our limited facilities. It is emphasised that this meets with Headquarters MEDME approval who realise that none of the craft are in a new condition.

4. Ref Paragraph 4. See paragraph 3 above.

5. Ref Paragraph 5. Your statement that the Italians could not put into commission those craft which have been inhibited, is not understood. There can be no question of R.A.F. crews remaining at Ischia, but in order to assist the Italians arrangements will be made for the necessary supervisory R.A.F. personnel to remain as long as possible.

6. Ref Paragraph 6. Such spares as are held by 253 A.S.R.U. will be handed over and the balance required to provide a one year backing will be referred to Headquarters MEDME.

7. Ref Paragraph 7. The seven repairable Napier Sea Lion Engines are those available in Italy. As with the spares in paragraph 6 above the balance of 18 will be a matter for Headquarters MEDME.

8. Ref Paragraph 8. The question of the price to be paid for these launches is not the concern of this Headquarters. It is a matter dealt with by Air Ministry, who in their instructions to this Headquarters for the handover have stated that:-

(a) Account for this equipment will be taken in general settlement with Italian Government

contd:

S.E.O.
Ask Dave
to handle Br A.M.
See (2A)

-2-

and

- (b) Terms of issue are to be on transfer terms to be notified later.

9. Ref Paragraph 2 Your points requiring clarification are as follows:-

- (a) Ten boats from the Italian theatre. The balance of four making a total of 14 will be arranged by Headquarters MEDME.
- (b) Seven repairable engines from the Italian theatre. Balance will be provided under Headquarters MEDME arrangement.
- (c) All spares available from Italian theatre will be handed over and balance required to complete a one year's backing will be referred to Headquarters MEDME.

10. It is requested that you will now arrange for the ten launchers, seven repairable engines and available spares to be taken over and that you will inform this Headquarters of the name and location of the Italian Air Force representative to whom the transfer is to be made.

11. With regard to future correspondence on this or other subjects, it is requested that you will write direct to Mediterranean, Air Forces, Allied Commission.

V.G. E. / Jan
 (J.G. ELTON) A/Cere,
 Air Officer i/c Administration,
 AIR HEADQUARTERS, E.A.F. ITALY.

Don't think we need go back to ANA
on this point to this or should be sent to ANA

will be arranged by Headquarters MEDME.

(b) Seven repairable engines from the Italian theatre. Balance will be provided under Headquarters MEDME arrangement.

(c) All spares available from Italian theatre will be handed over and balance required to complete a one year's backing will be referred to Headquarters MEDME.

10. It is requested that you will now arrange for the ten launches, seven repairable engines and available spares to be taken over and that you will inform this Headquarters of the name and location of the Italian Air Force representative to whom the transfer is to be made.

11. With regard to future correspondence on this or other subjects, it is requested that you will write direct to Mediterranean, Air Forces, Allied Commission.

Presumably MAAC.

V.G. K. / You

(J.G. ELTON) A/Cdre,
Air Officer i/c Administration,
AIR HEADQUARTERS, R.A.F. ITALY.

Sh.

I don't think we need go back to WHA on this (though he has a sheet on this in 7th), unless you have anything important to which requires further clarification. MB, 3/7

10 H

From: Air Forces Sub-Commission, A.C., Rome.
 To : Italian Air Ministry.
 Date: 11th July 1946.
 Ref : AFSC/682/Eq.

MARINE CRAFT TO BE HANDED OVER TO THE ITALIAN AIR FORCE.

Reference is made to your letter Serv/302894/L.22/C/2428.

2. The following information regarding the formation of crews for the High Speed Launches is repeated.

	<u>Normal Crew</u>	<u>Minimum Crew</u>
Master	1	1
Engineer	2	1
Coxswain	2	1
Wireless Operator	1	1
Wireless Mechanic	1	-
Deck Hands	3	2

3. Five boats are now fully serviced and it is requested that five crews be despatched to Ischia as soon as possible.

4. The Chief Technical Officer of this Commission will, in the near future, inform you as to the number of personnel required for major maintenance.

F. REID F/LT.
 AIR VICE MARSHAL,
 DIRECTOR,
AIR FORCES SUB-COMMISSION.

7190

J/LC 2/7

J/LC 15/7

FROM: HQ BIRMINGHAM.
TO: AIR ITALY.
INFO: AIR MALTA.

Q.3465.

JULY 4.

UNCLASSIFIED.

1. WOULD REFER BY Q.3053 JUNE 28 TO AIR MINISTRY NOT REPEATED TO SECOND ADDRESSEE.
2. REQUEST YOU ASCERTAIN WHETHER ITALIAN AUTHORITIES ARE PREPARED TO ACCEPT QUANTITY 50 (HALF 100) REPAIRABLE PORTER SEA LION ENGINE ~~IN~~ HELD AT MALTA AND IF SO CONFIRM ENGINES TO BE CONTINUED MARINE CRAFT SECTION ISCHIA FOR HANDING OVER.
3. CONFIRMATION ALSO REQUESTED THAT QUANTITY 7 (HALF 14) ENGINES REFERRED TO IN YOUR Q.50 MAY 13 ALREADY HANDLED OVER. SERIAL NUMBERS TO BE ADVISED FOR TRANSMISSION TO AIR MINISTRY.

O4175Z.

JLM
24/7

Dh.

24/7 2189

It would be interesting
to see how reply.JLM
24/7

From: Stato Maggiore R. Aeronautica,
III Reparto-Servizi
Sezione Logistica.

To: Air Forces Sub-Commission,
Allied Commission, ROME.

Date: 5th July, 1946.

Ref: SERV/302894/L.22/C/2428 Coll.

MARINE CRAFT TO BE HANDED OVER TO THE ITALIAN AIR FORCE.

With reference to the contents of your letter AFSC/638/Eq. of 26th June, it would be appreciated if you would let us know which Italian Air Force specialist personnel and what number should be sent to Ischia, for servicing the marine craft.

It would be appreciated if your Sub-Commission, in submitting the above request, would bear in mind that the number of personnel, who are specialised in marine duties and available at present, is very small.

As to the other questions contained in the above letter, further information will be sent.

ASSISTANT CHIEF OF GENERAL STAFF
Col. ALDO REMONDINO

(translated by Anna de Bernardis)

H. Reid

Will you answer this please.

DM

*C.T.O. Have given A.M.
full details of crews required
for operation can you help
with numbers required for major
maintenance*

10/7.

*6/7
0.178*

638/2

	MA	MR
6	MA	MR
1	M	1
2	C	1
2	E	1
1	NO	1
1	WOM	1
3	DA	2

Roma, li - 5 11 1946

STATO MAGGIORE R. AERONAUTICA
III REPARTO - SERVIZI
Sezione Logistica

ALL' A.C. - A.F.S.C.
(tramite Ufficio Collegamento)

S E D E

Prot. n° SERV/ 302894/L. 22/C

OGGETTO: Mezzi navali da consegnare all'Aeronautica Italiana.-

In relazione al contenuto del foglio AFSC/638/Eq., del 26 scorso mese, si prega comunicare quale e quanto personale specializzato l'Aeronautica Militare Italiana dovrebbe fare affluire ad Ischia per la rimessa in efficienza dei battelli.

Si prega Codesta Sottocommissione, nel formulare le richieste di cui sopra, di tener presente che l'attuale disponibilità di personale specializzato in materia di imbarcazioni è oltremodo esigua.

Per quanto riguarda gli altri argomenti di cui al foglio sopracitato, si fa riserva di ulteriori comunicazioni.-



IL SOTTOCAPO DI STATO MAGGIORE

Colonello A.A. m. Pileta

Galeo Remondina

[Signature] 7187

OGGETTO: Mezzi navali da consegnare all'Aeronautica Italiana.-

In relazione al contenuto del foglio AFSC/638/Eq., del 26 scorso mese, si prega comunicare quale e quanto personale specializzato l'Aeronautica Militare Italiana dovrebbe fare affluire ad Ischia per la rimessa in efficienza dei battelli.

Si prega Codesta Sottocommissione, nel formulare le richieste di cui sopra, di tener presente che l'attuale disponibilità di personale specializzato in materia di imbarcazioni è oltremodo esigua.

Per quanto riguarda gli altri argomenti di cui al foglio sopracitato, si fa riserva di ulteriori comunicazioni.-



AL SOTTOCAPO DI STATO MAGGIORE

Catania A.A. via. Pileta

Alido Ronchini

[Handwritten signature]

7187

7186

FROM: AIR FORCE'S SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: AIR HEADQUARTERS, R.A.F. ITALY, CASERTA.

DATE: 26th JUNE, 1946.

REF: AFSC/658/EO.

MAINE CRAFT - HANDOVER TO I.A.F.

Reference is made to your Q.39 June 22nd.

2. It is not understood why only ten Marine Craft are mentioned in your signal. The original request was for 14 boats and these are at present at Iodis and as far as is known are available for transfer to the Italian Air Force.

3. It is presumed that the craft will be handed over 100% serviceable as advised in Air Ministry signal O.Q.L.6316 dated May 4th.

4. It is thought that a signal from H.Q. informed Air Ministry that the Italians are prepared to take over the boats in their present condition. This is not so. The craft must be 100% serviceable before handing over. To assist R.A.F. crews to do this the Italians are prepared to send their own crews, who at the same time will be under instruction as to the servicing and maintaining of the craft.

5. The R.A.F. have already serviced three of the launches and are proceeding with the remainder. One launch can be overhauled and made completely serviceable each week. It is Air Ministry policy to hand over to foreign Governments only thoroughly serviceable equipment. In any case the Italians could not get these craft which are inhibited into commission as they have no knowledge of this type of launch. It is imperative therefore that the R.A.F. crews remain on Iodis and put the boats into completely serviceable condition, or at least supervise the Italians in making them serviceable before being taken over by the I.A.F.

6. In respect of spares, Air Ministry's A.Q.L.6316 instructed that one year's backing were to be provided. The resources of 253 A.S.F.U. are believed to be the only spares in this country and not sufficient to back the fourteen boats for that length of time. It is believed that there are ample quantities of spares in the Middle East to augment 253 A.S.F.U.'s stock to make a complete range which will back the boats for the required period, particularly engines.

7. Further you state that only seven repairable Navier Sealion engines are available, whereas Air Ministry instructed 25 to be earmarked.

8. The Italian Air Ministry will only consent to purchase these U.S.I.'s provided they know the price required and that there is sufficient spares backing. If it is expected that the Italians are to manufacture their own spares as indicated in M.A.A.O. signal V.120 dated May 31st, blueprints

Reference is made to your O.39 June 22nd.

2. It is not understood why only ten Marine Craft are mentioned in your signal. The original request was for 14 boats and these are at present at Ischia and as far as is known are available for transfer to the Italian Air Force.
3. It is presumed that the craft will be handed over 100% serviceable as advised in Air Ministry signal O.Q.X.6316 dated May 4th.
4. It is thought that a signal from E.Q. informed Air Ministry that the Italians are prepared to take over the boats in their present condition. This is not so. The craft must be 100% serviceable before handing over. To assist R.A.F. crews to do this the Italians are prepared to send their own crews, who at the same time will be under instruction as to the servicing and maintaining of the craft.
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6. In respect of spares, Air Ministry's A.Q.X.6316 instructed that one year's backing were to be provided. The resources of 253 A.S.R.U. are believed to be the only spares in this country and not sufficient to back the fourteen boats for that length of time. It is believed that there are ample quantities of spares in the Middle East to augment 253 A.S.R.U.'s stock to make a complete range which will back the boats for the required period, particularly engines.
7. Further you state that only seven repairable Marine Sealion engines are available, whereas Air Ministry instructed 25 to be carried.
8. The Italian Air Ministry will only consent to purchase these R.S.I.'s provided they know the price required and that there is sufficient spares backing. If it is expected that the Italians are to manufacture their own spares as intimated in M.A.A.C. signal N.123 dated May 31st, blueprints will have to be supplied.
9. To surmise it is requested that the following points be clarified:
- (a) The actual number of boats available.
(b) The actual number of repairable engines available.
(c) That it is intended to hand over one year's backing of spares.

Continued/2.....

-2-

10. In the meantime, the Italian Air Ministry is prepared to help in making all available boats (up to fourteen) serviceable; to sign for each boat and maintain it when it has been made serviceable; to take over all available spaces.

11. The Italians would then have these U.S.L.'s on loan until such time as Air Ministry can determine their price; if the cost is reasonable, the I.A.M. will purchase them.



I.E. BROWN,
AIR VICE-MARSHAL,
IN CHARGE,
AIR FORCE SUB-COMMISSION.

Copy to NAAC for inf.

A/DD - 3 km 28/6
SSO - 27/6
KCO 28/6
SFO 28/6
etc. 28/6

L. E. ZWARTZ,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCE SUB-COMMISSION.

Copy to NAC for inf.

ADD. 4 km 28/6
SSO - 055
KCO
SSO
SSO
SSO

36A

From: Air Forces Sub-Commission,
Allied Commission, ROME.
To: Italian Air Ministry.
Date: 26th June, 1946.
Ref: AFSC/638/Eq.

MARINE CRAFT - HAND OVER TO I.A.F.

Reference is made to yesterday's conversation between Colonel Cigerza and W/C. Walker.

2. The following was agreed in principle.

- i) That fourteen (14) High Speed Launchers would be made available by the R.A.F. to the Italian Air Force.
- ii) The I.A.F. would assist the R.A.F. crews to make these boats 100% serviceable.
- iii) The I.A.F. would sign for each boat as it became serviceable and would be responsible from that time for its maintenance and upkeep.
- iv) This Sub-Commission will make every effort to procure a complete range of spares for one year and also twenty five (25) repairable Napier Sealion Engines.
- v) Until such time as the British Air Ministry names the price required for the craft and it is certain that sufficient spares are available, the Italian Air Ministry will sign for the vessels on loan.

3. It is requested that these points may be discussed with the Chief of Staff and your willingness or otherwise to accept the boats on the above conditions communicated to this Sub-Commission as soon as possible.

D.W.
D.C. WALKER
Wing Commander,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

Air 5A

LAKES V LAKES NR 13

1/8 QVR 1

FROM AIR HEADQUARTERS, R. A. F., ITALY. 201125

TO (1) ~~1/8~~ - A.F.C.C. A. C. ROME (2) W. S. MEDIC (3) A.M. LONDON (4)

(4) 253 A.F.R.U. C/C 1 BASE AREA (.)

BT

0.39 22 ND JUNE 1946 RESTRICTED (.)

SUBJECT TRANSFER OF MARINE CRAFT (.) ENGINE (.) TRANSFER TO ITALIAN AIR FORCE (.) AUTHORITY RECEIVED FROM A. S. M. IN THEIR NAME

OXX/74:1 JUNE 13 TH

TO TRANSFER FOLLOWING TO ITALIAN AIR FORCE (.) QTY 14

(.) QTY 7 REPAIRABLE NAUTIC SEA LION CUNNINGHAM LAUNCH AND

ENGINE P EX SPARES 253 A.F.R.U. (.)

PARA TWO (.) TERMS OF ISSUE TO BE TRANSFER THERE TO BE NOTIFIED

LATER (.) PARA THREE (.) REQUEST YOU STATE NAME AND LOCATION OF

ITALIAN AIR FORCE REPRESENTATIVE TO BE TRANSFER IT TO

BE MADE XXX MADE (.)

BT

SENT LP BY TKS ARABAR

RD NR 12 CR AT 1641

SEB. Please take action in all branches
with this staff & consult I.A.M. G
When information should be passed
APRANK TO R PAL



26 August 1946
N:16/22
AL

10 1507
7 1507
7183
Transfer
in time
to make

A. P. HIS COME ALCON ROME.

4 16.30 JUNE 1946.

H.A.A.G. SECRETARIAT A.H.Q. ITALY.

UNCLASSIFIED

Q631 REFERENCE YOUR UNCLE ONE TWO ZERO PD

MAINTENANCE REQUIRED TO BE EQUIPPED TO FULL CHECKING LIST
STANDARD COMPLETE WITH RADIO AND NAVIGATIONAL AND DOMESTIC EQUIPMENT BUT
NOT REPEAT NOT ARMAMENT PD

ANTICIPATE NO REPEAT NO DIFFICULTY FOR ITALIANS TO MAKE
ARRANGEMENTS FOR SPARES FOR RAPID REPAIRS PD BUT REQUEST THAT
ALL AVAILABLE SPARES FOR ENGINES AND CRAFT IN THIS THEATRE ARE HANDED OVER
WITH DATE PD

ONE OVERHAUL TOOL KIT SHOULD BE SUFFICIENT FOR IMMEDIATE
REPAIRS PD

REQUEST INFORMATION AS TO SPECIFIC TERMS OF HAND OVER OF
THESE MAINTENANCE TO ITALIAN AIR FORCE PD



ROUTING
EQUIPMENT SECTION A.P.S.G.

D.C. WALKER W/CDR.

203

7182

LR23 N LAEE PR12
FROM MAC SECRETARIA
TO AFSC ALCON BOWE

312115Z

N/S 7/31

AIR. 3A

BT

MAY 31. UNCLASSIFIED.

THEY OF MARINE CRAFT TO ITALIAN. AIR MINISTRY ACK FOR INFORMATION
AS TO STANDARD TO WHICH IT IS DESIRED MARINE CRAFT TO BE PREPARED FOR HAND
OVER. ARE THEY TO BE EQUIPPED TO FULL CHECKING LIST STANDARD
COMPLETE WITH ARMAMENT, RADIO, NAVIGATIONAL AND DOMESTIC EQUIPMENT OR
WILL ANY NECESSARY EQUIPMENT BE FITTED BY THE ITALIANS THEMSELVES. AIR
MINISTRY POINT OUT THAT THE NAVAL SEALION EQUIPMENT IS NO LONGER IN
PRODUCTION AND UNLESS ITALIANS CAN MAKE SPECIAL ARRANGEMENTS FOR
ABOUT ONE YEAR. ALSO NO OVERHAUL TOOL KITS AVAILABLE FROM UK BUT ARRANGE-
MENTS IN HAND TO OBTAIN ONE FROM THIS THEATER. ESSENTIAL THAT PRECISE
INFORMATION BE GIVEN IN YOUR REPLY TO THESE POINTS.

BT 312115Z

SENT BREN AR TKS NK
CH REC'D NR 121800

JNZ

THATS THE LOT FOR NOW PAL BILL
OKC-)

5/6
D321
680/F
31-12881

COPYINCOMING CYPHER MESSAGE.

2A

Priority: ROUTINE

AHQ CY/O Serial No. 6/5.

To: HQ MEDME RRR AHQ ITALY

From: AIR MINISTRY LONDON

O.Q.X. 6316 4th MAY

RESTRICTED.

1. Transfer of High Speed Launches to Italian Air Force.
2. Request has been received from Air Vice Marshal Brodie for transfer of quantity 14 (half 28) High Speed Launches and awaits Air Staff approval.
3. Earmark 14 (half 28) H.S.L's with one year's spare backing for craft and engines.
4. Suggest as many 63 - foot H.S.L's as possible be selected.
5. Spares to be met from Command resources.
6. Craft selected to be 100 per cent serviceable and available for immediate issue.
7. Will advise in due course terms of issue and dates spares may be handed over.
8. Earmark 25 repairable engines for this commitment and further engine requirements if any may be offered from 100 engines now awaiting strike off once policy has been agreed.
9. Advise serial numbers of H.S.L's selected and serial numbers of engines installed, also serial numbers of 25 engines selected in para. 8 above.
10. Your attention invited to out signal O.Q.8191 28th March which isto receive (?) first priority.

Decyphered and typed by
SGT WILKINSONT.O.O. 040900 Z
T.O.R. 050700 B

4/6

4/6

7180

COPY.

INCOMING CYPHER MESSAGE.

Priority: ROUTINE.

AHQ CX/O Serial No. 18/1.

To: AIR MINISTRY LONDON RRR AHQ ITALY

From: HQ MEDME

A.R.X. 1107 4TH MAY RESTRICTED.

Your A.L. 7173 dated 2nd May.

In order to withdraw surplus H.S.L's from Central Mediterranean would appreciate information which class you propose transferring to Italians. At present seven 60-foot H.S.L's and six 65-foot H.S.L's are still awaiting ferrying from Italy or Malta.

Request information at an early date, because of further anticipated shortage of personnel due to release and tour-ex.

Decyphered and typed by
SGT WILKINSON

T.O.O. 041034 Z.
T.O.R. 042140 B.

Not received through RRR.

Handled L.F.O. by HQ Parachute HQ.

7179

i 7 2 9