Declassified E.O. 12356 Section 3.3/NND No. 785015

ACC 10000/136/467 ITALIAN NAV
APR. 1945 - M

Declassified E.O. 12356 Section 3.3/NND No. 785015

10000/136/467

ITALIAN NAVY & MERCHANT MARINE, GENERAL
APR. 1945 - MAR. 1946

Declassified E.O. 12356 Section 3.3/NND No. 785015

8003/CC

C. Form 363 (Old No. 400)
Revised July 25, 1918

# LIST OF PAPERS

Office of the
Chief Commissioner

*File under No.* 8003 ITALIAN NAVY & MERCHANT MARINE - GENERAL

ALLIED COMMISSION

From: 29 Apr 45
To : 22 Mar 46

Confidential

Vol. II Page 6

| SERIAL NUMBER | FROM— | DATE | TO— | SYNOPSIS |
|---|---|---|---|---|
| 129a | Cbl Venice | 22 Feb 46 | HQ ALCOM | Channel Chioggia |
| 129b | Cbl AC Liaison | 22 Feb 46 | HQ ALCOM | Barge Traffic |
| 130 | Cbl C 23640 AFHQ | 25 Feb 46 | HQ Alcom | Citta' di Alessandria |
| 130a | Cbl C in C MED | 25 Feb 46 | HQ ALCOM | Relinquish Naval Control Leghorn |
| 131 | Ltr 5602/EC Hind-Smith | 26 Feb 46 | Amer.Brit Embs | Italian Shipping |
| 132 | Ltr 5602/EC Hind-Smith | 26 Feb 46 | Min Foreign Affs | Italian Shipping |
| 133 | Ltr Stone | 28 Feb 46 | AFHQ G-5 | Feeding of the Italian Navy |
| 134 | Cbl 1641 HQ Alcom | 7 Mar 46 | AFHQ G-5 | Citta di Alessandria |
| 135 | Cbl C 2871 AFHQ | 7 Mar 46 | HQ Alcom | Citta di Alessandria |
| 135a | Ltr Stone | 9 Mar 46 | Kirk | Info on S.S. TRITON MARIS |
| 135b | Ltr TS/100/B/ES | 9 Mar 46 | AFHQ G-5 | Feeding of Italian Armed Forces |
| 136 | Ltr Lush | 11 Mar 46 | Exintaris | Italian Ships in Greek Waters |
| 136a | Ltr C d'A | 15 Mar 46 | De Gasperi | Disposition of Ita Merchant Marine after dissol. of United Net Shp Pl |
| 137 | Ltr NSC/4718 Key | 16 Mar 46 | Stone | Acknowledgement of ltr of 9 Mar |
| 138 | Ltr 5602 Key | 16 Mar 46 | Stone | Italian Shipping |
| ~~138a~~ | ~~Cbl FX63008Nef1123~~ | ~~18 Mar 46~~ | ~~Agwar~~ | ~~Subsistence It Navy and Air-Force~~ |
| 138b | Memo "Il Globo" | 19 Mar 46 | AC Finance S/C | Liberty Ships Purchasing Terms |
| 139 | Ltr Stone | 20 Mar 46 | Key | Italian Shipping |
| 140 | Cbl 2035 Trv Cont | 22 Mar 46 | Gov. Malta AFHQ | Maltese seamen not to sign off in Ita Ports |

58?!
This file downgraded.

Confidential

INSTRUCTIONS.—When papers on a subject become unmanageable, they will be numbered serially and brief entries made on this form.

Confidential

Declassified E.O. 12356 Section 3.3/NND No. 785015

8003/CC

Office of the
Chief Commisioner

# LIST OF PAPERS

*File under No.* 8003 ITALIAN NAVY & MERCHANT MARINE - GENERAL

-ALLIED COMMISION-

SECRET



| SERIAL NUMBER | FROM— | DATE | TO— | SYNOPSIS |
|---|---|---|---|---|
| 115a | Ltr 561.6NEI Hamblen | 17 Dec 45 | HQ AC | It Vessels in Austria |
| 115b | Ltr Kirk | 28 Dec 45 | Stone | S.S. TRINTON MARIS |
| 116 | Ltr Stone | 3 Jan 46 | Kirk | Status of S. S. Triton Maris |
| 117 | Cbl 9873 HQ ALCOM | 3 Jan 46 | AFHQ | Removal of Antilanding Mines |
| 118 | Ltr 5606/82/EC Stone | 3 Jan 46 | Kirk | Regulations Ships entering Genoa |
| 119 | Cbl Radio Naples (NZG) | 6 Jan 46 | CC | Shipyard repair Palermo |
| 120 | Cbl 18 Chief Liaison | 7 Jan 46 | CC | Mine clear traffic Po |
| 120a | Ltr NSC/4412 Zirolli | 11 Jan 46 | Com Chf Med | Civitavecchia-Olbia Service |
| 121 | Ltr Behn | 17 Jan 46 | Barnes | Cavaliere, Alfonso |
| 122 | Cbl 362 HQ ALCOM | 18 Jan 46 | AMG 13 Corps | Trieste Pola Ferry PD |
| 123 | Cbl 448 HQ ALCOM | 21 Jan 46 | ALCOM | Sweeping channel chioggia porto levant |
| 123a | Cbl G/7885 C in C MED | 22 Jan 46 | HQ AC | Cont of docking facil at It and Istrian |
| 124 | Cbl C 16166 AFHQ GHQ | 23 Jan 46 | 13 Corps | Develp., imprvmt. of Triest port and rail clearence for UNRRA to Jugo,Aus. |
| 125 | Cbl 542 HQ ALCOM | 24 Jan 46 | PBS Leghorn | Ferry service,vessel Liberta |
| 125a | Ltr 783 de Courten | 1 Feb 46 | Stone | Civitavecchia-Olbia Service |
| 125b | Ltr 6427 Tucci | 5 Feb 46 | Stone | Return of ships to merchant marine |
| 126 | Cbl 957 HQ ALCOM | 6 Feb 46 | Shipminder N | Ship Repair Facilities |
| 127 | Cbl 929 MOC503 ALCOM | 6 Feb 46 | AGWAR | Additional Shipping Tonnage |
| 127a | Ltr EC/6.01 Cleveland | 8 Feb 46 | EC | Priority for Shipping Repair Facilitie |
| 127b | Ltr EC/6.01 Stone | 12 Feb 46 | Com Chf Med | Cont Ship Repr Facl,dockings in Italy |
| 127c | Cbl 6/62 Venice | 18 Feb 46 | HQ ALCOM | Sweeping Channel of Chioggia |
| 128 | Memo | 18 Feb 46 | Alcom | Italian Shipping |
| 128a | Cbl FOIL | 19 Feb 46 | Min of Marin | Control of Port Operation at Leghorn |
| 129 | Cbl 1396 Alcom | 23 Feb 46 | AFHQ G-5 | Civitavecchia-Olbia Service |

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

8003/CC

Office of the
Chief Commissioner

ALLIED COMMISSION

# LIST OF PAPERS

*File under No.* 8003 ITALIAN NAVY & MERCHANT MARINE - GENERAL

SECRET



| SERIAL NUMBER | FROM— | DATE | TO— | SYNOPSIS |
|---|---|---|---|---|
| 99 | 5609/47/EC, McClerry | 18 Oct 45 | Am, Br Embassy | Jug seisure of Italian boats. |
| 100 | 1009/46/EC, Lush | 20 Oct 45 | Exintaris | ACK. Capt. Constas as Greek rep. |
| 101 | 8002/EC, Lush | 23 Oct 45 | Exintaris | Ackmt of STAMBOLIS as Greek Liaison Officer between United Meritime Auth and Greek Autthorities in Greece. |
| 102 | Ltr NCS/3856 Butler | 26 Oct 45 | Tran. S/C | Ferry Mocenigo, damage of |
| 103 | Ltr NGS/3865 Butler | 27 Oct 45 | Lush | Italian Shipbuilding and Repair policy |
| 104 | Cbl CNO 221436 COMNAVNAV | 30 Oct 45 | Navy S/C | Relinquish repair facilities Palermo Enclo: AFHQ Adm. Memo "REturn Equipment and Supplies to Italiam Gov. |
| 104a | Ltr 387.4-2 Eberle | 21 Nov 45 | CC AC | Island of Pantelleria Lampedusa Linosa |
| 104b | Ltr NSC/4082 Warren | 23 Nov 45 | Ex Com AC | Information to Soviet Representatives |
| 104b | CbIF54566 SACMED | 24 Nocv 45 | AC | Future of Italian Navy and Air Force |
| 105 | Ltr Butler | 26 Nov 45 | CC | It shipbuilding & repair policy |
| 105a | Cbl NAF 1095 SACMED | 26 Nov 45 | AGWAR Wash | " " " " " |
| 105b | Cbl FX 54590 SACMED | 26 Nov 45 | AC | " " " " " |
| 106 | Cbl 8825 Lush | 28 Nov 45 | AFHQ G-5 | Brigadier Parsons fulley informed |
| 106a | Memo Ministro Marino | 29 Nov 45 | CC | Consid. future Italian Fleet |
| 107 | Ltr Stone | 30 Nov 45 | Farri | Italian ship repair and building |
| 107a | Ltr Tomei | 30 Nov 45 | Stone | Motor sailing-boat ALESSANDRO |
| 108 | Memo Hopkinson | 1 Dec 45 | CC | Italian arrested wearing naval unifor |
| 109 | Cbl 9022 Tran S/C | 5 Dec 45 | RTO Venezia | Mine sweeping Chioggia to Po River |
| 110 | Ltr 5610/13/EC Lush | 7 Dec 45 | G-5 AFHQ | Italian ships in Greek warters |
| 111 | Ltr NSC/4198 Ziroli | 8 Dec 45 | Min of Marine | Motor sailing boat ALESSANDRO |
| 112 | Ltr NSC/4163 Stone | 8 Dec 45 | CS AFHQ | Italian Vessels in Austria |
| 113 | Memo Comnob Palermo | 10 Dec 45 | Info CC | Italian Navy Operation of Palermo |
| 114 | Ltr Kirk | 11 Dec 45 | CC | Danger of Mines at Genoa |
| 115 | Ltr Stone | 14 Dec 45 | Kirk | Mines at Genoa |

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

8003/CC

Office of the
Chief Commissioner

=ALLIED COMMISSION=

# LIST OF PAPERS

*File under No.* 8003 ITALIAN NAVY & MERCHANT MARINE - GENERAL

From: 25 Apr 45
To:

SECRET

Vol. II Page 3

| SERIAL NUMBER | FROM— | DATE | TO— | SYNOPSIS |
|---|---|---|---|---|
| 83 | 109/PWU, Ristedt | 31 Jul 45 | Navy S/C | Non-operational salvage in It waters. |
| 84 | Memo, Navy S/C FOLI | 1 Aug 45 | | Reduction of Ancona, Venice, Savona, Genoa to RNO status. |
| 85 | Cbl AFHQ, NAF-1051 | 3 Aug 45 | CCS | Interim policy recommended for Ital armed forces. |
| 86 | NSC/3160, Warren | 6 Aug 45 | CC | Entry of shipping into N.It Ports. |
| 87 | NSC/3302, Warren | 20 Augu45 | CC | Capt Marini as It Navy LO to Navy S/C |
| 88 | Memo, Stone | 20 Aug 45 | Navy S/C | Capt Marini as It Navy LO to Navy S/C |
| 88a | Ltr 587.4-2 Benson | 21 Aug 45 | HQ AC | Visit of It. Navy to Pantelleria etc. |
| 58 | | | | |
| 89 | Memo, Stone | 24 Aug 45 | Navy S/C, Econ | Italian Port Parties - Port of Savona. |
| 89a | NSC/3370, Warren | 25 Aug 45 | Ex C | Ital warlike stores - survey of. |
| 90 | NSC/3369, Warren | 27 Aug 45 | M of M | Italian Port Parties - Port of Savona |
| 91 | NSC/3425, Warren | 30 Aug 45 | CinC Med | Non-operational salvage in It waters. |
| 91a | AC/326/37/Tn.5, McKinley | 31 Aug 45 | Navy S/C | RIN.MT, tires & spare parts, supply of. |
| 92 | 24.2/59/Tn.6, Walton | 1 Sep 45 | CC | Italian Port Parties - Port of Savona |
| 93 | Libera Stampa | 9 Sep 45 | | Vice-Adm Morgan praises It sailors. |
| 94 | NSC/3557, Warren | 15 Sep 45 | C-in-C, Med | It Navy MT, tires/spare parts, supply of |
| 95 | Cbl Piemonte 201455 | 20 Sep 45 | Navy S/C | Call-up It Navy ratings in Piemonte. |
| 96 | FOIL/6/14, Warren | 23 Sep 45 | Navy, CC | T'fer of C-in-C Med to Malta, resp of the Flag Officer, Italy & Liaison(FOIL). |
| 97 | Ltr, Ruggero Dussi | 26 Sep 45 | Stone | Dussi's invention on torpedoes. |
| 98 | Ltr. Stone NSC/3624 | 2 Oct 45 | G-5 AFHQ | It Shipbuilding and Repair Industry - Policy for. |

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

8003/CO

Office of the
Chief Commissioner

ALLIED COMMISSION

# LIST OF PAPERS

*File under No.* 8003 ITALIAN NAVY & MERCHANT MARINE - GENERAL

From: 25 Apr 45
To:

SECRET



| SERIAL NUMBER | FROM— | DATE | TO— | SYNOPSIS |
|---|---|---|---|---|
| 71 | NSC/2713, Warren | 21 Jun 45 | Ind S/C | Minesweeping of Western Coast of It. |
| 72 | CC 1001, Stone | 23 Jun 45 | SACMED | Future Policy Toward Italy - proposal that Italy regain control of fleet. |
| 73 | NSC/2741, Warren | 24 Jun 45 | C-in-C Med | Soviet Rep on AC requests info on ships now in Allied hands as result of occupation of N.It ports. |
| 74 | NSC/2769, Warren | 28 Jun 45 | Min Marine | Ital Merchant Vessels - Disarming of. |
| 75 | NSC/2862, Warren | 6 Jul 45 | M of M | Developmt of ports Imperia, Porto Maurizio, and Oneglia. |
| 76 | NSC/2863, Warren | 6 Jul 45 | M of M | T'fer of ports in It to IC auth. |
| 77 | NSC/2894, Warren | 9 Jul 45 | Ind S/C | Minesweeping of Western Coast of It. |
| 78 | Ltr, Stone | 20 Jul 45 | Parri | No truth to report of use of It Navy subs against Japan prior declarth war. |
| 79 | AFHQ AG 045.93/157SACS | 21 Jul 45 | | Reorganization of Naval Comd, Italy. |
| 79a | Ltr NSC/3011 Warren | 21 Jul 45 | G-5 AFHQ | AMG Island of Pantelleria etc. |
| 79b | NSC/3015, Warren | 23 Jul 45 | Econ Sec | It Navy MT, tires & spare parts - supply and maintenance of. |
| 80 | NSC/3032, Warren | 24 Jul 45 | AFHQ | T'fer of ports in It to IC auth. |
| 81 | NSC/3040, Warren | 24 Jul 45 | CinC Med | Non-operational salvage in It waters |
| 82 | NSC/3049, Warren | 26 Jul 45 | CC, MMIA, Air | Report on Italian Navy, June 1945. |

5817

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

8003/CC

# LIST OF PAPERS

Office of the Chief Commissioner

ALLIED COMMISSION

File under No. 8003 ITALIAN NAVY & MERCHANT MARINE - GENERAL

From: 25 Apr 45
To:

SECRET

Vol. II Page 1

| SERIAL NUMBER | FROM— | DATE | TO— | SYNOPSIS |
|---|---|---|---|---|
| 58 | Ltr NSC/2296, Warren | 29 Apr 45 | de Courten | Issuance of Fascist diplomas by Ital Navy must cease. |
| 59 | Agenda | 29 May 45 | | Meeting in Rome, 29 May, on COGENA, MEDBO Schooner control (MWTR Med). |
| 60 | Ian Campbell, MEDBO | 29 May 45 | Lannin | Meeting, 30 May, of MEDBO with Minister of Marine, |
| 61 | Minutes of MEDBO Mtg | 31 May 45 | | MEDBO Meeting discusses COGENA reorg; Schooner Control; Reqn of It Vessels; United Maritime Authority. |
| 61a | Cbl MWTR MED | 4 Jun 45 | DMWTR ROME | COGENA control; not considered schooners shd be released fr Control. |
| 62 | NSC/2569, Warren | 5 Jun 45 | Ind SC, CC, CINCMED, Econ | Machinery-equipmt of Cantieri Navali Riuniti held in Dockyard of Ancona. |
| 62a | Tpn S/C, 568/5/Tn 3 | 7 Jun 45 | Econ Sec | SAVONA Port, condition of. |
| 581 63 | AC/5566/IND, Maskrey | 9 Jun 45 | Navy S/C | Machinery-equipment of Cantieri Navali Riuniti held in Dockyard of Ancona. |
| 63a | NSC/2596, Warren | 8 Jun 45 | CinC Med | Italy formally solicits membership in United Maritime Authority. |
| 64 | Cbl Navy S/C | 9 Jun 45 | CINCMED MEDBO | Italy formally solicits membership in United Maritime Authority. |
| 65 | NSC/2628, Warren | 11 Jun 45 | PW & U S/C | LA SPEZIA Port, clearing of. |
| 66 | NSC/2652, Ziroli | 14 Jun 45 | Ind S/C | Machinery-equipmt of Cantieri Navali. |
| 67 | AC/5566/IND, Maskrey | 18 Jun 45 | Navy S/C | Machinery-equipmt of Cantieri Navali. |
| 68 | AC/5566/IND, Maskrey | 18 Jun 45 | RCs N Regs | Machinery-equipmt of Cantieri Navali. |
| 69 | Cbl AFHQ FX-95036 | 18 Jun 45 | 5,15,AC Navy | Captured It naval tpt to be turned over to It Navy thru Navy S/C, AC. |
| 70 | NSC/2701, Warren | 20 Jun 45 | CC, Air, Land | FOTALI's report to CinC Med on It Nav Activities for May, 1945. |

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

MAR 25 RECD

ALCOM CITE ACROF TRAVEL CONTROL 22 MARCH 1946

1) GOVERNOR MALTA

2) AFHQ

2035 RESTRICTED

G F 0 4 6 1 1 G M 1 2

SEE YOUR GEORGE FOX ZERO FOUR SIX ONE XRAY MARCH ONE NINE AND GEORGE MIKE ONE TWO FIVE MARCH SEVEN TO AFHQ TO OUR CABLE FIVE FOUR TWO DECEMBER ONE THREE STATED ITALIAN GOVERNMENT HAVE CABLED THEIR CONSULS IN SICILIAN PORTS NOT TO ALLOW MALTESE SEAMEN TO SIGN OFF WHILST IN ITALIAN PORTS

2/6008

5816

INFO CHIEF COMMISSIONER

ROUTINE

Public Safety S/C Travel Control

140

542 A. C. Baker F/Lt. RAF

G. J. [illegible]
CWO. WSA.
Asst. Adjutant

Declassified E.O. 12356 Section 3.3/NND No. 785015

20 March 1946.

Dear Mr. Key:

Thank you for your letter of March 16th advising that you have received a letter from the Minister of Foreign Affairs on the subject of Italian shipping and your reply thereof to Mr. De Gasperi.

(138)

Sincerely yours,

/s/ Ellery W. Stone
ELLERY W. STONE,
Rear Admiral, USNR
Chief Commissioner

581 Mr. David McK. Key,
Charge d'Affaires a.i.
American Embassy,
Rome.

cc-Navy Sub/Com.

(139)

Declassified E.O. 12356 Section 3.3/NND No. 785015

MAR 12 1946

Spare

Ref. : 5610/34/EC

11. March 1946

Your Excellency,

The Allied Commission has been asked by the Italian Ministry of Foreign Affairs to approach you concerning the matter of Italian ships in Greek waters.

It is understood that on September 8th 1943 a number of Italian ships (some of them sunk) were to be found in Greek or Aegean waters. Particulars of these vessels are given in the attached list.

The Ministry of Foreign Affairs would appreciate it if your Government would obtain all possible information as to the present condition and whereabouts of these ships, in order to ensure their return to their owners or to safeguard their salvage rights, if they are sunk.

5813 The Allied Commission would be happy to transmit any reply you may wish to make to the Italian Ministry of Foreign Affairs.

Yours very truly

M. S. LUSH

Brigadier,
Executive Commissioner.

H.E. G. Exintaris
Greek Delegate to the Advisory Council
for Italy

8/03/46

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPIA

SITUAZIONE DEL NAVIGLIO AFFONDATO
O RIMASTO IN GRECIA E IN EGEO

| Tipo | Nome | T.S.L. | Dislocazione all'8 sett.1943 |
|---|---|---|---|
| P/fo | QUIRINALE | 3799 | Grecia - Incagliato Can.S.Mauro |
| " | ASCIANGHI | 610,66 | Pireo - Autoaffondato |
| " | APRILIA | 1259 | Egeo - Aff. largo Rodi 7.44 |
| " | CAPO FINO | 4785 | Grecia - Affondato Suda 2.44 |
| " | GIMETTO | 1136 | Prevesa - Incagliato |
| " | LIVENZA | 5343 | Grecia - Aff. largo di Candia |
| " | PIER LUIGI | 2571 | Grecia - Affondato Suda |
| " | POLCEVERA | 2509 | Grecia - Aff. largo Samos |
| " | SALVATORE | 2252 | Grecia - Aff. largo Candia |
| " | VENTA | 3351 | Pireo - Autoaffondato |
| " | CANOLA (ex franc. Corso Fougier) | 1348 | Grecia - Affondato |
| " | MONTEBELLA | 5311 | Grecia - Affondato Corfu' |
| " | CELENO | 3740 | Egeo - Affondato in Egeo |
| " | ANNABELLA | 5999 | Egeo - Rimasto in Egeo |
| " | CAMOGLI | | Grecia - Aff. a Patmo |
| " | LEOPARDI | | Egeo - Aff. in Egeo |
| " | VOLTA | 1189 | Egeo - Affondato a Lisso |
| " | BUONTORO | 1273 | Egeo - Affondato a Lero |
| " | BIBBIENO | | Egeo - Rimasto a Lero |
| " | CORRADO DEL GRGO | 6837 | Egeo - Affondato a Lero |
| " | CAPRI | 68 | Egeo - Affondato a Lero |
| " | PLUTO | | Egeo - Affondato largo Stampalia |
| " | POMEZIA | 639 | Egeo - Affondato a Rodi |
| " | RUNGOSE | 1740 | Egeo - Rimasto a Lero |
| " | SILVA | | Grecia - Affondato a Mudros |
| " | TAGANROG | | Egeo - Affondato in Egeo |
| 581 ? | VERSILIA | | Grecia - Aff. a Capo Maros |
| " | CITTA' DI SAVOIA | 2500 | Egeo - Arenato a Portolago |
| " | PORTO DI ROMA | 470 | Egeo - Affondato a Lero |
| " | TARQUINIO | 749 | Grecia - Affondato a Creta |
| " | MARCHIA | | Egeo - Affondato a Lero |
| " | PRODE | 1244 | Egeo - Affondato a Lero |
| " | ORSINI (110 F.) | | Egeo - Affondato a Lero |
| " | MENOSINI | 2423 | Grecia - Autoaff. a Salonicco |
| " | TEAGLIA (F.108) | 638 | Grecia - Aff. largo Santorin |
| " | AREZZO | 1165 | Grecia - Autoaff. a Pireo |
| " | IRENE | | Grecia - Affondato a Volo |
| " | AVIONIA | 1122 | Grecia - Affondato a Iraclion |
| M/n. | POSTIGLIONI | | Egeo - Rimasta a Lero |
| P/fo frig. | IVORIA | 3274 | Egeo - Affondato a Lero |
| Cist. | ALDA | 791 | Grecia - Rimasta a Sira |
| " | BIANCAMARIA | | |
| " | CELENO | 3741 | Grecia - Dal Pireo per Mar Nero |
| Pirocist. | PO | 74,54 | Grecia - Affondata a Inten |

Declassified E.O. 12356 Section 3.3/NND No. 785015

| | | | |
|---|---|---|---|
| Panfilo | ELIKI | | Egeo - Affondato a Porto Tizani |
| Rimorch. | URANO (R. 98) | | Grecia - Affondato a Patrasso |
| " | LORIS | 16,51 | Grecia - Rimasto al Pireo |
| " | CICLOPE | 447,47 | Grecia - Rimasto a Volo |
| " | VULCAN | | Grecia - Rimasto A Salonicco |
| " | BELBORIE | 213,58 | Egeo - Rimasto a Lero |
| " | NINO CHIESA | 90,91 | Grecia - Rimasto a Sira |
| " | ALGHERO | | Grecia - Affondato a Patrasso |
| " | MAGELLANO | | Grecia - Affondato a Patrasso |
| " | POSSENTE (ex Kima) | | Grecia - Affondato a Pireo |
| " | S.ALESSIO | | Grecia - Rimasto a Patrasso |
| " | S.CATALDO | | Grecia - Rimasto a Suda |
| " | S.ELIA | | Grecia - Rimasto a Pireo |
| " | ARDENZA | | Grecia - Affondato a Pireo |
| " | TAVOLARA | | Egeo - Affondato a Lero |
| " | P.E. 30 | | Egeo - Affondato a Lero |
| " | GANZA | | Egeo - Rimasto a Lero |
| Bac.gall. | G.O.25 | | Egeo - Affondato a Lero |
| Pontone | G.A. 12 | | Egeo - Affondato a Lero |
| M/v. | BRANCO | | Grecia - Affondato a Parga |
| " | MIRTA (V.187) | | Grecia - Affondato Argostoli |
| " | GIUSEPPE C. (V.186) | | Grecia - Affondato Argostoli |
| " | ELVIRA (V.306) | | Grecia - Rimasto Argostoli |
| " | FELINO (V.152) | | Grecia - Rimasto a Patrasso |
| " | DANTE ALIGHIERI (V.199) | | Grecia - Affondato a Patrasso |
| " | DUE FRATELLI (V.151) | | Grecia - Affondata a Navarrino |
| " | ENRICHETTA MADDALENA | 556,97 | Grecia - Rimasto Argostoli |
| " | S.BARTOLO | 58,06 | Grecia - Rimasto a Pireo |
| " | PEPPINO | | Grecia - Rimasto a Pireo |
| " | CARMELO PADRE B. | 90,76 | Grecia - Rimasto in Grecia |
| 581 | ALESSANDRO M. | 81,59 | Grecia - aff.a Stogos (Patrasso) |
| " | AIN ZARA | 78,53 | Grecia - Rimasto a Pireo |
| " | MARGHERITA (V.178) | | Grecia - Rimasto a Pireo |
| " | FAMIGLIA MERICA | 443,23 | Grecia - Rimasto in Grecia |
| " | ALLEANZA | | - Affondato ? |
| " | MICHELE | | - Affondato? |
| " | PEGASO | | - Affondato? |
| M/p. | PIAVE (R.35) | 39,96 | Grecia - Rimasto a Sira |
| " | SAN GIORGIO (R.173) | | Egeo - Rimasto a Rodi |
| " | BIANCAMARIA (R.104) | | Egeo - Rimasto a Lero |
| " | FALCO (R.439) | | Grecia - Rimasto a Candia |
| " | DOMENICO (R.142) | | Egeo - Affondato a Lero |
| " | AURA | | Egeo - Affondato a Lero |
| " | INFERNO | | - Affondato? |
| " | ROMA | | - Affondato? |
| " | S.ANTONIO DI PADOVA | | - Affondato? |
| " | DENTICE | | Grecia - Affondato a Navarrino |
| " | EDVIGE | | - Affondato? |
| " | RIM | | - Affondato? |
| " | MARIA SS.DELLE GRAZIE | | Grecia - Affondato a Patmo |

Declassified E.O. 12356 Section 3.3/NND No. 785015

| | | | |
|---|---|---|---|
| M/P. | VASILIKI | | Grecia - Affondato a Samos |
| " | LANCIOTTO FIERO (A.S.80) | | Grecia - Affondato Argostoli |
| " | MICHELANGELO (Q.80) | | Grecia - Rimasto Argostoli |
| " | AIDA (R.136) | | Grecia - Affondato Argostoli |
| " | PATRIZIA (R.191) | | Grecia - Rimasto Argostoli |
| " | 2" MARIA COSTANZA (R.130) | | Grecia - Affondato Argostoli |
| " | ROSINA (R.171) | | Grecia - Affondato Argostoli |
| " | TORRENADOR (R.150) | | Grecia - Affondato Patrasso |
| " | TIRRENIA (R.198) | | Grecia - Affondato Prevesa) |
| " | FAUNO (R.177) | | Grecia - Affondato Prevesa |
| " | FANTIN FORTUNE (R.87) | | Grecia - Affondato Prevesa |
| " | PRINCIPE UMBERTO (R.157) | | Grecia - Affondato Navarrino |
| " | FRIESSONO | | Grecia - Rimasto a Pireo |
| " | LA NUOVA MARIA LUISA | 55,22 | Grecia - Rimasto a Pireo |
| " | SAN CIRO | 51,50 | Grecia - Rimasto a Pireo |
| " | SAN FRANCESCO D'ASSISI | 29,33 | Grecia - Rimasto a Pireo |
| " | LAGO TANA | 47,27 | Grecia - Rimasto a Karkis |
| " | COMANDANTE MADDALENA (R.14) | 69 | Grecia - Rimasto in Grecia |
| " | CONDOTTIERO (R.112) | 66 | Grecia - Rimasto in Grecia |
| " | AVANGUARDISTA (R.319) | 5,76 | Grecia - Rimasto a Patrasso |
| " | AMOR DI PATRIA (R.276) | | Grecia - Rimasto a Patrasso |
| Nave PRIMA | | 101,31 | Grecia - Rimasta a Pireo |
| " | QUINTA | | Grecia - Rimasta a Pireo |
| " | GINA | 48,68 | Grecia - Rimasta a Pireo |
| | 33 | | Grecia - Rimasta a Suda |

6810

Declassified E.O. 12356 Section 3.3/NND No. 785015

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

AMERICAN EMBASSY
Rome, Italy,
March 16, 1946.

Ref: 5602/30

My dear Admiral Stone:

Reference is made to the Executive Commissioner's memorandum of February 26, 1946 on the subject of Italian shipping.

I am pleased to inform you that the Embassy received a similar letter from the Minister of Foreign Affairs, and I am enclosing a copy of our reply to Mr. De Gasperi. I think you will find this fully self-explanatory.

Sincerely yours,

David McK. Key,

Charge d'Affaires a.i.

Encl: as above

58 Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

Suffes
8003/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

AMERICAN EMBASSY
Rome, Italy,
March 15, 1946.

My dear Mr. Minister:

Further reference is made to your communication of February 13, 1946, concerning the disposition of the Italian Merchant Marine after the dissolution of the United Nations Shipping Pool.

I have been instructed by my Government to inform you that under the Cunningham-De Courten Agreement, the status of the Italian Merchant Marine is not related to the United Maritime Authority. Therefore, contrary to the impression existing in certain quarters the termination of the United Maritime Authority did not modify the status of the vessels in question.

I have been asked to inform you, however, that at the present time consideration is being given by American and British Military and shipping authorities to the formulation of a military directive envisaging a modification of the status and supervision of Italian merchant shipping operations. The end in view is to effect the maximum relaxation of Allied control consitent with the utilization of Italian shipping for the fulfillment of the most essential requirement of the Italian economy. This is necessary since under existing circumstances the Italian Import Program will continue to require additional shipping assistance.

I shall be pleased to keep you informed of developments in this connection as I am advised by my Government.

Accept, Mr. Minister, the assurances of my highest consideration.

5808

Charge d'Affaires, a.i.

His Excellency
Alcide De Gasperi,
President of the Council of Ministers,
Rome.

Copies to: A. C. and British Embassy

MLB/eh

Declassified E.O. 12356 Section 3.3/NND No. 785015

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

AMERICAN EMBASSY
Rome, Italy.
March 16, 1946.

Ref: 5602/EC

My dear Admiral Stone:

Reference is made to the Executive Commissioner's memorandum of February 26, 1946 on the subject of Italian shipping.

I am pleased to inform you that the Embassy received a similar letter from the Minister of Foreign Affairs, and I am enclosing a copy of our reply to Mr. De Gasperi. I think you will find this fully self-explanatory.

Sincerely yours,

David McK. Key,

Charge d'Affaires a.i.

Encl: as above

5807

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

Declassified E.O. 12356 Section 3.3/NND No. 785015

AMERICAN EMBASSY
Rome, Italy,
March 15, 1946.

My dear Mr. Minister:

Further reference is made to your communication of February 13, 1946, concerning the disposition of the Italian Merchant Marine after the dissolution of the United Nations Shipping Pool.

I have been instructed by my Government to inform you that under the Cunningham-De Courten Agreement, the status of the Italian Merchant Marine is not related to the United Maritime Authority. Therefore, contrary to the impression existing in certain quarters the termination of the United Maritime Authority did not modify the status of the vessels in question.

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Accept, Mr. Minister, the assurances of my highest consideration.

58

Charge d'Affaires, a.i.

His Excellency
Alcide De Gasperi,
President of the Council of Ministers,
Rome.

Copies to: A. C. and British Embassy

MLB/eh

Declassified E.O. 12356 Section 3.3/NND No. 785015

20 March 1946.

Dear Mr. Key:

Thank you for your letter of March 16th advising that you have received a letter from the Minister of Foreign Affairs on the subject of Italian shipping and your reply thereof to Mr. De Gasperi.

Sincerely yours,

/s/ Ellery W. Stone

ELLERY W. STONE,
Rear Admiral, USNR
Chief Commissioner

58

Mr. David McK. Key,
Charge d'Affaires a.i.
American Embassy.
Rome.

cc-Navy Sub/Com.

800

BUCK SLIP DATE 19 March

HEADQUARTERS
ALLIED COMMISSION
FINANCE SUB COMMISSION

From

To

INTERNAL

✓ Lt.Col. B.E.L. TEMONS

Sgt. W.R. MATTHEWS

Cpl. C.C. HORTON

Mr Z.G. GUADAGNI

Miss M. FOSSI

Miss G. VARE'

ALLIED SUPPLY ACCTG. AGENCY

580 Att.

ALLIED FINANCIAL AGENCY

Att.

EXTERNAL

Admiral Stone

Office of Chief Comm.

Office of Exec. Comm.

Economic Section

Message Centre

FOR

Declassified E.O. 12356 Section 3.3/NND No. 785015

Sgt. W.R. MATTHEWS

Cpl. C.C. HORTON

Mr Z.G. GUADAGNI

Miss M. FOSSI

Miss G. VARE'

ALLIED SUPPLY ACCTG. AGENCY

580

Att.

ALLIED FINANCIAL AGENCY

Att.

EXTERNAL

Admiral Stone

Office of Chief Comm.

Office of Exec. Comm.

Economic Section

Message Centre

FOR

| | |
|---|---|
| .....Investigation draft reply & return ✓ | .....Information & retention |
| .....Persual & return | .....Necessary action & retention |
| .....Necessary action & return | .....Filing |
| .....Signature | .....Despatch |
| .....Translation | .....Circulation |

Remarks.....

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Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

MAR 19 RECD

## RANSLATION

of article from "Il Globe" of 19 March 1946

### LIBERTY SHIPS PURCHASING TERMS

What is the real truth in the purchase of Liberty ships by the Italians ? Up till now only the following . The Ministers concerned have agreed on the purchase of 50 Liberty by the Government. The cost reaches about 24 million dollars, the fourth of which to be paid immediately, that is to say 6 million dollars, and the balance in twenty yearly instalments.

The Minister of the Treasury agrees to give the first instalment : 6 million dollars which the shipowners, to whom the ships were transferred, will make a deposit in lire at the exchange of 225. But there will be the balance to be paid; for this purpose the purchasing shipowners will have the privilege to hold back the eventual charter proceeds in foreign currency they may earn, in order to meet the payments, and this up to the total settlement of their debt. If the shipowners should not be able to get charters in foreign currency, the latter will be supplied by the Government.

The purchase and choice of the ships will be made in America by a Commission composed of a Government official, by shipowners and their experts. The Globe learns that the shipowners confederation is now chosing the members for such commission.

58 The purchased ships will be given to the shipowners in proportion to the damages suffered by them during the war. So as to avoid any argument in the choice of the ships when purchased, they will be drawn among the shipowners that have a right to it.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

MAR 19 RECD
1825

AMERICAN EMBASSY
Rome, Italy,
March 16, 1946.

Ref: 5602/EC

My dear Admiral Stone:

Reference is made to the Executive Commissioner's memorandum of February 26, 1946 on the subject of Italian shipping. (131)

I am pleased to inform you that the Embassy received a similar letter from the Minister of Foreign Affairs, and I am enclosing a copy of our reply to Mr. De Gasperi. I think you will find this fully self-explanatory.

8003/2

Sincerely yours,

David Key
Charge d'Affaires a. i.,

58

Encl: as above

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

See (139)

(138)

Declassified E.O. 12356 Section 3.3/NND No. 785015

AMERICAN EMBASSY
Rome, Italy,
March 15, 1946.

My dear Mr. Minister:

Further reference is made to your communication of February 13, 1946, concerning the disposition of the Italian Merchant Marine after the dissolution of the United Nations Shipping Pool.

I have been instructed by my Government to inform you that under the Cunningham-De Courten Agreement, the status of the Italian Merchant Marine is not related to the United Maritime Authority. Therefore, contrary to the impression existing in certain quarters the termination of the United Maritime Authority did not modify the status of the vessels in question.

I have been asked to inform you, however, that at the present time consideration is being given by American and British Military and shipping authorities to the formulation of a military directive envisaging a modification of the status and supervision of Italian merchant shipping operations. The end in view is to effect the maximum relaxation of Allied control consistent with the utilization of Italian shipping for the fulfillment of the most essential requirement of the Italian economy. This is necessary since under existing circumstances the Italian Import Program will continue to require additional shipping assistance.

I shall be pleased to keep you informed of developments in this connection as I am advised by my Government.

Accept, Mr. Minister, the assurances of my highest consideration.

Charge d'Affaires, a.i.

His Excellency
Alcide De Gasperi,
President of the Council of Ministers,
R o m e.

Copies to: A. C. and British Embassy
MLB/eh

A

Declassified E.O. 12356 Section 3.3/NND No. 785015

MAR 18 RECD

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

AMERICAN EMBASSY
Rome, Italy,
March 16, 1946.

Ref: NSC/4718

9

My dear Admiral Stone:

Please accept my sincere thanks for your letter of March 9, 1946 on the subject of the S.S. TRITON MARIS. Your assistance in this matter is very much appreciated.

Sincerely yours,

David McK. Key
Charge d'Affaires, a.i.

58

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
R o m e.

M

137

Declassified E.O. 12356 Section 3.3/NND No. 785015

MAR 19 RECT

AMERICAN EMBASSY
Rome, Italy,
March 15, 1946.

My dear Mr. Minister:

Further reference is made to your communication of February 13, 1946, concerning the dispostion of the Italian Merchant Marine after the dissolution of the United Nations Shipping Pool.

I have been instructed by my Government to inform you that under the Cunningham-De Courten Agreement, the status of the Italian Merchant Marine is not related to the United Maritime Authority. Therefore, contrary to the impression existing in certain quarters the termination of the United Maritime Authority did not modify the status of the vessels in question.

I have been asked to inform you, however, that at the present time consideration is being given by American and British Military and shipping authorities to the formulation of a military directive envisaging a modification of the status and supervision of Italian merchant shipping operations. The end in view is to effect the maximum relaxation of Allied control consistent with the utilization of Italian shipping for the fulfillment of the most essential requirement of the Italian economy. This is necessary since under existing circumstances the Italian Import Program will continue to require additional shipping assistance.

5791

2/6008

I shall be pleased to keep you informed of developments in this connection as I am advised by my Government.

Accept, Mr. Minister, the assurances of my highest consideration.

Charge d'Affaires, a.i.

His Excellency
Alcide De Gasperi,
President of the Council of Ministers,
R O M E.

MLB:eh:maa

cc: A.C.
British Embassy

136a

Declassified E.O. 12356 Section 3.3/NND No. 785015

MAR 12 RECD

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref. : 5610/34/BC

11. March 1946

Your Excellency,

The Allied Commission has been asked by the Italian Ministry of Foreign Affairs to approach you concerning the matter of Italian ships in Greek waters.

It is understood that on September 8th 1943 a number of Italian ships (some of them sunk) were to be found in Greek or Aegean waters. Particulars of these vessels are given in the attached list.

The Ministry of Foreign Affairs would appreciate it if your Government would obtain all possible information as to the present condition and whereabouts of these ships, in order to ensure their return to their owners or to safeguard their salvage rights, if they are sunk.

The Allied Commission would be happy to transmit any reply you may wish to make to the Italian Ministry of Foreign Affairs.

Yours very truly

M. S. LUSH

Brigadier,
Executive Commissioner.

H.E. G. Exintaris
Greek Delegate to the Advisory Council
for Italy

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156

Declassified E.O. 12356 Section 3.3/NND No. 785015

# C O P I A

## SITUAZIONE DEL NAVIGLIO AFFONDATO O RIMASTO IN GRECIA E IN EGEO

| Tipo | Nome | T.S.L. | Dislocazione all'8 sett. 1943 |
|---|---|---|---|
| P/fo | QUIRINALE | 3799 | Grecia - Incagliato Can.S.Mauro |
| " | ASCIANGHI | 610,66 | Pireo - Autoaffondato |
| " | APRILIA | 1259 | Egeo - Aff. largo Rodi 7.44 |
| " | CAPO PINO | 4785 | Grecia - Affondato Suda 2.44 |
| " | GINEPRO | 1136 | Trovosa - Incagliato |
| " | LIVENZA | 5343 | Grecia - Aff. lardo di Candia |
| " | PIER LUIGI | 2571 | Grecia - Affondato Suda |
| " | POLCEVERA | 2600 | Grecia - Aff. largo Samos |
| " | SALVATORE | 2252 | Grecia - Aff. largo Candia |
| " | VESTA | 3351 | Pireo - Autoaffondato |
| " | CAROLA (ex franc. Corso Fougier) | 1348 | Grecia - Affondato |
| " | MONTELLA | 5311 | Grecia - Affondato Corfu' |
| " | CELENO | 3740 | Egeo - Affondato in Egeo |
| " | ANNABELLA | 5999 | Egeo - Rimasto in Egeo |
| " | CAMOGLI | | Grecia - Aff. a Patmo |
| " | LEOPARDI | | Egeo - Aff. in Egeo |
| " | VOLTA | 1189 | Egeo - Affondato a Lisso |
| " | BUCINTORO | 1273 | Egeo - Affondato a Lero |
| " | BIRBICHO | | Egeo - Rimasto a Lero |
| " | CORSADO DEL GRCO | 6837 | Egeo - Affondato a Lero |
| " | CAPRI | 68 | Egeo - Affondato a Lero |
| " | PLUTO | | Egeo - Affondato largo Stampalia |
| " | POMEZIA | 639 | Egeo - Affondato a Rodi |
| " | RUBICONE | 1740 | Egeo - Rimasto a Lero |
| " | SILVA | | Grecia - Affondato a Mudros |
| " | TAGANROG | | Egeo - Affondato in Egeo |
| " | VERSILIA | | Grecia - Aff. a Capo Mazos |
| " | CITTA' DI SAVOIA | 2500 | Egeo - Arenato a Portolago |
| " | PORTO DI ROMA | 470 | Egeo - Affondato a Lero |
| " | TARQUINIO | 749 | Grecia - Affondato a Creta |
| " | MARMUA | | Egeo - Affondato a Lero |
| " | PRODE | 1244 | Egeo - Affondato a Lero |
| " | ORSINI (110 F.) | | Egeo - Affondato a Lero |
| " | MOROSINI | 2423 | Grecia - Autoaff. a Salonicco |
| " | TEAGLIA (F.108) | 638 | Grecia - Aff. largo Santorin |
| " | AREZZO | 1165 | Grecia - Autoaff. a Pireo |
| " | IRENE | | Grecia - Affondato a Volo |
| " | AVIONIA | 1122 | Grecia - Affondato a Iraclion |
| " | POSTIGLIONI | | Egeo - Rimasta a Lero |
| M/n. | IVORNA | 3274 | Egeo - Affondato a Lero |
| P/fo frig. | ADDA | 791 | Grecia - Rimasta a Sira |
| Cist. | BIANCAMARIA | | |
| " | CELENO | 3741 | Grecia - Dal Pireo per Mar Nero |
| " | PO | 74,54 | Grecia - Affondata a Intea |
| Pirocist. | | | |

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136

Declassified E.O. 12356 Section 3.3/NND No. 785015

| | | | |
|---|---|---|---|
| Panfilo | ELIKI | | Egeo - Affondato a Porto Tizani |
| Rimorch. | URANO (R. 98) | | Grecia - Affondato a Patrasso |
| " | LORIS | 16,51 | Grecia - Rimasto al Pireo |
| " | CICLOPE | 447,47 | Grecia - Rimasto a Volo |
| " | VULCAN | | Grecia - Rimasto A Salonicco |
| " | BELMORIS | 213,58 | Egeo - Rimasto a Lero |
| " | MINO CHIESA | 90,91 | Grecia - Rimasto a Sira |
| " | ALGHERO | | Grecia - Affondato a Patrasso |
| " | MAGELLANO | | Grecia - Affondato a Patrasso |
| " | POSSENTE (ex Kima) | | Grecia - Affondato a Pireo |
| " | S. ALESSIO | | Grecia - Rimasto a Patrasso |
| " | S. CATALDO | | Grecia - Rimasto a Suda |
| " | S. ELIA | | Grecia - Rimasto a Pireo |
| " | ARDENZA | | Grecia - Affondato a Pireo |
| " | TAVOLARA | | Egeo - Affondato a Lero |
| " | P. E. 30 | | Egeo - Affondato a Lero |
| " | GARFA | | Egeo - Rimasto a Lero |
| Bac. gall. | G. O. 25 | | Egeo - Affondato a Lero |
| Portone | C. A. 12 | | Egeo - Affondato a Lero |
| M/v. | BRAMOO | | Grecia - Affondato a Parga |
| " | MIRTA (V. 187) | | Grecia - Affondato Argostoli |
| " | GIUSEPPE C. (V186) | | Grecia - Affondato Argostoli |
| " | ELVIRA (V. 306) | | Grecia - Rimasto Argostoli |
| " | PELINO (V. 152) | | Grecia - Rimasto a Patrasso |
| " | DANTE ALIGHIERI (V. 199) | | Grecia - Affondato a Patrasso |
| " | DUE FRATELLI (V. 151) | | Grecia - Affondato a Navarrino |
| " ? | ERIGIDETTA MADDALENA | 356,97 | Grecia - Rimasto Argostoli |
| " | S. BARTOLO | 38,06 | Grecia - Rimasto a Pireo |
| " | PEPPINO | | Grecia - Rimasto a Pireo |
| " | CARMELO PADRE B. | 90,76 | Grecia - Rimasto in Grecia |
| " | ALESSANDRO M. | 81,59 | Grecia - aff. a Stogos (Patrasso) |
| " | AIN ZARA | 78,71 | Grecia - Rimasto a Pireo |
| " | MARGHERITA (V. 178) | | Grecia - Rimasto a Pireo |
| 574 | FAMIGLIA MERICA | 443,23 | Grecia - Rimasto in Grecia |
| " | ALLEANZA | | - Affondato ? |
| " | MICHELE | | - Affondato? |
| " | PEGASO | | - Affondato? |
| M/p. | PIAVE (R. 35) | 39,96 | Grecia - Rimasto a Sira |
| " | SAN GIORGIO (B. 173) | | Egeo - Rimasto a Rodi |
| " | BIANCAMARIA (B. 104) | | Egeo - Rimasto a Lero |
| " | FALCO (B. 439) | | Grecia - Rimasto a Candia |
| " | DOMENICO (B. 142) | | Egeo - Affondato a Lero |
| " | AURA | | Egeo - Affondato a Lero |
| " | IMPERO | | - Affondato? |
| " | ROMA | | - Affondato? |
| " | S. ANTONIO DI PADOVA | | - Affondato? |
| " | DENTICE | | Grecia - Affondato a Navarrino |
| " | EDVIGE | | - Affondato? |
| " | RIM | | - Affondato? |
| " | MARIA SS. DELLE GRAZIE | | Grecia - Affondato a Patmo |

130

Declassified E.O. 12356 Section 3.3/NND No. 785015

| | | | |
|---|---|---|---|
| M/P. | VASILIKI | | Grecia - Affondato a Samos |
| " | LANCIOTTO PIERO (A.S.80) | | Grecia - Affondato Argostoli |
| " | MICHELANGELO (O.80) | | Grecia - Rimasto Argostoli |
| " | AIMA (R.136) | | Grecia - Affondato Argostoli |
| " | PATRIZIA (R.191) | | Grecia - Rimasto Argostoli |
| " | 2" MARIA COSTANZA (R.130) | | Grecia - Affondato Argostoli |
| " | ROSINA (R.171) | | Grecia - Affondato Argostoli |
| " | TORREADOR (B.150) | | Grecia - Affondato Patrasso |
| " | IDANGELA (B.198) | | Grecia - Affondato Prevesa) |
| " | FAUNO (R.177) | | Grecia - Affondato Prevesa |
| " | FANUN FORTUNE (R.87) | | Grecia - Affondato Prevesa |
| " | PRINCIPE UMBERTO (R.157) | | Grecia - Affondato Navarrino |
| " | FEEELSONO | | Grecia - Rimasto a Pireo |
| " | LA NUOVA MARIA LUISA | 35,22 | Grecia - Rimasto a Pireo |
| " | SAN GINO | 51,50 | Grecia - Rimasto a Pireo |
| " | SAN FRANCESCO D'ASSISI | 29,33 | Grecia - Rimasto a Pireo |
| " | LAGO TANA | 47,27 | Grecia - Rimasto a Karkis |
| " | COMANDANTE MADDALENA (R.14) | 69 | Grecia - Rimasto in Grecia |
| " | CONDOTTIERO (R.112) | 66 | Grecia - Rimasto in Grecia |
| " | AVANGUARDISTA (B.319) | 5,76 | Grecia - Rimasto a Patrasso |
| " | AMOR DI PATRIA (B.276) | | Grecia - Rimasto a Patrasso |
| Naona | FRIEDA | 101,31 | Grecia - Rimasto a Pireo |
| " | QUIEDA | | Grecia - Rimasta a Pireo |
| " | GINA | 48,60 | Grecia - Rimasta a Pireo |
| | 33 | | Grecia - Rimasta a Suda |

579

MAR 9 RECD

Ref: T3/100/3/28.

9 March 1946.

SUBJECT: Feeding of the Italian Armed Forces.

TO : Allied Force Headquarters.
Attn: G-5 Section.

133

Further to my letter T3/100/3/28 dated 28 February, I append below extracts from the Monthly Reports for December and January from the Food & Agriculture Sub-Commissions:

1. "Food & Agriculture S/C Monthly Report - December 1945.

14. Maintenance of Italian Army and Air Force. Further, slow progress has been made in the negotiations dealing with the Italian Government's assumption of responsibility for maintenance of the Italian Army as from 1 December and the proposed assumption of responsibility for maintenance of the Italian Navy and Air Force as from 1 March 1946. The chief difficulty continues to be the Italian Government's reluctance to recognise the fact that it must sooner or later be entirely responsible for the maintenance of its own armed forces. However, the Ministry of Reconstruction ultimately sent in December instructions to the Italian Buying Mission in Washington to purchase out of UK funds quantities of imported foodstuffs required for the maintenance of the Italian Army as from 1 December. A request was also made to CMAC by AC for the former's assistance to be given to the Italian Mission in the matter of procurement. The present position appears to be as follows:

(a) the Italian Government has at last accepted the fact that it must provide somehow for the maintenance of the Army;

(b) until the supplies to be purchased as mentioned above actually arrive in Italy, requirements of the Army are being met partly out of existing stocks of imported civil supplies and partly out of existing stocks of surplus military supplies, in both cases on a replacement-in-kind basis,

(c) maintenance of the Army to the end of January is almost entirely assured; but the outlook for February is still uncertain since to date Allied Military Authorities have not agreed to make available any supplies out of surplus stocks for that month;

(d) the Italian Government still maintains that it is not in a position to accept responsibility for maintaining the Navy and the Air Forces, and on the question of finance generally

579

8003/c

Declassified E.O. 12356 Section 3.3/NND No. 785015

Further to my letter M3/100/B/MS dated 28 February, I append below extracts from the Monthly Reports for December and January from the Food & Agriculture Sub-Commissions:

1. "Food & Agriculture S/C Monthly Report - December 1945.

14. Maintenance of Italian Army and Air Force. Further, slow progress has been made in the negotiations dealing with the Italian Government's assumption of responsibility for maintenance of the Italian Army as from 1 December and the proposed assumption of responsibility for maintenance of the Italian Navy and Air Force as from 1 March 1946. The chief difficulty continues to be the Italian Government's reluctance to recognize the fact that it must sooner or later be entirely responsible for the maintenance of its own armed forces. However, the Ministry of Reconstruction ultimately sent in December instructions to the Italian Buying Mission in Washington to purchase out of IT funds quantities of imported foodstuffs required for the maintenance of the Italian Army as from 1 December. A request was also made to CMAC by AC for the former's assistance to be given to the Italian Mission in the matter of procurement. The present position appears to be as follows:

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(b) until the supplies to be purchased as mentioned above actually arrive in Italy, requirements of the Army are being met partly out of existing stocks of imported civil supplies and partly out of existing stocks of surplus military supplies, in both cases on a replacement-in-kind basis,

(c) maintenance of the Army to the end of January is almost entirely assured; but the outlook for February is still uncertain since to date Allied Military Authorities have not agreed to make available any supplies out of surplus stocks for that month;

(d) the Italian Government still maintains that it is not in a position to accept responsibility for maintaining the Navy and the Air Forces, and on the question of finance generally is appealing to AC to provide other ways and means of financing the purchases required than the use of IT dollar credits in the US.

2. Food & Agriculture S/C Monthly Report - January 1946.

10. Maintenance of Italian Armed Forces. Although this matter has been under almost constant discussion by the various parties concerned, little real progress seems to have been made during January apart from the receipt of information that 19,000 tons of flour, purchased by the Italian Govt out of IT funds, and to be loaded in February, has been earmarked for the maintenance of the Italian Army. From this quantity, however, those loans of flour which have been made from military stocks in Italy will have to be repaid. Imports of other miscellaneous commodities must



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8003/cc

135b

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015



also be arranged by the Italian Government to repay US and British Army for loans made from military stocks for use in December 1945, and January and February 1946, and to make good such quantities of civil supplies imported under the PSA Interim Program as have been used for Italian Army maintenance in the same months. This matter was referred to at some length in para 14 of the monthly report for December."

For the Chief Commissioner:

M E Luce
Brigadier,
Executive Commissioner.

MEL/JG.

Copy to: Chief Commissioner
Navy Sub-Com
Air Forces Sub-Com
Land Forces Sub-Com (MMIA)
Econ Sec (for Food & Agric S/C)

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Declassified E.O. 12356 Section 3.3/NND No. 785015

CC

HEADQUARTERS ALLIED COMMISSION

Office of the Chief Commissioner

APO 394

NSC/4718
9 March 1946.

My dear Mr. Ambassador,

Further to your inquiry of December 28, relative to the S.S. TRITON MARIS, information has been received from the Ministry of Marine as follows:

> The S.S. TRITON MARIS, 1456 tons gross, is an Italian merchant vessel belonging to the Ravennate Shipping Company. She was requisitioned by the Ministry of Marine (Maristat) and on 26 November 1943 was placed at the disposal of MEDBO.

The Ministry of Marine (Maristat) requests that if the ship is no longer required that it be returned to MEDBO with the possibility of using the return voyage.

/s/ Ellery W. Stone

ELLERY W. STONE,
Rear Admiral, USNR.
Chief Commissioner.

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cc/14008

The Honorable Alexander C. KIRK,
United States Ambassador to Italy,
U. S. Embassy, Rome.

all correspondence and ? NSC
SVM

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Declassified E.O. 12356 Section 3.3/NND No. 785015

C28:71
7MAR1223A

H/289
7MAR 1545
ROUTINE

AFHQ IGTO MED M EX

HQ ALCOM ROME INFO: DIR ECTOR OF SEA TRANSPORTZZE LONDON

UNCLASSIFIED.

130

MY C 25640 OF 25th FEBRUARY NOT TO LONDON REFERS M CITTA DI ALESSANDRIA CELEASED TO COVENA REPRESENTATIVE IN NAPLES AT 1200 HRS YESTERDAY THE 6th MARCH WITHOUT PREJUDICE TO HMG FINAL DISPOSAL UNDER THE TREATY OF PEACE.

AC DIST

ACTN: NAVY 2
INFO: CHIEF COMMISSIONER
EM COM
FILE 2
FLOAT

70/6003

579'

129

134

135

Declassified E.O. 12356 Section 3.3/NND No. 785015

HQ ALCOM CITE AGEMG
XXXXXXXXXXXXXXXXXXXXX

07 March 1946

AFHQ FOR G-5

1641

UNCLASSIFIED

WOULD BE GRATEFUL TO KNOW WHETHER YOU HAVE AUTHORITY TO RELEASE CITTA DI ALESSANDRIA YET PD OUR ONE THREE NINE SIX OF TWENTY THREE FEBRUARY REFERS.

129
also
130

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3008

134

ROUTING
Office of Exec Commissioner

Declassified E.O. 12356 Section 3.3/NND No. 785015

A

FEB 26 RECD

Ref: 5602/RC

26 February 1946

SUBJECT: Italian Shipping.

TO : The Ministry of Foreign Affairs.

128

I acknowledge your memo 6/803/383 dated 13 February 1946 on the above subject, which I have forwarded to the American and British Embassies.

I will keep you informed of the progress made in this matter.

For the Chief Commissioner,

5781

N. W. HIND. SMITH
MAJ

for Brigadier
Executive Commissioner

132

Declassified E.O. 12356 Section 3.3/NND No. 785015

FEB 26 RECD

A

Ref: 5602/SD

16 February 1946

SUBJECT: Italian Shipping.

TO : American Embassy
British Embassy.

128

1. I attach a copy of memo 6/103/393 dated 13 Feb 46 received from the Ministry of Foreign Affairs, which I pass to you for such action as you deem fit.

2. I would appreciate it if you could keep me informed as to any progress made in this matter, in order that I may, in turn, inform the Ministry of Foreign Affairs.

For the Chief Commissioner,

N.W. HIND SMITH
MAJ

for Brigadier
Executive Commissioner

578

Copy to: Econ Sec.

see 138

131

Declassified E.O. 12356 Section 3.3/NND No. 785015

G/9836

FEB 250618

FEB 261000 A
ROUTINE

C IN C MED

HQ AC COMNAVMED FOIL NOIC NAPLES SACMED NOIC LEGHORN. DMSR GENOA ADMIRALTY MFTR MED PSTO MED WSA MED MFT LONDON.

UNCLASSIFIED.

Naval control of repair and docking facilities at LEGHORN will be relinquished on 10th March.

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AC DIST

ACTION TN SC 2
~~XXXXXXXXXXXXXXXXXXXXXXXXX~~
NAVY
INFO CHIEF COMMISSIONER
ECON 2
IT MINOF MAR (TN)
FILE 2
FLOAT

8005/cc

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Declassified E.O. 12356 Section 3.3/NND No. 785015

C25640
25FEB2026A

Col. S —
Shown to
Cmdr Apostolo
(For Sardinian Traffic)

D/9825
26FEB0900
ROUTINE

AFHQ FSTO MED.

HQ ALCOM ROME

Em

129

UNCLASSIFIED.

YOUR 1396 OF 23rd FEBRUARY. HAVE ASKED LONDON FOR AUTHORITY TO RELEASE CITTA' DI ALESSANDRIA AND WILL SIGNAL YOU AS SOON AS REPLY RECEIVED.

AC DIST

ACTN: NAVY S/C 2
INFO: CHIEF COMMISSIONER
EX COMM
FILE 2
FLOAT

8003/cc

5785

Notif by Apostolo

130

Declassified E.O. 12356 Section 3.3/NND No. 785015

G/9738
23FEB1530A
IMMEDIATE

22FEB1800A

AC LIAISON TRANSPORTATION OFFICER

HQ ALCOM TRANSPORTATION PORT & WAREHOUSE DIV FOR CROOKS

UNCLASSIFIED.

SUBJECT BARGE TRAFFIC. CHANNEL OPEN TO FO RIVER. COLLIERS STARTING TO BE HELD UP. AUTHORITY REQUIRED FOR BARGE TRAFFIC TO COMMENCE. ANNY HAS 20000 TONS FO SPACE IMMEDIATELY AVAILABLE.

AC DIST

ACTN: TN SO 2
INFO: CHIEF COMMISSIONER
ECON 2
FILE 2
FLOAT

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Declassified E.O. 12356 Section 3.3/NND No. 785015

AC TPTN/PORTS/6/63
221600A

G/9737
FEB 231530A
IMMEDIATE

AC TPTN VENICE
HQ ALCOM TPTN ROME

UNCLASSIFIED

Subject:Channel Chioggia to Po De Levonte.Open for traffic.Irrespective of elements marking buoys at mouth of Po will be finished by Monday.Can you give orders for barge traffic to commence information received from Capitoneria at Porto Venice.

AC DIST

ACTION: TW S/C 2
INFO: CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

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22/4008

(129) a

Declassified E.O. 12356 Section 3.3/NND No. 785015

ALCOM

231300FEB46

AFHQ FOR G-5

1396 (1200)

UNCLASSIFIED

ON ELEVEN JANUARY NAVY SUBCOMMISSION IN THEIR NAN SUGAR CHARLIE SLASH FOUR FOUR ONE TWO ASKED THAT MIKE SLASH VICTOR QUOTE CITTA DI ALESSANDRIA UNQUOTE THEN IN USE BY UNITED STATES ARMY SHOULD BE RELEASED FOR ITALIAN MINISTRY OF MARINE TO REPLACE MIKE SLASH VICTOR QUOTE MOCENIGO UNQUOTE FOR SERVICE BETWEEN OLBIA PAREN SARDINIA PAREN AND CIVITAVECCHIA PD NO REPLY TO THIS REQUEST OR SEVERAL REMINDERS PD MINISTRY OF MARINE HAS NOW REPRESENTED SITUATION ~~XX~~ OF MARITIME COMMUNICATIONS BETWEEN MAINLAND AND SARDINIA AS EXTREMELY SERIOUS AND ASKS THAT MATTER SHOULD BE TAKEN UP AS A MATTER OF URGENCY PD MINISTER REPORTS THAT 578 [illegible] PD TARE PD SUGAR EO GEOE PD AFHQ HAS STATED THAT SHIP WILL BE TAKEN OVER FOR BRITISH PURPOSES PD IT OCCURS TO ME THAT THIS IS A MATTER FOR MTOUSA AND I SHOULD BE GRATEFUL IF YOU COULD TAKE IT UP AND OBTAIN RELEASE OF SHIP FOR ITALIAN GOVERNMENT

See

Copy to: Navy Sub-Com.

Per CC - Col Fogelberg G.S. Exec. Officer was informed that this matter may properly be taken up with Gen Duff (CAO). 26th Feb.

PRIORITY

Office of Executive Commissioner.

M. S. LUSH
Brigadier,
Executive Commissioner.

1291 343

Declassified E.O. 12356 Section 3.3/NND No. 785015

G/9568

FEB 191722 FEB 200945

ROUTINE

NOIL

MINISTRY OF MARINE (R) HQAC MSC AC

UNCLASSIFIED:

My 281312A December and 011430A February. Control of Port operation at Leghorn has been partially turned over to Italian Royal Navy and turn over will be completed as soon as British minesweeping activity will allow.

2. Commander R.S. Stafford RN remains as naval Officer in charge.

AC DIST

INFO ACTION - TPTN 2

INFO - CHIEF COMMISSIONER

MCSV 2

FILE 2

FLOAT

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Declassified E.O. 12356 Section 3.3/NND No. 785015

DUPLICATE File

Rome, ebruary 18th, 1946

MEMORANDUM FOR THE ALLIED COMMISSION 6/803/383

Subject: Italian shipping.

1. The Ministry for Foreign Affairs have the honour to draw the Allied Commission's attention to the Maritime Confe= rence which began its sessions in London on the 4th inst., with a view to reaching a decision on the future organisation and management of world shipping after the end of the Allied pool on March 2nd.

2. The work of the Conference is of paramount interest to the Italian Government owing to the fact that Italian tonnage was included in the Allied pool in accordance with the Cun= ningham-De Courten agreement stipulated on September 23rd, 1943.

3. In the last session of U.M.A. held in Cairo during the first two weeks of January it has been stated that the question of the use of Italian shipping would be examined after the end of the Allied pool, owing to the absence of a peace treaty with Italy. It was moreover suggested that the technical manage= ment of Italian shipping be entrusted to the Shipping Management Committee (Comitato Gestione Navi), which would be responsible to the British Ministry of War Transport and the American War Shipping Administration.

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4. Said proposal was approved by the delegates of U.M.A. but must be ratified by the Central Committee of said organisat= ion and by the British and United States Governments, during the Maritime Conference which is being held in London, at the pre= sent time.

5. The Ministry of Foreign Affairs wish to draw the Allied Commission's attention to the fact that a decision of the kind would in all probability make a deep and painful impression on Italian public opinion, which firmly hoped that the end of the Allied pool would have allowed Italy to regain her mercantile marine which has been run, up to now, by U.M.A. By recovering her shipping, Italy would overcome one of the major obstacles to= wards the resumption of her trade with other Countries and espe= cially her transoceanic trade.

p.t.o.

8003/C

Per CC

Orig passed to ExCom to Handle 2nd Feb

(128)

Declassified E.O. 12356 Section 3.3/NND No. 785015

6. The proposed solution, namely to give the management of Italian shipping to the Shipping Management Committee (under the responsability of the latter towards the Ministry of War Transport and the war shipping Administration) would not reflect the natural aspiration of the Italian Government and people. In fact, just when all mercantile marines are ready to gain a position of liberty more or less complete according to the requirements of each Country, Italian passenger and cargo shipping would formally remain under Italian management, but would nevertheless be used in practice for the benefit of other Countries that may be in a less difficult situation than Italy.

7. Consequently, after the end of the Allied Pool, Italian shipping would cease to be considered on the same footing with the shipping of other Countries included in the pool, as was stated in the Cunningham-De Courten Agreement, and would therefore comparatively find itself in a more unfavourable condition than beforehand.

8. On the other hand, the Ministry for Foreign Affairs wish to point out that the Italian Government are obliged at present to charter foreign ships paying the freight in foreign currency, also for essential coasting trade, for which they cannot provide with the limited tonnage at their disposal.

9. This deficiency in cargo and passenger shipping puts the Italian Government in the painful situation of not being able to keep up the traffic with the larger Italian islands due to overcome so serious and delicate a problem as that concerning the repatriation of prisoners of war.

10. The Ministry for Foreign Affairs wish also to point out to the Allied Commission the great importance of having at their disposal even a limited merchant marine in order to give Italy a certain amount of autonomy in regulating its international trade, on those principles of a greater liberty are gradually applied. It would also appear that the gradual passage from a compulsory policy of freights (pool) to a policy of a free market of freight will not cause for certain any form of competition on the part of Italy, especially if one takes into account the negligible global Italian tonnage and the great amount of requirements it should meet.

11. The Ministry for Foreign Affairs are hopeful therefore that the Allied Commission, well aware of the Italian situation, will approach the British and the United States Governments and the United Maritime Authority with a view to obtaining, by a gesture of generosity and comprehension, that Italy may recover the Italian shipping which will be available at the end of the Allied Pool.

Declassified E.O. 12356 Section 3.3/NND No. 785015

AC TPTN PORTS 6/62 | G/9587
18FEB1600 | 20FEB1730
ROUTINE

ALCOM TRANSPORTATION OFFICER VENICE

AC TPT HQ ALCOM

UNCLASSIFIEDE.

SUBJECT:- SWEEPING OF CHANNEL OF CHIOGGIA. PO DI LEVANTE.

MINESWEEPING FINISHED ON 16th FEB. DIVERS WORKING ON SEA BED IN MOUTH OF PO DI LEVANTE, ANCHORING MARKING BUOYS WHICH HAVE BROKEN AWAY DURING BAD WEATHER, ESTIMATED TIME OF COMPLETION 23rd FEB.

AC DIST

ACTN: TPTN
INFO: CHIEF COMMISSIONER
DCON 2
FILE 2
FLOAT

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Declassified E.O. 12356 Section 3.3/NND No. 785015

6. Cm. FEB 14 1946

Ref. ES/6.01 12 February 1946

SUBJECT: Control of Ship Repair Facilities and Dockings in Italy

TO : Commander in Chief, Mediterranean Station

1. Reference your MED 45/629/4/18 of 14 November 1945, and letter this Headquarters AC/20/65/Tn5 of 27 December 1945.

2. In accordance with your directive of 14 November 1945, the attached agreement has been prepared by this Headquarters and is submitted to you for your consideration and approval.

3. The following comments on this agreement are made:

a. You will note that the agreement is restricted to the granting of first priority in the use of Italian ship repair facilities for voyage repairs to Allied Merchant Ships "trading in the Mediterranean and calling at Italian Ports".

(1) It is felt that such restriction to the question of priority as well as to ships engaged in Mediterranean trade thus divorced from matters of policy as to construction of ships (as set out in NSC/4152 of 30 November 1945) presents a clearly defined and more compatible agreement.

5771 (2) Such restriction is, at the same time, felt to be within your directive of 14 November 1945.

b. You will note that by paragraph 3 of the agreement, the statement is made that the agreement is an amplification of the "interim policy", which by its own terms is made "without prejudice to any terms which may be imposed by the Peace Treaty with Italy." However, you will further note that the agreement provides for a year's duration and renewal by mutual consent of the parties thereto.

4. The proposed agreement has been discussed unofficially with the Italian Ministry of Marine and has been tentatively agreed to by that Ministry.

3/008 cc

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Declassified E.O. 12356 Section 3.3/NND No. 785015



5. Upon receipt of your approval of the attached agreement this Headquarters will proceed immediately with its formal completion.

M. S. LUSH
Brigadier.
for FILEPY W. STONE
Rear Admiral, USNR
Chief Commissioner

Incl. (1)
Copy of Agreement between AC and Italian Ministry of Marine.

Distribution:-

SACMED
FOIL
MMTB (Italian Area) Rome
W.S.A. Mediterranean
W.S.A. Rome

577

Internal Distribution:-

Navy S/C
Industry & Utilities S/C
Movements Division - Transportation S/C
Ports & Warehouses Div. - Transportation S/C

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0347

Declassified E.O. 12356 Section 3.3/NND No. 785015

AGREEMENT MADE BETWEEN
ALLIED COMMISSION AND ITALIAN MINISTRY OF MARINE, ROME

---

1. It is hereby agreed between Headquarters Allied Commission and Ministry of Marine, Rome (on behalf of the Italian Government) that:

In the use of Italian ship repair, dry-docking and shipbuilding facilities, first priority will be accorded to voyage repairs required by Allied merchant vessels trading in the Mediterranean and calling at Italian Ports, such repairs being essential to the operation of the vessels in the mission to which assigned. This includes casualties suffered en route which require repair in order that the vessel may proceed to the port or ports originally scheduled prior to departure from her home port or any changes in schedule since original departure.

2. It is further agreed that:

a) The following docks should only be used for short term docking of Italian ships, there being a time limit of 10 days on each vessel's stay in the docks:

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| | |
|---|---|
| Taranto | No. 1A. F.D.G.O. |
| Brindisi | No. 1. Dock |
| Venice | Piemonte Dock |
| Naples | No. 1. Dock |
| Palermo | No. 1. Dock |
| Genoa | No. 4. Dock |
| La Spezia | To be notified |

b) When the Royal Navy withdraws their control from Leghorn, Trieste and Messina, the provisions in sub-paragraph (a) will apply to the dock at Leghorn, No. 1. Arsenale at Trieste, and a dock yet to be designated at Messina.

3. This agreement is made in accordance with and amplifies the interim policy laid down by the Supreme Allied Commander, Mediterranean Theater, as outlined in Headquarters, Allied Commission letter HQ/alca of 30 November 1945, and will remain in force for one year from 1st February 1946, [illegible] mutual consent of the parties

1. It is hereby agreed between headquarters Allied Commission and Ministry of Marine, Rome (on behalf of the Italian Government) that:

In the use of Italian ship repair, dry-docking and shipbuilding facilities, first priority will be accorded to voyage repairs required by Allied merchant vessels trading in the Mediterranean and calling at Italian ports, such repairs being essential to the operation of the vessels in the mission to which assigned. This includes casualties suffered en route which require repair in order that the vessel may proceed to the port or ports originally scheduled prior to departure from her home port or any changes in schedule since original departure.

2. It is further agreed that:

a) The following docks should only be used for short term docking of Italian ships, there being a time limit of 10 days on each vessel's stay in the docks:

| | |
|---|---|
| Taranto | No. 1. P.L.S.C. |
| Brindisi | No. 1. dock |
| Venice | Pleasants dock |
| Naples | No. 1. dock |
| Palermo | No. 1. dock |
| Genoa | No. 4. dock |
| La Spezia | To be notified |

b) When the Royal Navy withdraws their control from Leghorn, Trieste and Messina, the provisions in sub-paragraph (a) will apply to the dock at Leghorn, No. 1. Arsenale at Trieste, and a dock yet to be designated at Messina.

3. This agreement is made in accordance with and amplifies the interim policy laid down by the Supreme Allied Commander, Mediterranean Theater, as outlined in headquarters, Allied Commission letter AMG/alba of 20 November 1943, and will remain in force for one year from 1st February 1946. Thereafter, it may be renewed by mutual consent of the parties signing or their successors for periods of six months at a time.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

Chief Conn Files

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Ref. ES/6.01

6 February 1946

SUBJECT: Priority for Shipping Repair Facilities.

TO : Executive Commissioner

1. The attached letter on the above subject is submitted for the signature of the Chief Commissioner.

2. This letter is in compliance with the directive given by the Commander in Chief, Mediterranean Station to Allied Commission, stating that AC make an arrangement with the Italian government "whereby some priority is given for docking Allied Merchant Ships in Italy". (See Med 45/829/4/18 of 14 November.)

3. The letter to the Prime Minister of 30 November 1945 (NSC/4152) set forth the Allied Commission's interim policy for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities. Provision for first priority for use of ship repair facilities by Allied Merchant Ships was made therein.

4. The Economic Section, after consultation with WSA, MWT, Navy Sub-Commission and Legal Sub-Commission has prepared the attached agreement between the Allied Commission and the Italian Ministry of Marine. The following comments are made thereon:

57

a. You will note that the agreement is restricted to the granting of first priority in the use of Italian ship repair facilities for voyage repairs to Allied Merchant Ships "trading in the Mediterranean and calling at Italian Ports".

(1) It is felt that such restriction to the question of priority as well as to ships engaged in Mediterranean trade thus divorced from matters of policy as to construction of ships (as set out in NSC/4152 of 30 November 1945) presents a clearly defined and more compatible agreement.

(2) Such restriction is at the same time, within the directive made by C in C Med in his Med.45/829/4/18 of 14 November 1945.

(3) The agreement coincides to some extent with MWT's analysis (see CAB/165/45/M.6 of 19 December 1945) but as MWT's requirements for priority is felt to be too far reaching a restriction to Allied Merchant Ships engaged in Italian trade is considered preferable.

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Declassified E.O. 12356 Section 3.3/NND No. 785015



5. You will note that by paragraph 3 of the agreement, the statement is made that the agreement is an amplification of the "interim policy", which by its own terms is made "without prejudice to any terms which may be imposed by the Peace Treaty with Italy." However, you will further note that the agreement provides for a year's duration and renewal by mutual consent of the parties thereto.

HARLAN CLEVELAND
Acting Vice President

Incl.(1)
Copy of Agreement between
AC and Italian Ministry
of Marine.

127a

Declassified E.O. 12356 Section 3.3/NND No. 785015

FEB 7 1946

6/2/46

HQ ALCOM

(1) AGWAR FOR CCS FOR CCAC FOR CLAC (2) NARCF (LONDON) FOR SLAC SECRETARIAT (3) AFHQ FRCNG

929

UNCLASSIFIED

THIS IS NCC 503.

SUBJECT IS ADDITIONAL SHIPPING TONNAGE TO SUPPLEMENT ITALIAN VESSELS ENGAGED SARDINIAN COAL TRADE PD

PARA ONE PD WAR SHIPPING ADMINISTRATION HAS NOW AGREED ASSIGN VESSELS COLABEE AND ZANDERO FOR TWO FURTHER VOYAGES PD TRANSPORTATION EXISTING STOCKS AND FEBRUARY AVAILABLE OUTPUT NOW SEEMS ASSURED PD

PARA TWO PD SITUATION FOR MARCH WILL LATER BE CAREFULLY REVIEWED AND REPORTED

577 ON PD

3/3008

127

PRIORITY

Industry & Utilities S/C
Coal Division

332 Col. H.M. WALKER

G.J. LEONE
CWO USA
ASS'T ADJT

Declassified E.O. 12356 Section 3.3/NND No. 785015

6 1035 FEB 46

ACTPT HQ ALCOM

(1)SHIPMINDER NAPLES

(2) C IN C MED (3) C IN C MED NAPLES (4) SACMED (5) ADMTY

UNCLASSIFIED

237

(CONT'D ADDRESSEES) (6) COMNAVNAW (7) FOIL (8) PSTCMED (9) WSA MED (10) SHIPMINDER LONDON (11) MART 7801 (12) SHIPMINDER ROME (13) SHIPMINDER GENOA

29125 JANUARY

YOUR TWO NINE ONE TWO FIVE ONE TO ALL PD AGREEMENT WITH ITALIAN MINISTRY MARINE RE ALLIED MERCHANT VESSELS PRIORITIES FOR SHIP REPAIR FACILITIES NOW IN PREPARATION AND UNOFFICIALLY AGREED THAT MINISTRY PD DRAFT AGREEMENT BEING SENT FOR CONCURRENCE AUTHORITIES CONCERNED PD PRIORITY QUESTION COVERED MEANWHILE BY SACMED INTERIM POLICY TRANSMITTED TO ITALIAN GOVERNMENT IN ALCOM LETTER NAN SUGAR CHARLIE SLANT FOUR ONE FIVE TWO OF THREE ZERO NOVEMBER PD

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2/6008

(126)

PRIORITY

TRANSPORTATION AND SHIPPING S/C

G.J. LEONE
CWO U.S.A.
ASST. ADJUTANT

347

Declassified E.O. 12356 Section 3.3/NND No. 785015

661

CC

Translation

Camera di Commercio Italiana per le Americhe
Italian Chamber of Commerce for America

Rome, 5 February 1946

N. 6427
PT/vb

Admiral Ellery Stone
Chief of the Allied Commission
R o m e

This Camera, interpreting the wishes of the categories which it represents and which are very justly worried by the present shipping situation in connection with the resumption of their activity, has been studying this matter for some time, and last April, on the proposition of its Commission for the Study of Transports, it took the liberty of bringing a few observations to the attention of the Allied and Italian Authorities concerned.

As the Maritime Pool of the United Nations is shortly to be broken up, the matter was taken up at the General Meeting of the Members of the Camera which took place on January 31st, and the following motion which we want to bring to the attention of the Commission, was unanimously approved:

"The General Meeting of the Camera di Commercio Italiana per le Americhe,

considering that all the Countries belonging to the United Nations are shortly to re-take possession of the merchant ships given to the maritime pool created for Allied war purposes;

8003/cc

577 considering that our Country substantially contributed to the pool;

considering it is urgently necessary that our ships be handed back to us to form the first nucleus of the shipping required by our country which is an essential condition for the resumption of overseas traffic, and which will also make it possible to reduce considerably the burden of the freight which are now paid to foreign navy and are a heavy burden for our economy and have a harmful repercussion on our payment balance:

hopes ~~for~~ that

the ships we gave to the pool of the United Nations may speedily be returned to our merchant marine.

Sincerely yours,

The Secretary General
(Prof. Giuseppe Tucci)

s. Giuseppe Tucci

E.C. DIST - 8 Feb
Action: Navy S/C (2)
Info: C.C.
E.C.

125a/80

Rough translati[illegible]

THE MINISTER OF THE NAVY

Rome, 1st Febr. 1946

N. 783

Dear Admiral,

the situation of the maritime communications between the continent and Sardinia is extremely serious. Troubles have arisen in several occasions and facilities for a transit of passengers sufficient for the major needs could never be obtained.

The only ship obtained for the traffic on the Olbia - Civitavecchia line, the M/S " Mocenigo ", needs undergo some maintenance works, the necessity of which is marked by the fact that this ship returned to Italy last September after two years abroad and never during such period any work could be made.

For the immediate solution of this problem, viz, the replacement of the M/S " Mocenigo " during the period of repairs and to put underway its final solution, the Navy Sub-Commission was interested in obtaining that the s/s " Città di Alessandria ", used by the American Army, should be given back to us to be employed for this purpose.

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Commodore Ziroli took a personal interest in this matter and recently he had been informed that the American Army was willing to release abovementioned ship. However, I have been recently informed that the P.T.S.O. of Caserta has disposed that this ship, having been released from the transportation of American troops, will be taken over for the needs of the British Authorities.

You surely understand the reasons of pressing necessity which made me ask the American Authorities for the release of the " Città di Alessandria ": these reasons have been considered good to such an extent to give way to the actual release of this ship, when the new decision of P.T.S.O. came to cancel the good dispositions of the American Authorities.

I would be very grateful, dear Admiral, if you would intervene somehow in our favor, considering that the problem of the communications with Sardinia is a pressing necessity which should be met.

Sincerely yours

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

8803/CI

the situation of the maritime communications between the continent and Sardinia is extremely serious. Troubles have arisen in several occasions and facilities for a transit of passengers sufficient for the major needs could never be obtained.

The only ship obtained for the traffic on the Olbia - Civitavecchia line, the M/S " Mocenigo ", needs undergo some maintenance works, the necessity of which is marked by the fact that this ship returned to Italy last September after two years abroad and never during such period any work could be made.

577 For the immediate solution of this problem, viz. the replacement of the M/S " Mocenigo " during the period of repairs and to put underway its final solution, the Navy Sub-Commission was interested in obtaining that the s/s " Città di Alessandria ", used by the American Army, should be given back to us to be employed for this purpose.

Commodore Ziroli took a personal interest in this matter and recently he had been informed that the American Army was willing to release abovementioned ship. However, I have been recently informed that the P.T.S.O. of Caserta has disposed that this ship, having been released from the transportation of American troops, will be taken over for the needs of the British Authorities.

You surely understand the reasons of pressing necessity which made me ask the American Authorities for the release of the " Città di Alessandria ": these reasons have been considered good to such an extent to give way to the actual release of this ship, when the new decision of P.T.S.O. came to cancel the good dispositions of the American Authorities.

I would be very grateful, dear Admiral, if you would intervene somehow in our favor, considering that the problem of the communications with Sardinia is a pressing necessity which should be met.

Sincerely yours

Signed: de Courten

Admiral Ellery W. Stone
Chief Commissioner, Allied Commission
Via Veneto
Roma

DISTBN - 24/2.
ACTION - NAVY S/C
INFO - C. COM.
EX. COM

SEC 1200 129

125a

0358

Declassified E.O. 12356 Section 3.3/NND No. 785015

HQ ALCOM ACTPT

1745 24 JAN 45

FBS LEGHORN

542

UNCLASSIFIED

PARA ONE PD VESSEL LIBERTA CAPACITY SEVEN FIVE ZERO TONS WILL OPERATE FERRY SERVICE SARDINIA SLANT MAINLAND PD

PARA TWO PD REQUEST PERMISSION FOR VESSEL TO BERTH LEGHORN TWO SEVEN JAN TO LOAD ONE ZERO ZERO ~~ZERO~~ TONS MAX PD LOADING TO BE COMPLETED IN TWO FOUR HOURS PD

5771

PRIORITY

TRANSPORTATION AND SHIPP SC

G.J. LEONE
CWO. U.S.A.
Asst. Adjutant

534

1257

Declassified E.O. 12356 Section 3.3/NND No. 785015

C 16166
231555A

G/7948
JAN 260930A

PRIORITY

AFHQ Q(M) GHQ CMF
13 CORPS INFO ALCOM ROME MRS ROME EGITO ROME ACABRIT FOR ACTPT

UNCLASSIFIED

1. Increasing UNRRA shipments to Jugoslavia Austria and Czechoslovakia make essential full development of port of Trieste and particulary improvement of rail clearance capacities. Particulary improvemnnt of rail clearance capacities. 2 . Problem was considered at recent UNRRA meeting in Rome and suggestions were put forward as summarised in following paragraphs. 3 . Port development. (A) clearance of wrecks on berths 9 10 15 and 16. (B) use of mole 4 now used for bunkering. (C) use of mole 3 west after raising destroyer. 4 . Port operation. (A) Handling of mil coastal traffic in old port. (B) Release of any sheds now used as mil barracks and stores. 5 . Rail. (A) Repair of HYS on QUAYS assuming adequate facilities will be supplies. (B) Provision of 15 pneumatic tyred tractors. (C) Provision of 2 steam and 4 diesel shunting engines. (D) Repair of marshalling yards. (E) use of electrified line porto Duca D'Aosta to Villa Opcina for clearance of loaded wagons. (F) use of line Erpelle- Divaccio in zone B of Venezia Giulia 6. Request you convene early meeting of authorities concerned in operation of Trieste port to examine above proposals in conjunction with port control committee and to recommend necessary action indicating resonsible authority in each case. 7 . Meeting should be held in week 27 Jan - 2 Feb and time and place notified this H which will arrange representation of Mrs MWT WSA UNRRA and Egito. 8 . Agreed MWT PSTO and WSA.

AC DIST

INFO ACTION: TN S/C 2
INFO: CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

124

Declassified E.O. 12356 Section 3.3/NND No. 785015

JAN.221701A

G/7885
JAN.241215
ROUTINE

C IN C MED
NOIC LEGHORN NOIC NAPLES CINC MED(N) SNOESY CAPT L/C TARANTO RNO
VANICE NOIC TRIESTE ADMTY VAM FOIL SCA MED COMNAVNAV HQ AC MWT
LONDON MWTR MED DMSR GENOA PSTO MED WSA MED.

UNCLASSIFIED.

Intend on 31st January to relinquish overall control of repair and docking facilities at all Italian and Istrian ports except Leghorn, Messina and Trieste.

2. British warships will no longer be sent to such ports for repair or docking except in emergency.

3. From above date requirements for merchant ships will be handled in accordance with normal commercial practice except in the case of dockings at the three ports excepted above in respect of which applications should be made to appropriate local naval authorities who will arrange programme accordingly.

4. In future reports from NOIC's in accordance with ASSC 205 are only required for Leghorn, Messina and Trieste and these should express intentions.

5. In the circumstances CINC MED's weekly docking priorities signal will be sent as usual on Sat. 26th January and thereafter discontinued.

AC DIST
ACTION : TPTN SC 2
INFO : CHIEF COMMISSIONER
ECON SEC 2
ST MIN OF MARINE (TN SC)
NAVY SC
FILE 2
FLOAT

57

123a

Declassified E.O. 12356 Section 3.3/NND No. 785015

ACFPT HQ ALCOM 21 1630 JAN 46

(1) ALCOM FLO VENICE

448 UNCLASSIFIED

REFERENCE YOUR PETER WILLIAM SIX SLANT TWO SIX OF ONE ONE JANUARY PD SUBJECT SWEEPING CHANNEL CHIOGGIA PORTO LEVANTE PD REPORT IMMEDIATELY WHEN SWEEPING COMPLETED AND PASSAGE OPEN FOR BARGE TRAFFIC PD

5768

COPY TO : MINISTRY OF MARINE
PORTS & WHSE DIVISION

PRIORITY
TRANSPORTATION AND SHIPPING S/C

G.J. LEONE
CWO U.S.A.
ASST. ADJUTANT

534

123

Declassified E.O. 12356 Section 3.3/NND No. 785015

18 0930 JAN 46

ACTPT HQ ABCOM

(1) AMG 13 CORPS

362 UNCLASSIFIED

SUBJECT TRIESTE POLA FERRY FD MINISTRY OF MARINE ADVISE

VESSEL POLA NOW IN NAPLES DUE TRIESTE END OF JANUARY FD

UNDERSTAND EMBARA NOW DUE TO LEAVE TRIESTE TWO THREE JANUARY FD

CC/3008

5761

COPY TO : FOIL/NAVY S/C
M/MARINE
MWT(R) ITALIAN AREA ROME

PRIORITY

TRANSPORTATION AND SHIPPING S/C

G.J. ECONE
CWO U.S.A.
ASST.ADJUTANT

534

122

Declassified E.O. 12356 Section 3.3/NND No. 785015

January 17th. 1945.

To: Lieut. (jg) Barnes.
Aide to Admiral James.
Subject: Cavaliere. Alfonso.

1. Italian Navy cook, Alfonso Cavaliere, arrived here on the 17th. He states that he was sent up here by you, to work for Admiral Stone.

2. Admiral Stone does not know of any such arrangement. Cavaliere is not needed here. Consequently we are sending him back to Naples where his family is located.

3. He further states that his own kitchen utensils were left behind. If this is true, please make suitable arrangements with him.

5765

4. He also states that as he is registered with the Italian Navy in Naples, he would not have come to Rome had he known no employment was awaiting him here. Consequently someone is responsible for his pay up to his return to Naples. Please have him returned to the Italian Navy if you do not need him.

Edward Bohn,
Lt. (jg). USNR.
Aide to Admiral Stone.

See also file 571/00

(12)

(32)

Declassified E.O. 12356 Section 3.3/NND No. 785015

NSC/4412
11 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.

Subject: Civitavecchia-Olbia Service - M/V "CITTA' DI ALESSANDRIA".

1. The Ministry of Marine has informed the Navy Sub-Commission that the M/V "MOCENICO", now in service between Civitavecchia and Olbia, not only is in urgent need of overhaul but also lacks sufficient shipping space for the transportation of passengers, and therefore requests that serious consideration be given to another suitable vessel, the M/V "CITTA' DI ALESSANDRIA", which is presently at the disposal of the Allies.

2. The Ministry further asks that in any case they be informed as to the possible date of restoration of the "CITTA' DI ALESSANDRIA" to the Italian Government.

3. Information is desired upon which the Navy Sub-Commission may make an appropriate reply to the Ministry of Marine.

H.W. ZIROLI
Commodore, U.S. Navy,

for REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC,
for CHIEF COMMISSIONER.

5765

See 125a

129

120a

Declassified E.O. 12356 Section 3.3/NND No. 785015

18
071630A

C/6965
JAN 081630A

ROUTINE

ACTPT MILAN FOR HANCOCK SIGNED HARRIS FROM THE CHIEF LIAISON OFFICER LOMBARDIA REGION

ALCOM CITE FOR ACTPT

RESTRICTED

RESTRICTED

Subject mine clear passage for Po traffic. Essential that passage for Po traffic be cleared earliest. Mines exist in great number and promisies of clear passage never fulfilled. In view of considerable tonnages reaching Venezia for inland clearance imperative that pressure be put on mine clearing authority to work fast.

AC DIST

576

ACTION: TN S/C 2
INFO: CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

RESTRICTED

120

0364

Declassified E.O. 12356 Section 3.3/NND No. 785015

G/6869

JAN 061036 Z

JAN 070845

ROUTINE

RADIO NAPLES (NXG)

CCO MALTA (AAI) RADIO WASHIGTON (NSS) RADIO LONDON (NST1)

UNCLASSIFIED.

COMNAVNAW passes navdet PALERMO 051510 addressed action COMNAVNAW to cincmed (AAI PASS), ALLIED COMMISSION ITALY, WSA MED, COMNVEU (NST1 PASS), and CNO (NSS PASS) for info X begins "UR 040936 X commercial shipyard PALERMO states readiness accept repair work capacity restricted by lack welding equipment. Present equipment sufficient for 12 welders. Our emplounent shipyard June 1945 122 welders all types will advise of any change "

5763

AC DIST

ACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
ITALIAN MIN OF MARINE (TN SC)
NAVY SC
FILE 2
FLOAT

119

Declassified E.O. 12356 Section 3.3/NND No. 785015

6. Amsr

JAN 4 RECD

5606/32/EC.

3. JAN. 1946.
~~December 1945.~~

(114)

My dear Mr. Ambassador:

With regard to your letter of 11 December concerning the request from the President of the Genoa Chamber of Commerce asking for the rescinding of the regulation requiring that all ships entering the Port of Genoa be provided with degaussing certificates, the Commander-in-Chief, Mediterranean has informed me that he cannot consider this question at the present time pending discussions to be held in the near future by the Commander-in-Chief on degaussing policy in general.

32/5008

5762

Sincerely yours,

/Sgd/ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

H.E. Hon. Alexander Kirk,
American Ambassador,
Via Veneto 119,
ROME.

(118)

cc: Executive Commissioner,
Navy Sub-Commission.

Declassified E.O. 12356 Section 3.3/NND No. 785015

ACTPT HQ ALCOM 16 15 3 JAN.46

AFHQ CITE FHGDM

ALCOM PORT LIAISON OFFICER VENICE

9873 UNCLASSIFIED

PARA ONE PD ALCOM PORT LIAISON OFFICER VENICE HAS RECEIVED LETTER FROM RNSO VENICE FROM WHICH IT APPEARS THAT ABLE FIFTH MINE SWEEPING GROUP HAS STARTED TO SWEEP OPEN SEA CHANNEL CHIOGGIA TO PUNTA MASTRA BUT NO ETC GIVEN OTHER THAN QUOTE A LONG TIME UNQUOTE BAKER MANY ANTILANDING MINES INSHORE HAVE BEEN REMOVED BUT WORK NOW DISCONTINUED AS DIVERS CANNOT REMAIN UNDER WATER LONG OWING TO COLD PD

PARA TWO PD ONLY CANAL CONNECTING VENICE LAGOON AND PO SYSTEM IS INTERRUPTED BY DESTRUCTION OF CAVANNELLA D'ADIGE LOCKS ON NORTH SIDE OF RIVER PD THESE STILL TAKE MANY MONTHS TO REPAIR PD TRANSHIPMENT AROUND THESE LOCKS BY ROAD IS NOT PRACTICABLE FOR BULK CARGOES PD THEREFORE ESSENTIAL THAT SEA ROUTE CHIOGGIA TO PO DI LEVANTE BE REOPENED AS EARLY AS POSSIBLE PD EITHER INSHORE OR OPEN SEA ROUTE WILL SUFFICE PD

PARA THREE PD CAPACITY OF VENICE HAS WITHERTO BEEN ASSESSED ON BASIS OF CLEARING ONE ZERO ZERO ZERO TO ONE FIVE ZERO ZERO TONS PER DAY DIRECT FROM SHIPSIDE BY BARGE UP RIVER PO PD IN VIEW OF INCREASED DEMANDS FOR USE OF VENICE BOTH FOR ITALY AND OTHER ADJACENT COUNTRIES REQUEST GREAT IMPORTANCE OF EARLIEST REOPENING THIS ROUTE BE IMPRESSED ON NAVY URGING THEY PRESS ON WITH MINE CLEARANCE AND GIVE ETC THEREOF PD REPLY MUST INFLUENCE DECISION AT CONFERENCE ROME ONE ZERO JANUARY PD

CC: Foil, MINISTER OF MARINE CMA EGITO

PRIORITY

TRANSP.& SHIPP. S/C

G. J. LEONE
CWO USA
ASST. ADJUTANT.

(117)

Declassified E.O. 12356 Section 3.3/NND No. 785015

3 January 1946

My dear Mr. Ambassador:

Thank you for your letter of 28 December enclosing paraphrase of a telegram received from the State Department in reference to the status of the S. S. TRITON MARIS.

Sincerely yours,

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

The Hon. Alexander Kirk
American Embassy
Via Vittorio Veneto 119
Rome

576

116

Declassified E.O. 12356 Section 3.3/NND No. 785015

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

JAN 3 RECD
OC 1430

Rome, December 28, 1945

Dear Admiral Stone,

I am enclosing paraphrase of a telegram which I have received from the Department of State requesting information regarding the title status of the S.S. TRITON MARIS, a 600 ton Italian vessel presently lying in San Francisco, which has recently been in the service of the Office of War Information as the radio station "Phoenix". I should be grateful for any information which the Allied Commission may be able to furnish me in response to the Department's inquiry.

Sincerely yours,

A. Kirk

Enclosure

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

3751

1156

Declassified E.O. 12356 Section 3.3/NND No. 785015

JAN 3 REC'D

Paraphrase of telegram received from
Department of State, Washington,
dated December 26, 1945

At San Francisco is lying 600-ton Italian vessel S.S. TRITON MARIS with Italian crew of 50; OWI has been using vessel as radio station Phoenix.

The status of this vessel is obscure. It is known that COGINA and OWI had made certain arrangements regarding payment of wages of crew and that COGINA was to pay to family and relatives of crew in Italy basic wages. Besides this, during service of vessel with OWI, officers and men have been paid a small bonus. WSA has been acting as agent for OWI in connection with movement and crew. Neither OWI nor WSA, however, have any information regarding vessel's title status.

OWI has desired since October to pay off and repatriate crew and to remove from vessel OWI equipment. Having expected to return to Italy on vessel, crew has been reluctant to leave. 22 crew members are radio technicians who no longer have business with vessel. Vessel will be uninhabitable when OWI equipment is removed as OWI owns light, power, hotel and feeding equipment. Without extensive repairs and installations certificate of seaworthiness will probably not be granted to vessel. For these reasons Department of State is taking steps to remove and repatriate the crew for OWI's account, and they may possibly be put on board MS GRIPSHOLM leaving New York on January 10.

In the meantime you are requested to investigate vessel's status through COGINA through records available or other sources and to report as to recommendations concerning disposition to be made after removal of equipment of OWI.

ACHESON ACTING

1154

Declassified E.O. 12356 Section 3.3/NND No. 785015

1567

NAVY S/C

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 561.6 NEI

17 December 1945

SUBJECT: Italian Vessels in Austria.

TO : Headquarters, Allied Commission,
APO 394.

112

1. Reference your NSC/4163 dated 8 December 1945, above subject.

2. As these ships do not come under the control of the Allied Forces it is suggested that the matter be referred either to the Russian diplomatic representative to the Italian Government at Rome, or to the Russian Government through the Italian Representative at Moscow.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

A. L. HAMBLEN
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

2/3003

5751

115a

Declassified E.O. 12356 Section 3.3/NND No. 785015

14 December 1945.

My dear Mr. Ambassador:

Thank you for your letter of 11 December regarding the request from the President of the Genoa Chamber of Commerce asking for the rescinding of the regulation requiring that all ships entering the Port of Genoa be provided with degaussing certificates.

Sincerely yours,

/s/ Ellery W. Stone

ELLERY W. STONE,
Rear Admiral, USNR
Chief Commissioner

8003/CC

H.E. Hon. Alexander Kirk,
American Ambassador,
Via Veneto 119,
Rome.

cc-Exec Comm.
Navy S/C

115

Declassified E.O. 12356 Section 3.3/NND No. 785015

**THE FOREIGN SERVICE**
**OF THE**
**UNITED STATES OF AMERICA**

Rome, Italy, December 11, 1945.

Dear Admiral Stone:

I am attaching hereto copy of a letter from the American Consulate General at Genoa enclosing a memorandum to the Provincial Allied Command from the President of the Genoa Chamber of Commerce asking for the rescinding of the regulation requiring that all ships entering the Port of Genoa be provided with degaussing certificates. The enclosures are self-explanatory and I am communicating them to you for whatever action you deem appropriate.

Sincerely yours,

A. Kirk.

Alexander Kirk.

57[illegible]

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

Enclosure: Copy of letter from American Consulate General.

(114)

American Consulate General

Genoa, November 29, 1945.

The Honorable Alexander Kirk
American Ambassador
American Political Advisor
Rome (Caserta)

Sir:

The enclosed copy of a request addressed to the Allied Military Government of Genoa, dated November 27, 1945, has been sent to me by Dr. Francesco Manzitti asking that I do anything I can to support it. He has also discussed the matter with me personally.

In view of the practical clearance of the Port of Genoa from all mines deposited by the German troops and of the complete clearance of the entrance and of that part of the port which is used for the repair of vessels, it would seem that vessels might be brought to this port for repairs without unnecessary risks even though they may not be equipped with protection against magnetic mines. Repair jobs of this kind provide employment badly needed in this port and will be particularly helpful in the efforts that are being made by all classes in Genoa to recover a reasonable measure of its former activity and prosperity.

Under these circumstances, I shall be glad if the Ambassador will do anything he can to see that this reasonable request of the Chamber of Commerce of Genoa is granted.

Respectfully yours,

Lester L. Schnare
American Consul General.

Copy:mc

5754

Declassified E.O. 12356 Section 3.3/NND No. 785015

American Consulate
Rome (Caserta)

Sir:

The enclosed copy of a request addressed to the Allied Military Government of Genoa, dated November 27, 1945, has been sent to me by Dr. Francesco Manaitti asking that I do anything I can to support it. He has also discussed the matter with me personally.

In view of the practical clearance of the Port of Genoa from all mines deposited by the German troops and of the complete clearance of the entrance and of that part of the port which is used for the repair of vessels, it would seem that vessels might be brought to this port for repairs without unnecessary risks even though they may not be equipped with protection against magnetic mines. Repair jobs of this kind provide employment badly needed in this port and will be particularly helpful in the efforts that are being made by all classes in Genoa to recover a reasonable measure of its former activity and prosperity.

575

Under these circumstances, I shall be glad if the Ambassador will do anything he can to see that this reasonable request of the Chamber of Commerce of Genoa is granted.

Respectfully yours,

Lester L. Schnare
American Consul General.

Copy:ms

114

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

27 Novembre 1945

AL COMANDO PROVINCIALE

ALLEATO

GENOVA

Decausizzazione Navi

Risulta a questa Camera di Commercio l'esistenza di un provvedimento dal Comando Marina del Mediterraneo, in base al quale le navi non possono entrare nel Porto di Genova se sprovviste del certificato di decausizzazione.

Detto provvedimento, mentre non e giustificato dalla situazione portuale e dall'esperienza della navigazione sulle rotte di sicurezza, compromette soprattutto la ripresa dell'industria delle riparazioni nel Porto di Genova, frustra gli sforzi fatti dalle categorie industriali Liguri per ottenere lo sminamento del Porto ed ostacola il normale svolgimento del traffico.

Si prega pertanto codesto Comando di voler dare il proprio interessamento per la revoca del provvedimento suddetto, e cio in subordinata ipotesi, almeno, alle navi che sono destinate a Genova per le riparazioni.

Si anticipa vive grazie per quanto codesto Comando vorra date onde risolvere la questione in senso favolrevole ai vitali interessi del Porto di Genova.

5753

IL PRESIDENTE
(F. Manzitti)

Copy:mo

Risulta a questa Camera di Commercio l'esistenza di un provvedimento del Comando Marina del Mediterraneo, in base al quale le navi non possono entrare nel Porto di Genova se sprovviste del certificato di decontaminazione.

Detto provvedimento, mentre non è giustificato dalla situazione portuale e dall'esperienza della navigazione sulle rotte di sicurezza, compromette soprattutto la ripresa dell'industria delle riparazioni nel Porto di Genova, frustra gli sforzi fatti dalle categorie industriali liguri per ottenere lo sminamento del Porto ed ostacola il normale svolgimento del traffico.

Si prega pertanto codesto Comando di voler dare il proprio interessamento per la revoca del provvedimento suddetto, e ciò in subordinata ipotesi, almeno, alle navi che sono destinate a Genova per le riparazioni.

5753

Si anticipa vive grazie per quanto codesto Comando vorrà dare onde risolvere la questione in senso favorevole ai vitali interessi del Porto di Genova.

IL PRESIDENTE
(F. Manzitti)

Copy: MO

(114)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

Originator's Reference:
Date / Time of Origin: DEC 101610

Message Centre No: G/5304
Date Time Rec'd : DEC 110910A
Precedence: ROUTINE

FROM: COMNOB PALERMO

TO : ACTION: CINCMED(N) INFO: COMNAVNAW, COMNAVNAW (ADM), COMNAVNAW (N), CINCMED (N), ITALIAN MINISTRY OF MARINE (ROME), MARISICILIA MESSINA, VAM, NCSO MED (MALTA), WSA MED, MWTE MED

UNCLASSIFIED.

Following becomes effective at Palermo 2359/15 December

(1) Italian Navy assumes following responsibilities
 (A) Operation of two harbor tugs and a water barge which however remain in legal custody NOB Palermo pending final authority transfer custody to Italian Navy
 (B) Operation of signal tower
 (C) Routing of merchant shipping under guidance and supervision of USRO with anticipation of dispensing with USRO as soon as his supervision no longer required

(2) Italian Capitaneria Di Porto assumes responsibility of furnishing harbor services such as assignment of berths, towage, pilotage, fresh water

5753

(3) NOB Palermo will continue to maintain a third harbor tug and reserves exclusive use of certain small portion port area

8003/cc

(4) In view of above Palermo becomes as essentially Italian operated commercial port

(5) Dispatches concerning merchant shipping should be addressed for action to Italian Naval Operations Officer short title Operative Palermo who will be served by US Navy radio Palermo, COMNOB Palermo should still be info Adee

(6) Request promulgation of pertinent parts of above to all interested operational authorities

DISTRIBUTION

INFO ACTION: ITALIAN MIN OF MARINE ROME
C/O TN S/C
INFO: CHIEF COMMISSIONER
EXEC COMMISSIONER
ECON SECTION (2)

B

4

UNCLASSIFIED.

Following becomes effective at Palermo 2359/15 December

(1) Italian Navy assumes following responsibilities
   (A) Operation of two harbor tugs and a water barge which however remain in legal custody NOB Palermo pending final authority transfer custody to Italian Navy
   (B) Operation of signal tower
   (C) Routing of merchant shipping under guidance and supervision of USRO with anticipation of dispensing with USRO as soon as his supervision no longer required

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5753

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(6) Request promulgation of pertinent parts of above to all interested operational authorities

8003/CC

DISTRIBUTION

INFO ACTION: ITALIAN MIN OF MARINE ROME
C/C TN S/C
INFO: CHIEF COMMISSIONER
EXEC COMMISSIONER
ECON SECTION (2)
TN S/C (2)
NAVY S/C
W.S.A.
M.W.T.R.
FILE (2)
FLOAT

B

4

115

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

Rome, December 28, 1945

Dear Admiral Stone,

I am enclosing paraphrase of a telegram which I have received from the Department of State requesting information regarding the title status of the S.S. TRITON MARIS, a 600 ton Italian vessel presently lying in San Francisco, which has recently been in the service of the Office of War Information as the radio station "Phoenix". I should be grateful for any information which the Allied Commission may be able to furnish me in response to the Department's inquiry.

Sincerely yours,

A. KIRK

Enclosure

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

5751

Declassified E.O. 12356 Section 3.3/NND No. 785015

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

Rome, December 28, 1945

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Sincerely yours,

A. KIRK

Enclosure

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

5751

Declassified E.O. 12356 Section 3.3/NND No. 785015

Paraphrase of telegram received from
Department of State, Washington,
dated December 26, 1945

At San Francisco os lying 600-ton Italian vessel SS TRITON MARIS with Italian crew of 50; OWI has been using vessel as radio station Phownix.

The status of this vessel is obscure. It is known that COGINA and OWI had made certain arrangements regarding payment of wages of crew and that COGINA was to pay to family and relatives of crew in Italy basic wages. Besides this, during service of vessel with OWI, officers and men have been paid a small bonus. WSA has been acting as agent for OWI in connection with movement and crew. Neither OWI nor WSA, however, have any information regarding vessel's title status.

OWI has desired since October to pay off and repatriate crew and to remove from vessel OWI equipment. Having expected to return to Italy on vessel, crew has been reluctant to leave. 22 crew members are radio technicians who no longer have business with vessel. Vessel will be uninhabitable when OWI equipment is removed as OWI owns light, power, hotel and feeding equipment. Without extensive repairs and installations certificate of seaworthiness will probably not be granted to vessel. For these reasons Department of State is taking steps to remove and repatriate the crew for OWI's account, and they may possibly be put on board MS GRIPSHOLM leaving New York on January 10.

In the meantime you are requested to investibate vessel's status through COGINA through records available or other sources and to report as to recommendations concerning disposition to be made after removal of equipment of OWI.

5743

ACHESON ACTING

0 5 8 2

Declassified E.O. 12356 Section 3.3/NND No. 785015

Paraphrase of telegram received from
Department of State, Washington,
dated December 26, 1945

At San Francisco as lying 600-ton Italian vessel SS TRITON MARIS with Italian crew of 50; OWI has been using vessel as radio station Phownix.

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5713

ACHESON ACTING

Declassified E.O. 12356 Section 3.3/NND No. 785015

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Department of State, Washington,
dated December 26, 1945

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5741

ACHESON ACTING

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

Ref: NSC/4163

8 December 1945.

SUBJECT: Italian Vessels in Austria.

TO : Chief of Staff,
Allied Force Headquarters.

1. The Italian Ministry of Foreign Affairs in Enclosure 1 requests information as to the status of Italian vessels, including barges, which are reported to be in Austria operated by Soviet Military Authorities. Information would be appreciated as to the policy which should be adopted by the Allied Commission in connection with ex-Italian vessels reported to be under Soviet control and the proper channel for obtaining the information requested.

/s/ ELLERY W. STONE
Rear Admiral, USNR,
Chief Commissioner.

Encl: 1
Copy Ministry of Foreign Affairs
Memorandum 6/4779/3081 of 26 Nov.45. ← Ltr 10 May 46 gives same details.

TVM

5746

Surplus
8003/CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

14 December 1945.

My dear Mr. Ambassador:

Thank you for your letter of 11 December regarding the request from the President of the Genoa Chamber of Commerce asking for the rescinding of the regulation requiring that all ships entering the Port of Genoa be provided with degaussing certificates.

Sincerely yours,

/s/ Ellery W. Stone

ELLERY W. STONE,
Rear Admiral, USNR
Chief Commissioner

5742

H.E. Hon. Alexander Kirk,
American Ambassador,
Via Veneto 119,
Rome.

cc-Exec Comm.
Navy S/C

Spare
8007/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

Rome, Italy, December 11, 1945.

Dear Admiral Stone:

I am attaching hereto copy of a letter from the American Consulate at Genoa enclosing a memorandum to the Provincial Allied Command from the President of the Genoa Chamber of Commerce asking for the rescinding of the regulation requiring that all ships entering the Port of Genoa be provided with degaussing certificates. The enclosures are self-explanatory and I am communicating them to you for whatever action you deem appropriate.

Sincerely yours,

(s) Alexander Kirk.

57

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

Enclosure: Copy of letter from
American Consulate General.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Ref: ACC/4163

8 December 1945.

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TO : Chief of Staff,
Allied Force Headquarters.

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ELLERY W. STONE
Rear Admiral, USNR,
Chief Commissioner.

CC/3005

Encl: 1
Copy Ministry of Foreign Affairs
57 Memorandum 6/4779/3081 of 26 Nov.45. ← Ltr 10 May 46 gives some details

see (115) a

(112)

Declassified E.O. 12356 Section 3.3/NND No. 785015

DEC 1 6 RECD

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4198
8 December 1945.

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

Subject: Motor Sailing Boat "ALESSANDRO".

Enclosure: (A) Ltr. of Dr. Giuseppe Tomei dated 30 November 1945.

1. Enclosure (A) is forwarded herewith for information and appropriate action.

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

Copy to:
Chief Commissioner, AC.
Executive Commissioner, AC.

5714

(Distribution not shown on original)

8003/cc

111

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 5619/13/MC

7 December 1943

SUBJECT: Italian Ships in Greek Waters

TO : G-5, AFHQ

1. We have received a letter from the Italian Ministry of Foreign Affairs dated 14 November 1943 concerning a number of Italian ships (some of them sunk) which on 3 September 1943 were to be found in Greek or Aegean waters. Allied Commission is asked to take up the matter with the Greek Authorities in order to obtain all possible information as to their present condition and to secure their return to their owners or have the salvage rights acknowledged.

2. The Ministry make that these vessels are not considered as war booty because:

(a) Article 5 of the armistice signed on September 3rd, 1943, states that Italian merchant ships (wherever located) are subject to requisition by the Allied Commander-in-Chief. It is obvious that by this provision the Allies have implicitly waived the prizeright; if not, they would hardly have needed to lay claim to requisition.

(b) The Cunningham-De Courten agreement, dated September 23rd, 1943 provides that Italian merchant ships, flying Italian flag and manned by Italian crews, shall be employed under the same conditions as those applying to merchantmen of the Allied Nations.

5741

(c) As regards sunken ships, the Italian Government feel that their capture, i.e. an actual seizure, cannot take place until the ship is in a position to make a seizure possible, in other words, until she has been refloated. Consequently the capture by the Allies of craft that, though sunk in the waters of territories occupied by them prior to 8th of September 1943, had not yet been salvaged at that date, could not be captured by the Allied Authorities but should be returned to the Italian Authorities, save, of course, the right of reimbursement of salvage expenses. Such principle has already found a practical application when the Allied Authorities provided that the Italian

ships they

119

Declassified E.O. 12356 Section 3.3/NND No. 785015



ships they recovered in Italian harbours be returned to Italy, save, of course, the payment of salvage expenses.

The above argument is supported not only by the letter but also by the spirit of the armistice and of the subsequent recognition of Italy as a cobelligerent. On the other hand a disparity of treatment of Italian ships, merely based on their different location at the time of capture, could hardly be deemed to be justifiable.

3. We would be grateful if you could inform us whether the Italian interpretation of the armistice terms is sound and what further action you wish to be taken in the matter.

For the Chief Commissioner:

M. S. LUSH

Brigadier
Executive Commissioner

Copy to:
Polad (A)
Polad (B)
Legal S/O
Navy S/C.

57'1

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Declassified E.O. 12356 Section 3.3/NND No. 785015

duplicate

6/4502/2064 (2)

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Italian ships in Greek waters.

1. The Ministry for Foreign Affairs beg to inform the Allied Commission that on September 8th, 1943 a number of Italian ships (part of them sunken), were to be found in Greek or Aegean waters. Particulars concerning these vessels are tabulated in the enclosed list.

2. In the light of the reasons already illustrated to the Allied Commission in Memorandum n.6/4437/2058, dated November 10th, 1945, concerning the Italian ships seized by the Yugoslav Authorities, the a/m. vessels in Greek and Aegean waters should not be considered as war prize; in fact:

a) Article 5 of the armistice signed on September 3rd 1943, states that Italian merchant ships (wherever located) are subject to requisition by the Allied Commander-in-Chief. It is obvious that by this provision the Allies have implicitly waived the prize right; if not, they would hardly have needed to lay claim to requisition.

5731

b) The Cunningham-De Courten agreement, dated September 23rd, 1943 provides that Italian merchant ships flying Italian flag and manned by Italian crews, shall be employed under the same conditions as those applying to merchantmen of the Allied Nations.

c) As regards sunken ships, the Italian Government feel that their capture, i.e. an actual seizure, cannot take place until the ship is in a position to make a seizure possible, in other words, until she has been refloated. Consequently the capture by the Allies of craft that, though sunk in the waters of territories occupied by them prior to 8th of September 1943, had not yet been salvaged at that date, could not be captured by the Allied Authorities but should be returned to the Italian Authorities, safe, of course, the right of reimbursement of salvage expenses. Such principle has

p.t.o.

110

Declassified E.O. 12356 Section 3.3/NND No. 785015



already found a practical application when the Allied Authorities provided that the Italian ships they recovered in Italian harbours be returned to Italy, safe - of course - the payment of salvage expenses.

3. The above argumentation is supported not only by the letter but also by the spirit of the armistice and of the subsequent recognition of Italy as a cobelligerant. On the other hand a disparity of treatment of Italian ships, merely based on their different location at the time of capture, could hardly be deemed to be justifiable.

4. The Ministry for Foreign Affairs will appreciate it greatly if the Allied Commission will kindly take up the matter with the Greek authorities in order to obtain all possible information as to the present conditions and situation of the ships in question and in order to secure that they be returned to their owners or that their salvage right be acknowledged in the case of the still sunken ships.

5. The Ministry for Foreign Affairs will be very grateful to the Allied Commission for their kind interest in the matter and will greatly appreciate an early reply.

5738 Rome, November 14th, 1945

One ENCLOSURE

MINISTERO DEGLI AFFARI ESTERI

(110)

Declassified E.O. 12356 Section 3.3/NND No. 785015

REGIONAL TRANSPORTATION OFFICER VENEZIA REGION ALCOM PORT LIAISON OFFICER VENICE

5022 9 DECEMBER 1945 PRIORITY

Attach

UNCLASSIFIED PD

T V 2 0

PARA ONE PD REFERENCE YOUR SIGNAL TARE VICTOR TWO ZERO DATED TWO SEVEN NOVEMBER SUBJECT MINE SWEEPING CHIOGGIA TO PO RIVER PD

PARSE TO REGIONAL TRANSPORTATION OFFICER VENEZIA REGION TO ALCOM PORT LIAISON OFFICER VENICE FROM HQ ALCOM CITE ACCPT PARA

ITALIAN MINISTRY MARINE HAVE AGREED TO UNDERTAKE A SWEEP BETWEEN CHIOGGIA AND PORTO LEVANTE THUS ESTABLISHING A CHANNEL FOR SCHOONERS PD

8003/CC

COPY TO : CHIEF COMMISSIONER'S OFFICE
HCOM (2)
NAVY S/C

5731

TRANS. AND SHIPP. S/C

347

G.J. LEONE
CWO U.S.A.
ASST ADJUTANT

109

COPY

TV 20
NOV 271500A

G/ 4633
NOV. 281220

IMPORTANT

REG TN OFFICER VENEZIE REGION SIGNED CORBY

ALCOM TPTSC ROME FOR LARAMAN

UNCLASSIFIED.

Subject mine sweeping Chioggia to Po river.

1. Received wire from MARIO BIANCHI referring to Anni being used to move coal and wheat arrivals Venice in December.

2. Commander notar BARTOLO italian Navy advise they will have necessary sweeping gear by 6 December. Estimate 10 fine days required to sweep channel. Suggest at least 20 December before ready.

3. Notar BARTOLO suggest admiral ACORETTI of HQ Italian Navy Rome be urged to support this particular project.

4. Please advise Biandi.

5736

See

AC DIST

ACTION - Tptn (2)
INFO - Chief Commissioner
Econ (2)
C A S
Navy
File ( 2)
Float

8002/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

ALCOM TPTSC ROME FOR LARAMAN

UNCLASSIFIED.

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573

See

AC DIST

ACTION - Tptn (2)
INFO - Chief Commissioner
Econ (2)
C A S
Navy
File ( 2)
Float

COPY

109

8003/cc

Declassified E.O. 12356 Section 3.3/NND No. 785013

Declassified E.O. 12356 Section 3.3/NND No. 785015

DEC

SECRET

Office of British
Political Adviser

Chief Commissioner

I understand that a certain Riccardo ANTONELLI has been arrested by the Italian Naval Police in the precincts of the Ministry of the Marine and charged with unlawfully wearing naval uniform, carrying arms, and spreading seditious propaganda among the Italian armed forces.

2. He was found to be carrying a letter of introduction signed by the vice-secretary of the Socialist Party and also a letter written to a gunner petty officer at Taranto in which he mentions material which he asks the addressee to distribute among his friends.

3. My unofficial information is that the Italian Naval Intelligence Service are anxious to have this man interrogated fully, but appear to be afraid that some approach will be made to you to have him released before the interrogation can be carried out.

4. I have thought it best to advise you of this, although it seems unlikely that a request for your intercession can, in the circumstances, be made.

8003/CC

H. Hopkinson
Political Adviser (BR)

1.xii.45

5735

108

6/12

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

American Consulate General

Genoa, November 29, 1945

The Honorable Alexander Kirk
American Ambassador
American Political Advisor
Rome (Caserta)

Sir:

The enclosed copy of a request addressed to the Allied Military Government of Genoa, dated November 27, 1945, has been sent to me by Dr. Francesco Manzitti asking that I do anything I can to support it. He has also discussed the matter with me personally.

In view of the practical clearance of the Port of Genoa from all mines deposited by the German troops and of the complete clearance of the entrance and of that part of the port which is used for the repair of vessels, it would seem that vessels might be brought to this port for repairs without unnecessary risks even though they may not be equipped with protection against magnetic mines. Repair jobs of this kind provide employment badly needed in this port and will be particularly helpful in the efforts that are being made by all classes in Genoa to recover a reasonable measure of its former activity and prosperity.

Under these circumstances, I shall be glad if the Ambassador will do anything he can to see that this reasonable request of the Chamber of Commerce of Genoa is granted.

573

Respectfully yours,

Lester L. Schnare
American Consul General

Copy:mc

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

27 November 1945

AL COMANDO PROVINCIALE

ALLEATO

GENOVA

Decausizzazione Navi

Risulta a questa Camera di Commercio l'esistenza di un provvedimento dal Comando Marina del Mediterraneo, in base al quale le navi non possono entrare nel Porto di Genova se sprovviste del certificato di decausizzazione.

Detto provvedimento, mentre non e giustificato dalla situazione portuale e dall'esperienza della navigazione sulle rotte di sicurezza, compromette soprattuto la ripresa dell'industria delle riparazioni nel Porto di Genova, frustra gli sforzi fatti dalle categorie industriali Liguri per ottenere lo sminamento del Porto ed ostacola il normale svolgimento del traffico.

5733

Si prega pertanto codesto Comando di voler dare il proprio interessamento per la revoca del provvedimento suddetto, e cio in subordinata impotesi, almeno, alle navi che sono destinate a Genova per le riparazioni.

Si anticipa vive grazie per quanto codesto Comando vorra date onde risolvere la questione in senso favolrevole ai vitali interessi del Porto di Genova.

IL PRESIDENTE
(F. Manzitti)

Copy:mc

Declassified E.O. 12356 Section 3.3/NND No. 785015

376

C. C.

DEC 7 1945

Translation

Dr. Giuseppe Tomei

Milan 30 November 1945
Corso P. Vittoria, 28

To Admiral Ellery W. Stone
Allied Commission
Rome

Motor sailing-boat 'ALESSANDRO'

As one of the owners of the 'Alessandro' of the Viareggio Maritime Compartment, of about 550 Tons, I take the liberty of bringing to your notice a situation which seems worthy of particular attention.

On September 8th, 1943, the 'Alessandro' was in Albania; taken by the Germans, she was loaded and sent to the Egean Sea, however, she spontaneously changed her course, and towards the middle of September 1943, she reached Brindisi where she put herself at the disposition of the Allies, with all her cargo.

Immediately after that, she went to save some Italians on the opposite coast of the Adriatic, and several hundreds of the, were thus able to escape German emprisonment.

Later on, for one thing or another, she has always been in the service of the Allies, till September 19th, 1944, when it was requisitioned by the Navy Department (Italian) and allocated to the Allies who now send her on trips from Puglia to Albania and Greece.

5732

Ever since September 1944, neither compensation, nor before-hand payment were granted for the said requisition. I heard that, a few days ago, the Shipowner was informed that the compensation (we don't know when it is to be paid) will amount to about 4000 L (four thousand) a day.

8003/CC

If this is correct, I wonder how such compensations have been fixed, and why reality has been completely disregarded.

Such being the position, I must appeal to Your Excellency, and trust that we may receive the just treatment we have been so long waiting for; all the steps I took with the Italian Authorities proved useless.

This is a particular case; after the armistice, the 'Alessandro' never hesitated for a moment to join the Allies, and later on did more than her duty. She therefore deserves a special treatment; a courageous soldier is decorated. The 'Alessandro' should also be rewarded and returned to her owners who lost all their ships during this disastrous war.

Thus she could make enough money to pay for her expensive repairs and for the necessary maintenance (many other ships are allowed to do so, including those who worked for the Germans till April 25th, 1945, and yet this cannot be considered as a particular merit).

102a

Declassified E.O. 12356 Section 3.3/NND No. 785015



I hope you will forgive my writing to you, and I shall greatly appreciate whatever you may do for the 'Alessandro'.

Sincerely,

s. Giuseppe Tomei

c/c/

Exec. Comm. Dist. 4 Dic

Action: Navy S/C (2)
Info: E.C.
C.C.

573

107a

Declassified E.O. 12356 Section 3.3/NND No. 785015

20 November 1945

My Dear Mr. Prime Minister:

The Supreme Allied Commander, Mediterranean Theater, without prejudice to any terms which may be imposed by the Peace Treaty with Italy, has adopted the following interim policy for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities, in Italian Government territory and Military Government territory, to facilitate the recovery of the industry in the interests of Italian economy and to alleviate unemployment:

(a) The rehabilitation of Italian ship repair and shipbuilding facilities for the repair and limited construction of Italian Merchant vessels and for other repair work in the interest of the Italian civilian economy is approved and recommended to the extent set out in the following paragraphs.

(b) The repair of Allied Naval and Merchant vessels takes precedence over repairs to Italian vessels in accordance with priorities established by competent Allied authorities.

5739 (c) The utilization of Italian ship repair and shipbuilding facilities for the repair of Italian Merchant vessels and new construction of powerful twin screw tugs suitable for berthing and long distance towage should be accorded second priority.

(d) The completion of all Merchant vessels under construction in Italy of 5000 D.W. or less which are over 50% complete and for which materials are either now available in Italy or can be procured through commercial channels is authorised and should be accorded third priority.

(e) Italian ship repair and shipbuilding facilities are authorised to undertake work in the interest of Italian civilian economy provided no materials or equipment of any kind intended for war purposes or conversion into warlike stores are manufactured. This work should be accorded fourth priority.

8003/cc

107

Declassified E.O. 12356 Section 3.3/NND No. 785015

(f) New construction of coastal vessels of 5000 tons D.W. or less, schooners of 500 tons D.W. or less, lighters, floating cranes and miscellaneous harbour craft is authorized provided materials and equipment can be obtained in Italy and no demands are made upon Allied resources except in normal commercial channels. This work should be accorded fifth priority.

(g) The Italian Government will make arrangements for and designate an agency of the Government to discuss financial matters involving ship repair and shipbuilding facilities with Italian companies. No demands will be made on Allied Governments for assistance in financing such ship repair and shipbuilding work as may be considered as Italian Government responsibility.

(h) No construction of Naval vessels or vessels intended for conversion into Naval vessels is authorized.

(i) The utilization of Italian Government and privately owned ship repair and shipbuilding facilities for repairs to or modernization of Italian Naval vessels and for the production or repair of arms, munitions or other implements of war will continue to be controlled by the appropriate Allied authorities.

(j) In implementing the foregoing the Italian Government must ascertain through normal civil import channels to what extent materials are likely to be available. This will prevent the undesirable situation arising whereby the degree of rehabilitation achieved exceeds the supply of essential materials.

It is desired that the Italian Government take early positive steps to implement the above-stated policy and keep the Allied Commission informed as to progress made at quarterly intervals commencing January 1, 1946, indicating generally the results which have been obtained to enable co-ordination with Allied authorities if required.

5721

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR,
Chief Commissioner.

Professor Ferruccio Parri,
President of the Council of Ministers,
Italian Government,
Rome, Italy.

102

*Il Ministro della Marina*

Rome, 29th November 1945

MEMORANDUM

SUBJECT: Considerations regarding the future of the Italian Fleet.

1.- The loyal and scrupulous carrying out of the armistice terms by the Italian Navy is known. As a matter of fact almost the entire Italian Fleet reached Allied ports, and those vessels which had not the possibility of doing so, were scuttled or sabotaged by their crews in order to avoid their being employed by the enemy. This was done at considerable sacrifice of human lives and ships (about 130.000 tons).

2.- The agreement of 23 September 1943 was responsible for the immediate addition of the Italian Fleet to the Allied Naval Forces for specified duties which subsequently were progressively amplified.
In such manner, all the units which had succeeded in reaching Allied controlled ports, loyally took part in the war against Germany with Allied Naval Forces until final victory was reached. They were also prepared and willing to give their contribution to the war against Japan.

5728

3.- The contribution of the Italian Navy to the Allied cause during twenty months of cobelligerance has been acknowledged on various occasions, not only by the Allied Naval Authorities under whose orders the Italian Fleet has operated and actively collaborated, but also directly by the Allied Governments. These acknowlgements have been of great value because they have gi-

5002/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

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2.- The agreement of 21 September 1943 was responsible for the immediate addition of the Italian Fleet to the Allied Naval Forces for specified duties which subsequently were progressively amplified.
In such manner, all the units which had succeeded in reaching Allied controlled ports, loyally took part in the war against Germany with Allied Naval Forces until final victory was reached. They were also prepared and willing to give their contribution to the war against Japan.

3.- The contribution of the Italian Navy to the Allied cause during twenty months of cobelligerance has been acknowledged on various occasions, not only by the Allied Naval Authorities under whose orders the Italian Fleet has operated and actively collaborated, but also directly by the Allied Governments. These acknowlgements have been of great value because they have given the Italian Navy a real and encouraging impression of the appreciation of its wholehearted work and technical capacity. They have also given the men the possibility of considering with reasonable optimism the future of the service to which they have dedicated their lives.

5728

8003/cc

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Declassified E.O. 12356 Section 3.3/NND No. 785015

*Il Ministro della Marina*



4.- THE ITALIAN NAVY IS THEREFORE INTIMATELY CONVINCED AND CONFIDENT THAT THE RIGHT TO KEEP THE PRESENT FLEET, SMALL AND UNBALANCED AS IT IS, WILL BE RECOGNIZED.

This confidence is founded on and justified by:

- The acknowledgement by the Allies of the moral values which inspired the attitude of Italian Navy at the critical period of the armistice and during the subsequent phases of the evolution of the Italian Nation;

- The sure knowledge the Italian Navy has of having given everything that was demanded of it to the Allied cause which coincided with the Italian cause;

- The belief that it would be against those principles of justice, to which Allied policy has always kept faith, to take away from Italy ships with which she was allowed to operate at the side of the Allied Navies;

- The hope that the Allies will take into consideration the dangerous influence any decision, compromising the consistency and the prestige of the Italian Navy, would have on the spirit of the Italian people which sees in its Navy the most solid symbol of order and discipline.

5.- I would like here to bring to your attention the fact that any decision to the contrary would have serious consequences on the morale of officers and men. This morale has up to now successfully remained intact after undergoing the most difficult trials. Any possible handing of ships to other Powers would appear still more unjustified and

Declassified E.O. 12356 Section 3.3/NND No. 785015

AND UNBALANCED AS IT IS, WILL BE RECOGNIZED.

This confidence is founded on and justified by:

- The acknowledgement by the Allies of the moral values which inspired the attitude of Italian Navy at the critical period of the armistice and during the subsequent phases of the evolution of the Italian Nation;

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- The belief that it would be against those principles of justice, to which Allied policy has always kept faith, to take away from Italy ships with which she was allowed to operate at the side of the Allied Navies;

- The hope that the Allies will take into consideration the dangerous influence any decision, compromising the consistency and the prestige of the Italian Navy, would have on the spirit of the Italian people which sees in its Navy the most solid symbol of order and discipline.

5.- I would like here to bring to your attention the fact that any decision to the contrary would have serious consequences on the morale of officers and men. This morale has up to now successfully remained intact after undergoing the most difficult trials. Any possible handing of ships to other Powers would appear still more unjustified and might cause incalculable reactions.

6.- Since it has been agreed that the conclusion of a peace treaty constitutes the premise to the admission of Italy to the United Nations Organization, it does not seem that

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106a

Declassified E.O. 12356 Section 3.3/NND No. 785015

restrictions or limitations constrasting with the principles set down at San Francesco, can be imposed on Italy.

Three among these concern Italian Naval problems:

a) - every Nation has a right to defend itself;

b) - the United Nations Organization has, among, its objectives, that of promoting disarmament and the control of armaments;

c) - every member will collaborate with its own forces to the maintenance of international peace and security.

It therefore appears that, according to the principle of self-defence, Italy should be allowed to have such naval forces as are necessary for coastal defence in the initial stage of any emergency which might occur (extension of coastline 8000 Km.).

On the other hand the idea of self-defence, expecially in so far as naval armaments are concerned, involves a sense of relativity of forces impossible to judge until the United Nations Organization has reached a decision on the general problem of disarmament and control of armaments.

5725.

Moreover, any preliminary decision compromising the consistency of the Italian Navy, would affect its contribution to the new Organization for the maintenance of peace.

7.- This however does not mean that, pending the issue of decision by the United Nations Organization, all Italian Warships should be kept in commission.

It is obvious that, since all Italian economic resources must be dedicated as far as possible to reconstruction, it is

Declassified E.O. 12356 Section 3.3/NND No. 785015

a) - every Nation has a right to defend itself;

b) - the United Nations Organisation has, among, its objectives, that of promoting disarmament and the control of armaments;

c) - every member will collaborate with its own forces to the maintenance of international peace and security.

It therefore appears that, according to the principle of self-defence, Italy should be allowed to have such naval forces as are necessary for coastal defence in the initial stage of any emergency which might occur (extension of coastline 8000 Km.).

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5725.

Moreover, any preliminary decision compromising the consistency of the Italian Navy, would affect its contribution to the new Organisation for the maintenance of peace.

7.- This however does not mean that, pending the issue of decision by the United Nations Organisation, all Italian Warships should be kept in commission.

It is obvious that, since all Italian economic resources must be dedicated as far as possible to reconstruction, it is the duty of the Navy to restrict its financial requirements to to minimum necessary. It is therefore already envisaged that not all ships will be kept with full complement and in condition to be readily employed. Part of these vessels will

106a

Declassified E.O. 12356 Section 3.3/NND No. 785015

be pout of commission, while the necessity of scraping the rest has already been taken into consideration.

The Navy is already following this policy and intends to intensify it. As a matter of fact 10 Submarines and 4 torpedo boats, besides minor craft, have already been put out of commission; the "Duilio" class battleships, already decommissioned, are being used only as training ships. Measures for reduction of personnel within the next few months to about 40.000 men are under way. Other measures for the reduction of armaments are also being studied and will be progressively carried out in accordance with the gradual decrease of transport requirements of Allied and Italian Authorities.

If considered necessary the above mentioned program could be the subject of a coordinated and previously agreed upon plan.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

to intensify it. As a matter of fact 19 submarines and 4 torpedo boats, besides minor craft, have already been put out of commission; the "Duilio" class battleships, already decommissioned, are being used only as training ships. Measures for reduction of personnel within the next few months to about 40.000 men are under way. Other measures for the reduction of armaments are also being studied and will be progressively carried out in accordance with the gradual decrease of transport requirements of Allied and Italian Authorities.

If considered necessary the above mentioned program could be the subject of a coordinated and previously agreed upon plan.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

C.C

AFHQ for G-5.

8825 28 Nov PRIORITY

(A)

RESTRICTED PD

REFERENCE YOUR FOX FIVE FOUR THREE SIX SIX OF TWO FOUR NOVEMBER PD

PAREN TO AFHQ FOR GEORGE DAHS FIVE SECTION FROM MG ALCOM CITE AQEXO PAREN

THIS MATTER WAS FULLY DISCUSSED ON TWO SEVEN NOVEMBER WITH BRIGADIER PARSONS

WHO HAS FULL INFORMATION ON THE SUBJECT

Copy to: Navy S/C
Air Forces S/C

572

3

Ex. Commissioner
3434
M S. LUSH
Brigadier
Executive Commissioner

106

Future of Italian Navy & Air Forces.
From SACMED

Declassified E.O. 12356 Section 3.3/NND No. 785015

NOV 27 REC'D

SECRET

FX 54590
NOV 262122

G/4395
NOV 271230A

PRIORITY

FREEDOM SIGNED SACMED

ACTION: ALCOM ROME INFO: 13 CORPS

SECRET.

Desired that you inform Italian Government of policy outlined in para 4 of NAF 1095.

DIST

ACTION: EXEC COMMISSIONER

INFO: CHIEF COMMISSIONER
POLAD (A)
POLAD (B)
ECON SECTION (2)
NAVY S/C
TN S/C
FILE

SECRET

8

Declassified E.O. 12356 Section 3.3/NND No. 785015

SECRET

NOV 27 RECD
CC 1750

FX54588
NOV 262142

G/4394
NOV 271230A

PRIORITY

AFHQ SIGNED SACMED

ACTION: AGWAR WASHINGTON FOR CCS BRITISH CABINET OFFICES WHITEHALL FOR BRITISH CHIEFS OF STAFF . INFO: AICOM ROME 13 CORPS

SECRET. This is NAF 1095.

Para 1. With the termination of hostilities and decreased Allied requirements the use of Italian ship building and ship repair facilities their rehabilitation and use by the Italians has been under review. Wide scale unemployment which may reach alarming proportions requires prompt action.

Para 2. The British Admiralty is on record in April 1945 as being adverse to early revival of the Italian Merchant ship building industyy. The views of the appropriate U. S. authorities are not known.

Para 3. As the Italians have neither materials nor foreign credit for an extensive program their ship building ability is extremely limited.

Para 4. The Italian Government is therefore being informed that without prejudice to any term imposed by thepeace treaty the Supreme Allied Commander will adopt the following interim policy;

A. The rehabilitation of Italian ship repair and shipbuilding facilities for the repair and limited construction of Italian Merchant vessels and for other repair work in the interest of the Italian civilian economy is approved and recommended to the extent set out in the following paragraphs.

B. The repair of Allied Naval and Merchant vessels takes precedence over repairs to Italian vessels in accordance with priorities established by competent Allied authorities.

C. The utilization of Italian ship repair and shipbuilding facilities for the repair of Italian Merchant vessels and new construction of powerful twin screw tugs suitable for berthing and long distance towage should be accorded second priority.

D. The completion of all Merchant vessels under construction in Italy of 5000 D.W. or less which are over 50% complete and for which materials are either now available in Italy or can be procured through commercial channels is authorised and should be accorded third priority.

E. Italian ship repair and shipbuilding facilities are authorised to undertake work in the interest of Italian Civilian Economy provided no materials or equipment of any kind intended for war purposes or conversion into warlike stores are manufactured. This work whould be accorded fourth priority.

F. New construction of Copstal vessels of 5000 tons D.W. or less schooners of 500 tons D.W. or less lighters floating cranes and miscellaneous harbour craft is authorised provided materials and equipment can be obtained in Italy and no demands are made upon Allied resources except in normal commercial channels. This work should be accorded fifth priority.

See

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

SECRET

G/4394

Page 2. Para 4 continued.

G. The Italian Government will make arrangements for and designate an agency of the Government to discuss financial matters involving ship repair and ship building facilities with Italian companies. No demands will be made on Allied Governments for assistance in financing such ship repair and ship building work as may be considered as Italian Government responsibility.

H. No construction of Naval vessels or vessels intended for conversion into Naval vessels is authorized.

I. The utilization of Italian Government and privately owned ship repair and shipbuilding facilities for repairs to or modernization of Italian Naval vessels and for the production or repair of arms munitions or other implements of war will continue to be controlled by the appropriate Allied authorities.

J. In implementing theforegoing the Italian Government must ascertain through normal civil import channels to what extent materials are likely to be available. This will prevent the undesirable situation arising whereby the degree of rehabilitation achieved exceeds the supply of essential materials.

DISTRIBUTION

ACTION: EXEC COMMISSIONER

INFO: CHIEF COMMISSIONER
POLAD (A)
POLAD (B)
ECON SECTION (2)
NAVY S/C
TN S/C (2)
FILE

5721

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

NOV 29 REC'D

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4096
26 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief Commissioner, Hq. Allied Commission.

Subject: Italian Shipbuilding and Repair Industry - Policy for.

Enclosure: (A) Copy AFHQ, G-5 Section ltr. 826.4 NEI of 15 November 1945.

1. Enclosure (A) is forwarded for information. It has been received from Allied Force Headquarters in reply to Headquarters Allied Commission letter NSC/3624 of 12 October 1945, which was prepared for the signature of the Chief Commissioner by the Navy Sub-Commission.

H. St. J. Butler

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

8003/AC

5721

Copy to:
COMNAVNAW.
Hq. 13th Corps.
Economic Section, A.C.
Finance Sub-Commission, A.C.

105

Declassified E.O. 12356 Section 3.3/NND No. 785015

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 826.4 NEI 15 November 1945.

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

TO : Headquarters, Allied Commission, APO 394.

1. Reference is made to your letter, subject as above, file NSC/3624 dated 12 October 45, with special reference to the first seven paragraphs therein which refer to the Monfalcone Shipyards.

2. Your attention is invited particularly to paragraph 6 of AFHQ letter, Log P 182 of 15 August 45. Except for sub-paragraph b thereof the policy announced therein is adhered to until a differing policy is determined. In connection with sub-paragraph b the statements made in your paragraphs 4, 5, 6, and 7 are noted. There is no necessity however for the shipbuilding yards at MONFALCONE being required to maintain and equip either Allied warships or merchant ships or Italian warships, or any known necessity for their being required for Italian merchant ships. The rehabilitation done would serve primarily to make work and secondarily to construct small craft and finish certain specified unfinished work.

3. The remainder of your letter raises issues which involve a change of present policy. Such a change in policy is envisaged by C-in-C Med's letter to the Supreme Allied Commander, reference Med. 45/829/4/18 dated 21 October 45, a copy of which was forwarded to you. It is hoped that you will be furnished with new instructions on this subject during the course of the next few days. Until you receive such instructions, it is desired that you give no new policies with reference to shipbuilding and repair to the Italian Government.

5714

/s/ A. L. Hamblen
A. L. HAMBLEN
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

Copy to:
C-in-C Med.

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ENCLOSURE (A)

Declassified E.O. 12356 Section 3.3/NND No. 785015

TOPSEC

NOV 25 RECD

F 54366 cite FHGEG
241719A

G/4258
250930
Top Secret

HEADQUARTERS
25 NOV 1945

FREEDOM signed SACHMED

ALCOM Rome

Future of Italian Navy and Italian Air Forces.

1. Under examination are the future Allied requirements for the Italian Navy and Italian Air Forces with a view to determining future policy to be adopted in respect of these services pending Peace Treaty. In particular, desirability or otherwise of restoring these services to Italian Government control and administrative responsibility is being examined. Comments contained in your 8593 regarding feeding these services are noted.

2. SACHMED recommendations in connection with draft Peace Treaty considered here in August are summarised as follows.

a. Navy.
   1. Personnel ceiling approximately 18,000.
   2. Fleet to be limited to 2 old Battleships, 5 6in cruisers, 2 Fleet destroyers, 20 torpedo boats, 20 corvettes.
   3. Such number of small surface craft as can be manned and maintained within a ceiling allocation of 3,000.

b. Air Forces.
   1. Personnel ceiling approximately 12,000.
   2. Air Forces to be limited to 6 squadrons of S/E fighter aircraft and 2 squadrons of transport aircraft.
   3. Each squadron to consist of 16 aircraft with overall reserve of 20% of the types in the squadrons.
   4. One Air-Sea Rescue Squadron.
   5. Training School with sufficient training aircraft.

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3. To assist in preparation of MJPS paper your views required by 0900 hours November 28th on following points.

a. Desirability of handing over to Italian control and administration forces as in paragraph 2.
b. Capability of Italian economy to support those forces.
c. If you consider Italian economy not yet capable of this your views as to a phased programme of handover are requested.
d. Your recommendations as to future of naval air forces Sub-Commissions in event of handover being approved.

104

OVER

TOPSEC

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NOV 27 RECD

NSC/4082
23 November 1945

SECRET

From: Navy Sub-Commission, Hq. Allied Commission.
To: Executive Commissioner, Allied Commission.

Subject: Information to Soviet Representative, Allied Commission.

Enclosures:
(A) Navy S/C ltr NSC/2741 of 24 June 1945.
(B) CINC MED Secret Dispatch 201827B July 1945.
(C) Admiralty Secret Dispatch 280124A July 1945.
(D) CINC MED Secret ltr Med.45/00180/1 of 15 August 1945.
(E) USSR Representative to the Allied Commission ltr N.92/A/45 of 14th September 1945.
(F) Navy S/C ltr NSC/3561 of 14 September 1945.

1. Enclosures (A) through (F) are forwarded herewith for information.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Chief Commissioner, AC
POLAD (A)
POLAD (B)

571

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2743.
24th June, 1945

From: Navy Sub-Commission, Hq., Allied Commission.
To: Commander-in-Chief, Mediterranean Station.
(Copy to: Chief Commissioner, Allied Commission).

Subject: Information for Soviet Representative to Allied Commission, Italy.

The Soviet Representative to Allied Commission has requested a statement showing the ships which are now in Allied hands as a result of the occupation of Northern Italian Ports.

2. This request is forwarded in accordance with Med.00180/1 dated 30th October, 1944.

/s/ G.L. Warren
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION,
for CHIEF COMMISSIONER.

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COPY

Enclosure (A).

164a

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Declassified E.O. 12356 Section 3.3/NND No. 785015

SECRET

NAVAL MESSAGE

TO: ADMIRALTY (R) NAVY SUB COMMISSION ROME

FROM: CINC MED
201827B JULY

S E C R E T

REQUEST HAS BEEN RECEIVED FROM SOVIET REPRESENTATIVE TO ALLIED COMMISSION ITALY FOR STATEMENT SHOWING SHIPS NOW IN ALLIED HANDS AS A RESULT OF THE OCCUPATION OF NORTHERN ITALIAN PORTS.

REQUEST ADMTY VIEWS BEFORE REFERRING TO SACMED.

201827B JULY

DIS: 7, 7a, 9, 9a, 3.

T/P 'JJ' GR 35 (01433/6367) TOR 0855/21

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COPY

Enclosure (B).

(104) a

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

SECRET

NAVAL MESSAGE

TO: C IN C MED (R) NAV. SUB. ROME. FROM: ADMIRALTY.

S E C R E T

YOUR 201827. POLICY IS TO PROVIDE INFORMATION TO THE RUSSIANS ONLY UPON RECIPROCAL BASIS AND IT IS ACCORDINGLY THE ESTABLISHED PRACTICE TO CENTRALISE ALL EXCHANGES OF INFORMATION IN LONDON.

2. YOU SHOULD THEREFORE INFORM SOVIET REPRESENTATIVE THAT SOVIET REQUEST SHOULD BE MADE IN LONDON THROUGH SOVIET MISSION.

3. ADMIRALTY ARE NOT (R) NOT YET IN A POSITION TO PROVIDE THE INFORMATION. A.M. 192214 REFERS.

T.O.O. 260124A JULY.

P/L ADLS. TOR.1500/30.
REF: 201827 SOVIET ASKING FOR STATEMENT ON SHIPS IN N. ITALIAN PORTS.
192214 ALLIED POLICY FOR CAPTURED ENEMY SHIPPING.

DIST: O-5, 17, NSC(4).

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Enclosure (C).

(104)a

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

Office of Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
15th August, 1945.

SECRET

SECRET

Med.45/00180/1.
THE NAVY SUB COMMISSION,
HEADQUARTERS ALLIED COMMISSION, ROME.

INFORMATION FOR SOVIET REPRESENTATIVE TO ALLIED COMMISSION, ITALY

In continuation of my Med.45/00180/1, dated 25th July, 1945, Admiralty views on this subject, with instructions as to the appropriate action to be taken, were communicated in Admiralty message, timed 280124 July, 1945 (repeated to the Navy Sub Commission, Rome). These have been concurred in by the Supreme Allied Commander, to whom the matter was also referred in order to obtain confirmation that this was the policy to be followed by all services in this area.

2. The Soviet Representative to the Allied Commission should therefore be informed in accordance with the Admiralty message quoted above.

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/s/ M. B. Laing.
for ADMIRAL

COPY

Enclosure (D).

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

THE UNION OF SOVIET SOCIALIST REPUBLICS
To The Allied Commission For Italy

HQ. AC. - APO 394

N. 92/A/45.
14th September 1945
Tel. 478.740

Dear Sir,

I would be very grateful if you could kindly let me have the following information: -

a) The list of the warships of the Italian Navy, which have remained at the disposal of the German Naval Command after the Armistice in 1943.

b) The list of ships found in Northern Italy after the liberation, with the indication of the ports, where they were located.

c) The location of the above-mentioned ships at the present time.

Thanking you in advance,
I remain,
Your sincerely,

/s/ V. Savko

VICTOR V. SAVKO
Colonel, Red Army
Acting Representative.

571

Rear Admiral G.L. WARREN
Navy Sub/Commission
Allied Commission

COPY

Enclosure (E).

(14) a

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3561
14 September 1945

Subject: Italian Naval Vessels - Data on.

Dear Sir:

In reply to your letter N.92/4/45 of 14 September 1945 requesting data on Italian naval vessels, confirming verbal notification given by me to Lieutenant Commander Golubev on 2 August 1945 the established policy and practice is to centralize all requests for information of this nature in London. In accordance with this procedure, data on Italian naval vessels, as outlined in your letter of 14 September 1945, should be requested by the Soviet Mission in London.

Sincerely yours,

/s/ G.L. Warren
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

571)

Colonel Victor V. Savko,
Acting Representative, USSR,
To The Allied Commission, Italy.

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Enclosure (F).

(04) a

0425

Declassified E.O. 12356 Section 3.3/NND No. 785015

DEC 10 RECD
CC 1800

ALLIED FORCE HEADQUARTERS
Office of the Chief of Staff

G-5: 387.4-2

21 November 1945

SUBJECT: Islands of PANTELLERIA, LAMPEDUSA and LINOSA.

TO : Chief Commissioner,
Allied Commission, APO 394.

1. The Supreme Allied Commander has recommended to the Combined Chiefs of Staff that the Islands of PANTELLERIA, LAMPEDUSA and LINOSA should be restored to the administration of the Italian Government pending eventual settlement under the Peace Treaty.

2. If this handover is approved, the existing restrictions on the activities of the Italian Naval personnel will be maintained, and such new restrictions imposed as may from time to time be necessary. In this connection your attention is invited to your letter reference NSC/3011 of 21 July 1945, subject: AMG Islands of PANTELLERIA, LAMPEDUSA and LINOSA, and to our reply reference G-5: 387.4-2 of 21 August 1945.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

By Cmd for

G. L. EBERLE,
Brigadier General, GSC,
Deputy Chief of Staff.

5704

Copy to: CinC Med

CC DIST - 12 Dec

ACTION:- NAVY S/C
INFO:- CA Sec
:- E.C.
Original retained by C.C.

Navy (action)
CA Sec
E.C.

104

Declassified E.O. 12356 Section 3.3/NND No. 785015

CNO 221436
OCT 301103A

O/2469
OCT 311230A
DEFERRED

COMNAVNAV (PASSES

COMNAVNAV INFO COMNAVEU, CHIEF COMMISSIONER AC ROME

SECRET

WSA now advise no further need for repair facilities PALERMO. (COMNAVEU restricted OB1601) Accordingly desire you relinquish control and withdraw therefrom at earliest practicable date. After consultation Naval representatives Allied Council recommend whether to return to former owners or Italian Govt and effective date.

MSG 2215.

(Regarding above message) Request your recommendations. If you concur I intend to be guided by the derequisition procedure out lined in AFHQ Administrative Memo No 40 of 8 Sept 45 andin part 2 of MTOUSA Circular No 111 of 14 Sept 45.

5702

Dist

~~Info~~ Action - ~~Econ Sec~~ 2 Navy S/c
Info - Chief Commissioner
Exec Commr 2
Navy SC
Tn SC 2
File 2 Float

B

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Notified CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

RESTRICTED

DGK/ar

ALLIED FORCE HEADQUARTERS
APO 512

AFCOM —

ADMINISTRATIVE MEMORANDUM )
NUMBER 40 ) 8 September 1945

RETURN OF EQUIPMENT AND SUPPLIES TO ITALIAN GOVERNMENT

1. Articles, stores, supplies, vehicles and other equipment that have been requisitioned from Italian sources will be returned, when no further need exists, to the Italian Government, in accordance with policies and procedures set forth herein.

2. The units holding such articles, stores, supplies, vehicles or equipment will comply with directives of services normally responsible for such items, in obtaining authority and instructions for making dispositions.

3. a. When it is established that there is no further need for the items, arrangements will be made by Areas/Base Sections for them to be delivered to the Collection Centers established by the Italian Direzione Lavori del Genio Militare at Italian Territorial Military Commands which are established at:

| | | |
|---|---|---|
| CAGLIARI (SARDINIA) | BOLOGNA | LEGHORN |
| PALERMO (SICILY) | GENOA | |
| BARI | TURIN | |
| NAPLES | MILAN | |
| ROME | TREVISO | |
| FLORENCE | BOLZANO | |

b. Motor vehicles will be delivered to the Ispettorati Compartmentali della Motorizzazione Civile in the following cities:

5705

| | |
|---|---|
| CAGLIARI (SARDINIA) | GENOA |
| PALERMO (SICILY) | TURIN |
| BARI | MILAN |
| ROME | BOLZANO |
| NAPLES | BRESCIA |
| FLORENCE | VERONA |
| BOLOGNA | CATANZARO |
| ANCONA | LEGHORN |

4. A receipt will be obtained from the Italian Direzione Lavori del Genio Militare/Ispettorati Compartmentali della Motorizzazione Civile for each item returned. The Italian Direzione Lavori del Genio Militare/Ispettorati Compartmentali della Motorizzazione Civile will be furnished with full particulars concerning the item returned, including the name or names of the person from whom requisitioned, together with a statement as to the status of any payments. Statements as to payments should include information as to any invoices or unpaid requisitions presented by vendor and forwarded to the Italian Government for payment.



RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785015



AFHQ Administrative Memo #40 (cont'd)

5. Instances have occurred of units returning requisitioned items to the person from whom they were requisitioned. This practice is irregular and will be discontinued. The unit remains accountable for the item and there is a possibility of the owner receiving total value payment in addition to the returned item. Units that have made such returns prior to issue of this memorandum will immediately report full facts to formation, area, or base section headquarters, so that status of the item may be regularized.

6. Receipts will be obtained and records maintained and distributed in accordance with directives of the respective services (US and British).

7. Allied Commission will be responsible for maintaining a central record of the reports made by the services as to the items or the value of the items returned to the Italian agencies.

8. When requisitioned items which are no longer required, are installed in factories or other premises which are about to be derequisitioned, and such items are not a part thereof, they will be disposed of in accordance with policies herein either by:

a. Removal to Collection Centers.

b. Leaving on premise, with notification to Comando Genio Militare and Italian Direzione Lavori del Genio Militare/Ispettorati Compartmentali della Motorizzazione Civile at the time the premises are derequisitioned.

9. This Administrative Memorandum does not apply to real estate.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

C. W. CHRISTERRY
Colonel, AGD
Adjutant General

DISTRIBUTION:
C

Declassified E.O. 12356 Section 3.3/NND No. 785015

# COMNAVNAW

| | | | |
|---|---|---|---|
| FROM | COMNAVNAW | CLASSIFICATION | SECRET |
| ACTION | CHIEF COMMISSIONER ALLIED COMMISSION ROME | PRECEDENCE | ROUTINE |
| INFO | | ORIGINATOR | 011 |
| | | RELEASED BY | 00 |

301101A OCT 45

CNC 221436 REGARDING SHIP REPAIR FACILITIES AT PALERMO BEING PASSED YOU X REQUEST YOUR RECOMMENDATIONS X IF YOU CONCUR I INTEND TO BE GUIDED BY THE DEREQUISITION PROCEDURE OUTLINED IN AFHQ ADMINISTRATIVE MEMORANDUM NUMBER 40 OF 8 SEPT 1945 AND IN PART 2 OF MTOUSA CIRCULAR NUMBER 111 OF 14 SEPT 1945

REF-221436:- (SECRET) WSA NOW ADVISE NO FURTHER NEED FOR REPAIR FACILITIES PALERMO X ***

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| | | | |
|---|---|---|---|
| CONFIRMATION COPY TO | 011 | EXTERNAL | D/T 301101A OCT 45 |
| INFO | N4 N42 N33 N3 01 | A(2) FILE CWO N7 N7A 21 | |
| CIRCUIT | TOR | CWO | SNo. 8/30 LFB |

OUTGOING DISPATCH

Declassified E.O. 12356 Section 3.3/NND No. 785015

OCT 30 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3865
27 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Executive Commissioner, Hq. Allied Commission.

Subject: Italian Shipbuilding and Repair Industry - policy.

Enclosure: (A) Copy Allied Force Headquarters ltr. G-5: 326.4 NEI of 20 October 1945.

1. Enclosure (A) is forwarded herewith for information.

H. St. J. Butler

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

Copy to:
Chief Commissioner.
Finance S/C, A.C.
Industry S/C, A.C.

570'.

NSC/3865

(103)

Declassified E.O. 12356 Section 3.3/NND No. 785015

MJG/gjf

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 826.4 NEI

20 October 1945.

SUBJECT: Italian Shipbuilding and Repair Industry - policy.

TO : Headquarters, Allied Commission, APO 394.

Your letter, NSC/3624 of 12 October 1945 subject as above, was received at AFHQ on 18 October 1945. The questions raised are now under consideration and you will be advised in due course. Owing to the large field covered by the problem it is not possible to estimate when a final reply can be expected.

For the Assistant Chief of Staff, G-5:

/s/ M. J. Glenn
M. J. GLENN
Colonel

Copy to: C-in-C Med.
COMNAVNAW.
XIII Corps.

5703

C O P Y

C O P Y

103

Enclosure (A)

Declassified E.O. 12356 Section 3.3/NND No. 785015

E.C.
To note
30/10

OCT 29 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3856
26 October 1945.

From: Navy Sub-Commission, HQ. Allied Commission.
To : Transportation Sub-Commission, HQ. Allied Commission.

Subject: Sardinian Passenger Ferry MOCENIGO, Damage of.

Reference: (a) Ministry of War Transport Civitavecchia dis. F/7066 September 9/1500B.
(b) Navy Sub-Commission ltr. NSC/3519 of 10 September 1945.

Enclosure: (A) Copy Ministry of Marine ltr. SM/23075 of 16 October 1945 and Chart.

1. As a result of information in reference (a) concerning damage to the Sardinian Passenger Ferry MOCENIGO by an underwater explosion in Civitavecchia, the Navy Sub-Commission, in reference (b), requested the Ministry of Marine to investigate to determine what unexploded bombs or mines still exist in the Port of Civitavecchia and to take all necessary precautions to prevent similar explosions as that which damaged the MOCENIGO.

2. In reply to reference(b), enclosure (A) now has been received from the Ministry of Marine and is forwarded for information.

5702

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

8083/cc

Copy to:
Chief Commissioner.
Economic Section.

(Less Chart)

(102)

Declassified E.O. 12356 Section 3.3/NND No. 785015

From: MINISTRY OF MARINE (Meristat)
To : H.Q.G. _ Rome
Date: 16th October 1945
Ref.: - - - - Encl. 1 in No.
Imp/23072

Subject: Systematic inspection of Civitavecchia harbour bottom.

1. In execution of the undertaking in our letter 20331 of 20th September last forwarded herewith are the details concerning the explosive devices and remains which were recovered from the bottom of Civitavecchia harbour on 16th September 1945. You are informed that the exploration of the small areas remaining will be completed by 20th next, upon which date the inspection of the whole of the above harbour will have been accomplished; a new list showing further recoveries will then be compiled.

2. As is shown in the attached chart the bombs and devices in paras. nos. 4-5-7-13 are so located that by exploding them serious damage would be caused to the quaysides and in consequence it will be necessary to arrange for their removal while it will be possible to explode the remainder, taking advantage of periods when there are no ships in the port.

In the meantime orders have been given in order that naval vessels shall not drop anchor in the areas considered dangerous owing to the presence of the above-mentioned devices.

For CHIEF OF STAFF

GG/P.

(102)

(4)

Declassified E.O. 12356 Section 3.3/NND No. 785015

EXPLOSIVE DEVICES DISCOVERED IN CIVITAVECCHIA HARBOUR (see diagram)

1. Believed depth charge (upon recovery it was found to be a smoke-float used by Allied ships).
2. Explosive incendiary (recovered and destroyed).
3. Unrecognised depth charge, without visible marks of identification, of weight 60 Kgs. (recovered and exploded outside the harbour).
4. Suspected device, 2 metres long, cylindrical, probably an aerial bomb.
5. German bomb.
6. Heaps of medium calibre projectiles.
7. Aerial bomb.
8. Two boxes of ammunition (recovered).
9. Explosive incendiary (recovered).
10. 5 boxes of ammunition (recovered).
11. Aerial bomb.
12. Aerial bomb.
13. Aerial bomb.
14. Special cylindrical explosive device found buried beneath the rubble, probably prepared by the Germans to blow up the quay of the Romana basin (it has been removed from the rubble, carried outside the harbour and exploded).
15. Wreck of a small vessel.
16. Tangled netting for boom nets.
17. As above.
18. Wreck of a small vessel.
19. As above.

5701

GCS/F.

(1 of 2)

Declassified E.O. 12356 Section 3.3/NND No. 785015

OCT 24 RECD

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 3002/EC

22 October 1945

Your Excellency:

I am directed to acknowledge your letter No.5117 dated 16 October and to thank you for informing the Chief Commissioner of the appointment (by the Greek Ministry of Marine) of Lt. Cdr. N. STAMBOLIS, R.H.N. as Liaison Officer between United Maritime Authorities (U.M.A.) Zone 3rd, Naples and the Greek Authorities in Greece.

This information has been passed to the Allied Commission Authorities in this area.

Yours sincerely,

Brigadier
Executive Commissioner

H.E.G. KEINTARIS,
Greek Delegation to the
Advisory Council for Italy,
Rome

Copy to: M.W.T. (R), Naples
for Chairman,
United Maritime Authority
Zone 3 Committee
Naples

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

CC

OCT 23 REC'D

Ref: 1009/46/EC                    20 October 1945

Your Excellency,

I am directed to acknowledge receipt of your letter No. 5179 concerning the appointment of Capt. CONSTAS, RHN as Greek representative to the International Organisation for clearance of mines in European waters.

The interested authorities have been informed.

Yours sincerely,

Brigadier
Executive Commissioner

5694

H.E. G. Exintaris,
Greek Delegation to the
Advisory Council for Italy.

Copy to: Civil Affairs Section
MMIA

(100)

Declassified E.O. 12356 Section 3.3/NND No. 785015

CC

**SECRET**

SECRET

NSC/3624

2 October 1945.

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

TO : Allied Force Headquarters, G-5 Section.

1. In reply to AFHQ letters of 27 August 1945 and 12 September 1945, two problems are raised: first, the immediate limited reactivation of the shipbuilding work at Monfalcone to relieve unemployment and prevent local disturbances, and second, the establishment of an interim policy for Italy with respect to the reactivation of the shipbuilding industry as a whole.

2. The conclusions made in sub-paragraphs 6(c) and (d) of AFHQ letter Log.P.182 of 15 August 1945 are concurred in. Sub-paragraph 6(a), which concludes that special efforts for the rehabilitation of Monfalcone, with Allied assistance, as a shipbuilding yard are not justified, is not concurred in. It is not considered that this policy is sound, for the reason that the policy of the Allied governments must be to restore normal economic conditions in Italy. Sub-paragraph 6(b), which states that there is no objection to the Italian Government advancing funds for the rehabilitation of the Monfalcone Shipyard, is not concurred in as the Italian Government has no jurisdiction in Venezia Giulia, which is Allied Military Government territory.

3. By copy of this letter, Headquarters XIII Corps, in compliance with paragraph 4 of AFHQ letter of 12 September 1945, is informed that the Allied Commission concurs in the proposals made in paragraph 2 thereof with respect to the immediate situation at Monfalcone, as follows:

(a) Employ a limited amount of labor in the repair of Monfalcone Shipyard.
(b) Adopt a shorter working day, with rotary shift system in Venice and Trieste.
(c) Transfer some 800 workers daily from Monfalcone to Trieste.
(d) Train rivoters.
(e) Salvage and repairs to tanker "Antonio Lotto".
(f) Completion of 4 minesweepers and tanker on the Stocks at Monfalcone.

5698

4. By copy of this letter, Headquarters XIII Corps is requested to furnish additional data on the immediate funds required to finance the above program and the proposal to make repairs to the Monfalcone Yard under arrangements made to repair bomb damage. Sub-paragraph 6(b) of AFHQ letter Log.P.182 of 15 August 1945 states that there is no objection to the Italian Government advancing funds for the rehabilitation of shipbuilding yards. Sub-paragraph 5(b), however, states it would cost 40,000,000 lire to restore Monfalcone to one-third capacity and it is believed that the Jugoslavs have no money for such a project and that it would be unreasonable to expect the Italian Government to produce the necessary funds when it is doubtful if the area in question will be returned to Italy. In this connection neither the Jugoslav nor the Italian Government has any financial jurisdiction in AMG Venezia Giulia and therefore any rehabilitation of the Shipyard while Venezia Giulia remains under AMG should be financed by AMG.

98

Declassified E.O. 12356 Section 3.3/NND No. 785015

SECRET

MGC/3624
2 October 1945

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

5. In reply to paragraph 7 of NAF 380 of 1943, the Combined Chiefs of Staff in FAN 243 of 1943 to the Allied Commander-in-Chief, Mediterranean Theater established a policy that every effort should be made to place the burden of expense and operation of Italian merchant vessels upon Italy. When funds are not available from Italian sources for the use of Italian shipbuilding resources, Allied Military Financial Agency, now Allied Financial Agency, was authorized, pending a final settlement, to advance the cost if in the interest of military necessity. It would therefore appear that funds may be advanced in lire, chargeable to the Italian Government in the event the Supreme Allied Commander, Mediterranean determines that the program outlined in paragraph 3 above for Monfalcone must be carried out in the interest of military necessity.

6. The Finance Sub-Commission, Hq. AC does not make direct advances to Italian industry through its sub-section, the Allied Financial Agency. If it is found desirable for reasons of military necessity to rehabilitate the Monfalcone Shipyard during the AMG period in Venezia Giulia, the Finance Division of AMG Venezia Giulia will provide the necessary funds. These funds will come from the same source as all other State expenditures in Venezia Giulia, i.e. by an advance from the central bank(the Banca d'Italia). The amount of state debt represented by this and similar advances will represent an obligation to be taken over by the power which is finally awarded sovereignty over the area.

7. A decision that the advance of funds for the operation of the Monfalcone Shipyard is required in the interest of military necessity could be supported under sub-paragraphs 4(b) and (d) of AFHQ Secret letter AG 388.3/087 GEC-0 of 2 August 1945, which directs the Allied Commission to encourage the manufacture of equipment and material directed by the Allies as being necessary for the maintenance of the interim Italian Army and to insure the operation of industries required for the production or repair of arms, munitions or other implements of war, only to the extent required by the Allied armed forces and merchant services. To alleviate the situation at Monfalcone, this authority properly could be invoked. Upon receipt of further comments from Allied Force Headquarters and Headquarters XIII Corps, the Allied Commission will take such
569 action as may be necessary with respect to financing the work at Monfalcone.

8. The situation at Monfalcone indicates the urgent necessity for the formulation of a policy with respect to the rehabilitation of the Italian shipbuilding industry. Sub-paragraph G(2) of the report submitted by the commission appointed to investigate the condition at Monfalcone to the Chief Administrative Officer, Allied Force Headquarters, in letter BS/6.00 of 27 July 1945 refers to the policy of the Allied governments in regard to merchant shipbuilding in Italy. Sub-paragraph J(2) further states that the construction of any tonnage in these yards, if reconstructed, is a matter of high policy. The Allied Naval Commander-in-Chief, Mediterranean letter Med.829/4/18 of 24 March 1944, a copy of which is forwarded herewith as enclosure 1, established a general policy for naval and private shipyards under Allied control. Paragraph 3 thereof states that the policy is chiefly concerned with the immediate war effort, and not the general rehabilitation of the Italian shipbuilding yards. No policy is known to have been formulated governing the ship repair and shipbuilding activities in Italy now that hostilities have terminated.

Declassified E.O. 12356 Section 3.3/NND No. 785015

SECRET



ISM/3624
2 October 1945

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

9. The Italian Ministry of Marine in October 1944 requested authority to complete a 2,000-ton tanker under construction at Ancona. The Ministry further requested authority to complete two 2,000-ton coastal vessels at Castellammare. The Transportation Sub-Commission, AC has recommended the completion of a 4,000-ton refrigerating vessel at Taranto. While demands for materials for shipbuilding were submitted to Allied Force Headquarters by the Allied Commission in letter AC-AC 98-45 HQ-295-TC of 24 March 1945, and subsequently forwarded to the Combined Chiefs of Staff by AFHQ(G.A.O.)letter of 7 May 1945, no authorization has been granted by the Commander-in-Chief, Mediterranean as required by paragraph 5 of enclosure 1, for the completion of any of these vessels. The Industry Sub-Commission, AC is sponsoring a program for the construction of coastal vessels, tugs and lighters as indicated in enclosure 2.

10. In April 1945 the Commander-in-Chief, Mediterranean was informed by the British Admiralty that the Admiralty, on general grounds and in particular for the protection of British shipbuilders, are adverse to promoting the early revival of the Italian merchant shipbuilding industry and are unwilling to supply materials therefor. While no policy is known to have been indicated by the United States, the British position is apparently at variance with the action taken by the Allied Commission and Allied Force Headquarters in submitting demands to the United States for materials to complete the 2,000-ton tanker at Ancona and for a 2,500-ton tanker at Castellammare not referred to previously.

11. An Allied policy is required and in the meantime it is proposed, with concurrence of Allied Force Headquarters, to inform the Italian Government that interim Allied policy relative to ship repair and shipbuilding facilities in Italian Government territory is as follows:

5693 (a) The rehabilitation of Italian ship repair and shipbuilding facilities for the repair of Italian merchant vessels and other repair work in the interest of the Italian civilian economy is approved and recommended.

(b) The utilization of Italian ship repair and shipbuilding facilities for the repair of Italian merchant vessels must be accorded first priority.

(c) The completion of all merchant vessels under construction in Italy, of 5,000-tons D.W. or less, which are over 50% complete and for which materials are either now available in Italy or can be procured through commercial channels is authorized and should be accorded second priority.

(d) Italian ship repair and shipbuilding facilities are authorized to undertake work in the interest of Italian civilian economy provided no materials or equipment of any kind are manufactured, intended for war purposes or conversion into warlike stores. This work should be accorded third priority.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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SECRET

NEC/3624
2 October 1945

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

(e) New construction of coastal vessels of 5,000-tons D.W. or less, schooners of 500-tons D.W. or less, tugs, lighters, floating cranes and miscellaneous harbor craft, is authorised provided materials and equipment can be obtained in Italy and no demands are made upon Allied resources except in normal commercial channels. This work should be accorded fourth priority.

(f) The Italian Government will make arrangements for and designate an agency of the Government to discuss financial matters involving ship repair and shipbuilding facilities with Italian companies. No demands on Allied governments for assistance in financing ship repair and shipbuilding work will be made, which is considered to be an Italian Government responsibility.

(g) No construction of naval vessels or vessels intended for conversion into naval vessels is authorised.

(h) The utilization of Italian Government and privately owned ship repair and shipbuilding facilities for repairs to or modernization of Italian Naval vessels and for the production or repair of arms, munitions or other implements of war is under the Allied Naval Commander-in-Chief, Mediterranean and the Navy Sub-Commission, Allied Commission.

(i) The repair of Allied naval and merchant vessels takes precedence over repairs to Italian vessels in accordance with priorities established by competent Allied authorities.

12. It has been suggested that the construction of merchant vessels of 5,000 tons D.W. or over should not be undertaken without the express approval of the Allied Commission. This appears to be a type of control contrary to the precepts of FAB 187. At most the Allied Commission could ask the Italian Government for notification of their intentions in this respect but further restriction would be unwise. Moreover, with the proviso that the Italian Government can expect no supply of materials from the United Kingdom, it would seem that the re-establishment of the shipbuilding industry in Italy, which will assist in the reduction of unemployment, can scarcely be prejudicial to the British industry at this particular phase after the war. It would rather appear that the rehabilitation of any shipbuilding industry in Europe will assist in the vital question of transportation. It is admitted that the prewar Italian shipbuilding industry, so far as large ships were concerned, was almost wholly subsidized and therefore uneconomical and that the country relied on imported rivetors; these facts by themselves may be sufficient restriction in the industry, but it cannot be admitted that in its present state or even in the near future the revival of shipbuilding in Italy would seriously jeopardise that of the British Empire.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

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SECRET

NSG/3624
2 October 1945

SUBJECT: Italian Shipbuilding and Repair Industry - Policy for.

13. Approval by Allied Force Headquarters of the policy stated in paragraph 11 above is requested.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR,
Chief Commissioner.

Encl. 1
2

Copy to:
CINC NAW
COMMAVNAW
Hq. XXXI Corps

569

Declassified E.O. 12356 Section 3.3/NND No. 785015

Office of the Commander-in-Chief
Mediterranean Station
Allied Force Headquarters,
ALGIERS.

26th March, 1944.

Ref.279/4/18.

THE ALLIED CONTROL COMMISSION, ITALY.

(Copies to:- The Flag Officer, Taranto and Adriatic.
(Ref.1048/8 of 8th March, 1944).
The Flag Officer, Western Italy.
(Ref.437 dated 17th February, 1944).
The Commodore Superintendent, Taranto.
The Commander, U.S. Naval Forces, Northwest African Waters.
The Ministry of War Transport Representative, Mediterranean.
The Chief Administrative Officer, Allied Force Headquarters.
N.S.A.)

## REPORT ON SHIPBUILDING YARDS IN ITALY.

The reports of the sub-commission of Italian experts on the ship building and repairing facilities in occupied and unoccupied Italy (excluding Sicily) deal primarily with the private shipyards. With the exception of Franco Tosi Yard at Taranto, and Navale Meccanica at Castellamare, all the large ship building yards are situated in Northern Italy. There are no facilities for the manufacture of main machinery installations, large forgings and castings in Southern Italy.

2. The following is the general policy worked to in the Naval and private shipyards already under Allied control:-

(a) Assist and encourage the Italians to restore facilities which are required for the immediate war effort.

(b) First priority is accorded to all ship repairs. Yards which were formerly engaged only on ship construction are taking an increasing share in this work. This policy to be extended as quickly as possible.

(c) New construction orders already placed have generally been confined to barges, floating docks, and other craft of simple construction which are urgently needed, and which can be produced with the minimum of equipment.

(d) It is considered that surplus skilled labour in ship building yards should be transferred to large ship repairing centres, e.g. Naples, Taranto and Brindisi. This additional labour would assist in the introduction of regular day and night shifts, which is necessary to speed repairs, and get the maximum value out of the available docks.

REMARKS Towards the end of March all the dry docks at Naples will probably be in operation. A new caisson for No.3 dock has been expeditiously constructed at Castellamare.

3. It will be seen that the above stated policy is chiefly concerned with the immediate war effort, and not the general rehabilitation of the Italian ship-building industry.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

4. Arrangements are made with the British Admiralty for the supply of repair materials to meet this programme. Italian stocks of ship repair materials should continue to be reserved for this work.

5. It is requested that any orders which the Allied Control Commission propose to place with Italian Shipyards should be referred to the Commander-in-Chief, Mediterranean for consideration. Copies of such proposals to be sent to the Flag Officer, Taranto and Adriatic and the Flag Officer, Western Italy. Any proposals for construction or repair of shipbuilding facilities such as shipyards, docks, slips etc. should be treated similarly.

6. The following technical officers on the staff of the Commander-in-Chief, Mediterranean have an office in Naples addressed c/o The Flag Officer, Western Italy, Navy House, Naples :-

Principal Base Engineer Officer:- Captain (E) C.M. Morrell O.B.E., (P.B.E.O.) Royal Navy.
Principal Base Constructor Officer:- Constructor Commander J.A. Harvey, (P.B.C.O.) (Italy) Royal Navy.

Officer in Charge of Works (West Italy):- Commander (Sp), D.L. Bell, (O.C.W.) R.N.V.R.

7. The Commodore Superintendent, Taranto (Commodore J. Powell, D.S.O., Royal Navy) is responsible for all ship repair and shipbuilding activities in the "Heel" ports viz. Taranto, Brindisi, and Bari.

8. British Admiralty technical officers are stationed in all ports where there are ship repair or building facilities.

9. It is considered that the above policy should continue in operation until the termination of European hostilities.

10. In view of the considerable work outstanding in the construction of the new Graving docks at Taranto, Naples and Brindisi, labour should not be employed on completing these projects.

569

/s/ J. H. D. Cunningham
ADMIRAL

COPY

Declassified E.O. 12356 Section 3.3/NND No. 785015

## Programme for the building of Coastal Vessels, Tugs and Lighters.

Hull Material - Wood.

1. Motor minesweepers (approximate characteristics)

| | | | |
|---|---|---|---|
| Tonnage (D.W.load) | 200 | 300 | 500 |
| L x B x D (metres) | 29x7x0 | 35x7x3.4 | 43x8x4 |
| Motor (S.H.P.) | 130-155 | 190-230 | 275-400 |
| Speed | 7-8 Kts | 8 Kts | 8 Kts |
| No. to be built | 80 | 70 | 50 |

2. Tugs

24 of Gross tonnage 50 tons 130-150 S.H.P.

3. Floating Cranes

20 of 20 Tons lifting capacity
6 of 50 " " "

5691

Enclosure 2.

Declassified E.O. 12356 Section 3.3/NND No. 785015

186

Translation

Admiral Stone
Chief Commissioner - A.C.

Rome, 26 September 1945

Dear Admiral,

I take the liberty of drawing your attention on what follows;

On 20/6/1945, I handed over to Commander Molineaux (U.S. Navy, Via Sicilia, n. 49) the plans of a device to direct torpedoes automatically.

On handing over these papers, I assured Commander Molineaux that I wouldn't show the said plans to anyone till I knew whether my invention interested the United States.

Three months have gone by since that day. Commander Molineaux went back to the States, and the two letters I wrote him remained unanswered. I saw several times his substitute, Commander Titolo, who very kindly told me he would write to the competent Office in Washington.

Such is the position. You will kindly acknowledge that the delay is sufficient for a careful examination of my discovery, even if the present situation is taken in consideration.

As for me, I kept my word of not showing my draft to anyone; I appeal to your kindness, for I don't want to be made to regret these months of waiting which could have been advantageously used in treating with other foreign powers.

I would like to have an appointment with you, to draw your attention on some other details. Any day and time you suggest will suit me.

I remain,

Yours sincerely,

s. Ruggero Dussi

5684

c/o Barone R. Rodriguez
Largo Tartini, 4
Rome

trans. c/c

note to: "Commodore Giroli — What reply, pls? EWS"
CC
1/10

3008

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SEP 27 REC'D
CC1000

Office of the Flag Officer,
Italy and Liaison,
ROME.

23rd September, 1945.

No. F.O.I.L.6/14.

THE NAVY SUB COMMISSION, ALLIED COMMISSION.
(Copy to:- The Chief Commissioner,
Allied Commission.)

TRANSFER OF THE ALLIED NAVAL COMMANDER-IN-CHIEF,
MEDITERRANEAN STATION, TO MALTA -
RESPONSIBILITIES OF THE F.O.I.L.

With the departure of the Allied Naval Commander-in-Chief, Mediterranean Station, from Italy, which is expected to take place on the 25th September, 1945, it has been found necessary to revise the arrangements for dealing with problems which were formerly referred to the Allied Naval Commander-in-Chief for action with Allied Force Headquarters. The following notes are, therfore, forwarded for information, guidance and necessary action.

2. As you are aware the Flag Officer, Italy and Liaison, is in charge of naval administrative matters in Italy and Sardinia and communications on administrative matters in this area should be referred to him. He will refer to the Allied Naval Commander-in-Chief, Mediterranean Station, where questions of policy or principle are involved and in such cases as require guidance of the Allied Naval Commander-in-Chief. Although the Flag Officer, Italy and Liaison, is not in charge of naval administrative matters in Sicily, arrangements have been made for him to be so regarded in matters which are the concern of Allied Force Headquarters.

3. A list of some of the subjects on which the Flag Officer, Italy and Liaison, has been directed to deal direct with Allied Force Headquarters is contained in Appendix A to this letter. Whilst the list is not exhaustive, it gives a general indication of the subjects for which responsibility has devolved on the Flag Officer, Italy and Liaison. Appendices B and C contain lists of those subjects which the Allied Naval Commander-in-Chief has specifically directed shall be referred to him.

5683

Signed G. L. WARREN.

REAR ADMIRAL.

Enclosures:
Appendices A,B and C.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

## TRANSFER OF THE ALLIED NAVAL COMMANDER-IN-CHIEF, MEDITERRANEAN STATION, TO MALTA - RESPONSIBILITIES OF THE F.O.I.L.

With the departure of the Allied Naval Commander-in-Chief, Mediterranean Station, from Italy, which is expected to take place on the 25th September, 1945, it has been found necessary to revise the arrangements for dealing with problems which were formerly referred to the Allied Naval Commander-in-Chief for action with Allied Force Headquarters. The following notes are, therfore, forwarded for information, guidance and necessary action.

2. As you are aware the Flag Officer, Italy and Liaison, is in charge of naval administrative matters in Italy and Sardinia and communications on administrative matters in this area should be referred to him. He will refer to the Allied Naval Commander-in-Chief, Mediterranean Station, where questions of policy or principle are involved and in such cases as require guidance of the Allied Naval Commander-in-Chief. Although the Flag Officer, Italy and Liaison, is not in charge of naval administrative matters in Sicily, arrangements have been made for him to be so regarded in matters which are the concern of Allied Force Headquarters.

3. A list of some of the subjects on which the Flag Officer, Italy and Liaison, has been directed to deal direct with Allied Force Headquarters is contained in Appendix A to this letter. Whilst the list is not exhaustive, it gives a general indication of the subjects for which responsibility has devolved on the Flag Officer, Italy and Liaison. Appendices B and C contain lists of those subjects which the Allied Naval Commander-in-Chief has specifically directed shall be referred to him.

5683

Signed G. L. WARREN.

REAR ADMIRAL.

Enclosures:
Appendices A,B and C.

8003/45

96

TRANSFER OF THE ALLIED NAVAL COMMANDER-IN-CHIEF,
MEDITERRANEAN STATION, TO MALTA -
RESPONSIBILITIES OF THE P.C.I.L.

Appendix A to P.C.I.L.'s letter 6/14
dated 23rd September, 1945.

Administrative matters to be dealt with by the Flag Officer, Italy and Liaison, in so far as Italy, Sardinia and Sicily are concerned.

| AFHQ Department or Section normally concerned. | Subject Matter. |
|---|---|
| 1. Supreme Allied Commander's Secretariat. | General. |
| 2. Q (AE). | Guns, motor transport, engines, tyres and ordnance stores generally. |
| 3. Q (Maint). | Ammunition, R.A.S.C. Personnel (M/T), Accommodation items, provisions. |
| 4. G-1. | Italian P.C.W. Co-operators. All personnel matters. |
| 5. G-2 Sections concerned. | General Intelligence Subjects. |
| G-2 CC. | Censorship subjects. |
| G-2 C12. | Civil Security. |
| G-2 C13. | Travel and Port Control. |
| G-2 C14. | Counter Espionage. |
| | Concerning Italy and Italian Navy. |
| 6. G-3. | Italian ex-P.C.W. Co-operators, Italian Navy. |
| 7. G-4. | Rail Transport. |
| 8. S & T. | Supplies of provisions and stores, R.A.S.C. Personnel (M/T). |
| 8(a). R.E.M.E. | M/T Repairs. |
| 9. Ordnance. | Occasional supplies of stores, clothing, messtraps. |
| 10. Engineers (DCS). | Occasional supplies of stores, monthly demands and allocations of timber, nails, screws, civil engineer supplies. |
| 11. Salvage. | Occasional supplies of stores. |
| 12. Transportation. (Switch). | Occasional supplies of stores. |

5687

Declassified E.O. 12356 Section 3.3/NND No. 785015

| AFHQ Department or Section normally concerned. | Subject Matter. |
|---|---|
| 1. Supreme Allied Commander's Secretariat. | General. |
| 2. Q (AR). | Guns, motor transport, engines, tyres and ordnance stores generally. |
| 3. Q (Maint). | Ammunition, R.A.S.C. Personnel (M/T), Accommodation items, provisions. |
| 4. G-1. | Italian P.O.W. Co-operators. All personnel matters. |
| 5. G-2 Sections concerned. | General Intelligence Subjects. |
| G-2 CO. | Censorship subjects. } Concerning Italy and Italian Navy. |
| G-2 C12. | Civil Security. |
| G-2 C13. | Travel and Port Control. |
| G-2 C14. | Counter Espionage. |
| 6. G-3. | Italian ex-P.O.W. Co-operators, Italian Navy. |
| 7. G-4. | Rail Transport. |
| 8. S & T. | Supplies of provisions and stores, R.A.S.C. Personnel (M/T). |
| 8(a). R.E.M.E. | M/T Repairs. |
| 9. Ordnance. | Occasional supplies of stores, clothing, messtraps. |
| 10. Engineers (DRD). | Occasional supplies of stores, monthly demands and allocations of timber, nails, screws, civil engineer supplies. |
| 11. Salvage. | Occasional supplies of stores. |
| 12. Transportation. (British). | Occasional supplies of stores. |
| 13. Director Army Welfare Services. | Welfare and sports matters. |
| 14. Medical Section. | Medical matters. |
| 15. C.S.O. and C.S.B. | Line communications in Italy. |
| 16. Pet. Section. | Routine subjects concerning releases of POL to other users. |
| 17. Q.M. Coal. | Allocation of Sardinian Coal to R.N. and Italian Navy. |

5687

96

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSFER OF THE ALLIED NAVAL COMMANDER-IN-CHIEF,
MEDITERRANEAN STATION, TO MALTA -
RESPONSIBILITIES OF THE F.O.I.L.

Appendix B to F.O.I.L.'s letter 6/44
dated 23rd September, 1945.

Operational Planning and Policy to be dealt with by the Allied Naval Commander-in-Chief, Mediterranean Station, at Naples.

| AFHQ Department or Section normally concerned. | Subject Matter. |
|---|---|
| 1. C.S.O. and C.S.B. | Signal matters. |
| 2. Med. Sigint Committee. | Signal Intelligence matters. |
| 3. Tm American. | Merchant shipping. |
| 4. H.Q. M.A.F. Med. M.E. | Air. |
| 5. M.J.P.S. | Policy and Plans. |
| 6. SACS. | General. |
| 7. G-2. | Intelligence J.I.C. |
| 8. G-2 Sections Concerned. | General Intelligence subjects. |
| G-2 CO. | Censorship Subjects. } S.O.I. Mediterranean. |
| G-2 CI 2. | Civil Security. } S.O.I. Mediterranean. |
| G-2 CI 3. | Travel and Port Control. } S.O.I. Mediterranean. |
| G-2 CI 4. | Counter Espionage. } S.O.I. Mediterranean. |
| 9. G-3. | Operations, Policy and plans. |
| 10. G-4. | Operations, policy and plans. Merchant shipping. |
| 11. G-5. | Legal questions and matters of policy. |
| 12. Liaison Section. | Foreign naval matters generally. |
| 13. Resident Minister. | Political questions and matters of policy. |
| 14. Air Priorities Board MATS. | Air Travel Matters. |

568

Declassified E.O. 12356 Section 3.3/NND No. 785015

| AFHQ Department or Section normally concerned. | Subject Matter. |
|---|---|
| 1. C.S.O. and C.S.E. | Signal matters. |
| 2. Med. Sigint Committee. | Signal Intelligence matters. |
| 3. Tn American. | Merchant shipping. |
| 4. H.Q. R.A.F. Med. M.E. | Air. |
| 5. M.J.P.S. | Policy and Plans. |
| 6. SACS. | General. |
| 7. G-2. | Intelligence J.I.C. |
| 8. G-2 Sections Concerned. | General Intelligence subjects. |
| G-2 CC. | Censorship Subjects. } |
| G-2 CI 2. | Civil Security. } S.O.I. |
| G-2 CI 3. | Travel and Port Control. } Mediterranean. |
| G-2 CI 4. | Counter Espionage. } |
| 9. G-3. | Operations, Policy and plans. |
| 10. G-4. | Operations, policy and plans. Merchant shipping. |
| 11. G-5. | Legal questions and matters of policy. |
| 12. Liaison Section. | Foreign naval matters generally. |
| 13. Resident Minister. | Political questions and matters of policy. |
| 14. Air Priorities Board MATB. | Air Travel matters. |

568

96

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSFER OF THE ALLIED NAVAL COMMANDER-IN-CHIEF, MEDITERRANEAN STATION, TO MALTA - RESPONSIBILITIES OF THE F.O.I.L.

Appendix C to F.O.I.L.'s letter 6/44 dated 23rd September, 1945.

Administrative matters to be dealt with by the Allied Naval Commander-in-Chief, Mediterranean Station, at Malta.

1. Hiring and Claims.

2. Joint Military Financial Committee.

3. Fuel and F.O.L. (Policy, technical and major accounting matters).

5683 (96)

Declassified E.O. 12356 Section 3.3/NND No. 785015

SEP 21 RECD

NAVY SUB-COMMISSIONER ROME.

REGIONAL COMMISSIONER
PIEMONTE REGION.
201545 SEPT.

RESTRICTED.

REFERENCE YOUR 071739B SUBJECT CALL UP ITALIAN NAVAL RATINGS.
PROVINCES ASTI AOSTA NOVARA AND VERCELLI NO REACTION.
ALESSANDRIA AND CUNEO NO REACTION BECAUSE PROPOSED CALL UP
UNKNOWN GENERALLY.
TURIN KNOWN GENERALLY AND REACTION NOT REPEAT NOT UNFAVOURABLE,

201545 SEPTEMBER.

DIST. 1-5, 13-17, 24, N.S.C.4. CHIEF COMMISSIONER, EXECUTIVE COMMISSIONER, SAFETY S/C, CIVIL AFFIARS SECTION, LAND FORCES S/C, AIR FORCES S/CC LOG.

T568 P.L. T.O.R 2 25/21. G.J. 21/9/45.

95

8003/3

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission AFO 394

NSC/3557
15th September, 1945.

From: Navy Sub Commission, Hq., Allied Commission.
To : Commander-in-Chief, Mediterranean Station.

Subject: Italian Navy Motor Transport, Tyres and Spare parts - Supply and Maintenance of.

Enclosure (a) Economic Section's letter No.AC/326/37/TN.5 of 31st August, 1945.

Reference (a) Allied Force Headquarters' Memorandum No.AFHQ/8200/6/3/Q(AE) of 3rd April, 1945.

Enclosure (a) is forwarded for information with reference to Navy Sub Commission letter No.NSC/3015 dated 23rd July, 1945.

2. In view of Economic Section's remarks contained in Enclosure (a) therefore, it is recommended that paragraph 1(a) of reference (a) may be amended accordingly. Owing to the transfer of command from Flag Officer, Taranto, Adriatic and Liaison, Italy to Flag Officer, Italy and Liaison, and the impending departure of the Commander-in-Chief, Mediterranean Station from Caserta, it may also be considered opportune to revise the procedure detailed in paragraph 1(b) of reference (a).

3. It would be appreciated if the Navy Sub Commission could be informed as soon as possible of the supply procedure agreed upon at Allied Force Headquarters, in order that it may be promulgated to the Ministry of Marine.

568

REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION

Copies to:-
Chief Commissioner, A.C.
A.F.H.Q., G-5.
Commerce S/C, A.C.
Transportation S/C., A.C.

94

Declassified E.O. 12356 Section 3.3/NND No. 785015

For: - Admiral Stone

SEP 19 RECD

Article from "LIBERA STAMPA", Sunday, 9 Sept. 1945 - Page 2.

A British Admiral Praises Italian Sailors.

The contribution carried out by Italian Armed Forces along side the Allies in the war of liberation will be illustrated in a series of transmissions from the (Voice of London) "Voce di Londra", for interest over there, which the British Authorities have rendered public in the Italian contribution, held until now secret in their details for reasons of military necessity.

The Italian Navy went forth in thousands of missions: submarines were used also in clandestine operations transporting anti-fascists, prisoners, sabateurs; the cruisers in the first twelve months of service with the Allies transported 130 thousand persons without losing one life. Of 165 special operations completed by the Italian Navy between Sept. 1943 to Sept. 1944, 91% was crowned full of success.

Vice Admiral Morgan who has illustrated the accomplishments rendered by our ships paid tribute to the sailors declaring "During my 16 months of service in Italy, I never saw an Italian sailor drunk or who never behaved improperly in the streets. I consider that the conduct and bearing of the Italian sailors has been at all times exemplory and compares favorably with that of any Navy in the world."

H.W.Z.

3/1008

93 M

Declassified E.O. 12356 Section 3.3/NND No. 785015

~~To Navy S/6~~ B 9/11/45
P.J.R. EWS cc

SEP 5 RECD
CO 1505

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

RAB/mvm
1 September 1945

Tel. 290
Ref. AC/24.2/59/Tn6

SUBJECT: Italian Port Parties

TO : Office of the Chief Commissioner

(89)

1. Reference your letter of 24 August 1945 on the above subject.

2. Upon investigating this matter with the Italian Ministry of Marine, the Chief of the Ports Division of said Ministry reported that on 20 July 1945, a copy of the Campbell Committee Report and other circulars containing port operations instructions were sent to the Port Captain at Savona. Receipt of this material was acknowledged by the Port Captain on 21 July 1945.

3. During survey made of the port of Savona by the Chief of the Ports and Warehouse Division of the Transportation Sub Commission on 1 August 1945, the Port Captain of that port was interviewed and found to be well informed in connection with port operations. When asked if there was any information or advice he needed in connection with his duties, he replied that he had been fully instructed by his Ministry.

See also (90)

Charles W Welton col AC
for E. B. McKINLEY
Brigadier General, U.S.A.
Acting Vice President

568?

Noted H.W.J.B. Capt ...
11 Sept 45

RETURN TO
Chief Commissioner

(92)

Declassified E.O. 12356 Section 3.3/NND No. 785015

C - O - P - Y

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

WGP/lrv

Ref. AC/326/37/TN.5

31st August, 1945

SUBJECT : Italian Navy Motor Transport, Tires and Spare Parts. Supply and Maintenance of.

TO : Navy Sub Commission, HQ. Allied Commission.

79a

1. Reference is made to your NSC/3015 of 23 July, 1945, subject as above.

2. Arrangement for supply and maintenance of trucks, motor spares and tires for civilian supply units of the Italian Navy is an internal concern of the Italian Government.

3. All available vehicles are being transferred to the Italian Ministry of Transport and said ministry is establishing a national maintenance organization which will service its vehicles and stock and control spare parts stores received from the U.S. and U.K.

4. Tires and tubes are being transferred in bulk to the Italian Ministry of Industry and Commerce, from which they are re-allocated in accordance with priorities established by an Italian Governmental Board.

5. It is the responsibility of the Ministry of Marine to make proper representation to the above mentioned Ministries and to have its requirements met by agreement.

5681

See 94

R. B. McKINLEY
Brig. Gen. U.S.A.
Acting Vice President.

91a

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3425
30 August 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.

Subject: Committee for Non-operational Salvage in Italian Waters - Activation of.

Reference: (a) CINC MED Ltr Med.45/217/4/3 of 21 August 1945.
(b) Navy Sub-Commission Ltr NSC/3040 of 24 July 1945.
(c) CINC MED Ltr Med.45/659/19/1 of 10 August 1945.

Enclosure: (A) Copy Minute 46, Campbell Committee Meeting of 13 April 1945, W/C Director of Harbour Craft, AFHQ, Ltr of 12 April 1945.

1. The Allied Naval Commander-in-Chief, Mediterranean in reference (a), in reply to reference (b), suggests that the formation of the Salvage Authority recommended by the Campbell Committee be held in abeyance and that the functions thereof be performed by the present Salvage Committee, Mediterranean.

2. The recommendations contained in Section 4 of the Campbell Committee Report, with reference to the formation of a Salvage Authority, were based on Minute 46 of Minutes of the meeting of the Campbell Committee in Rome on 13 April 1945, a copy of which is forwarded herewith as enclosure (A).

3. The Campbell Committee Report has been approved by the Chief Administrative Officer on behalf of the Supreme Allied Commander, Mediterranean and by the Commander-in-Chief, Mediterranean, and the Italian Ministry of Marine has been directed to take the necessary steps to implement the policies established therein. If it is not desired to activate the Salvage Authority recommended in Section 4 of the Campbell Committee Report, it is suggested that the matter be taken up with Allied Force Headquarters in order that the Campbell Committee Report may be modified. It is considered urgent that the responsibility for the co-ordination of non-operational salvage in Italian Waters be definitely fixed.

4. As a matter of information, no Salvage Liaison Officer, as stated in paragraph 3 of reference (a), is attached directly to the Navy Sub-Commission, AC. In accordance with the provisions of reference (c), one Sub-Lieutenant is assigned to the staff of Flag Officer Italy and Liaison as Staff Salvage Officer.



83

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91

0459

Declassified E.O. 12356 Section 3.3/NND No. 785015

NSC/1125
30 August 1945

Subject: Committee for Non-operational Salvage in Italian Waters - Activation of.

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

5. Pending a final decision, the offices referred to in paragraph 3 of reference (e) will be notified of the dates of meetings of the Salvage Committee, Mediterranean, upon receipt of this information.

C. Swann

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC,
for CHIEF COMMISSIONER.

Copy to:
(W/C Ref.(a) and Encl.A)

AFHQ G-5
COMNAVNAM
FUIL
METBO
Chief Commissioner, AC
Executive Commissioner, AC
Transportation Sub-Commission, AC
Public Works & Utilities S/C, AC.

5671

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Declassified E.O. 12356 Section 3.3/NND No. 785015

MEDITERRANEAN SALVAGE BOARD.

Minutes of Meeting of CANFIELL COMMITTEE in ROME

13th April, 1945.

46. Salvage. Ref. 30. Lt. Cdr. Young, Deputy F.M.O., drew the attention of the meeting to the amendments he considered necessary to the memorandum of the Director of Harbour Craft on the salvage of Italian small craft discussed at the last meeting. He pointed out, for instance, in Item 2 of the memorandum, the Ministry of Marine, when an area or port has been handed over to Italians, compile a list of vessels found sunk and which they intend to salvage. The list should be submitted through the Navy S/C. to C in C. Med., and from this the salvage of craft necessary to the Allies, such as Dredgers, is taken over by the British Navy Salvage organisation. The C in C. Med. is not interested in the salvage of the remaining craft, which is entirely a matter for the Italian Ministry of Marine. The Ministry of Marine is responsible for the salvage of all Italian craft other than those required by Allied Authorities in a non-operational area or port.

Lt. Cdr. Young suggested that item 5 be deleted because the R.I.N. salvage is part of the Ministry of Marine organisation, and is inclined to be confused with an organisation under Col. Spinelli who is in charge of a salvage group which works entirely under the direction of Fleet Salvage Officer, Mediterranean.

Item No.7. of memo to be deleted and new paragraph inserted.

It was therefore agreed that the D.O.H.C. memorandum on salvage of Italian small craft dated 5th April be cancelled and substituted by a new memorandum attached.

Lt. Cdr. Young advised that the Salvage Committee, Western Med., will hold its first meeting on 24th April, and recommended that the Sub-Committee take over where C in C. Med. Salvage leaves off in the control of Italian salvage. He also stated that the appointment of a Salvage Liaison Officer to FOTALI will be made in about ten day's time.

Col. Gasco presented a list of salvage firms showing the work they were at present engaged in, and this was passed to D.O.H.C.

5673

COPY

91

ENCLOSURE (A)

Declassified E.O. 12356 Section 3.3/NND No. 785015

AMENDED MEMORANDUM.

ALLIED FORCE HEADQUARTERS
Office of Director of Harbour Craft
Western Mediterranean

12th April, 1945.

To: Chairman, Campbell Committee, MEDBO.

Subject: Salvage of Italian Small Craft.

1. Commander-in-Chief, Mediterranean is responsible for all salvage in the Mediterranean.

2. The Italian Ministry of Marine is responsible for the salvage of all Italian craft other than those required for the use of the Allied Forces in any non-operational port or area.

3. C in C. Med. will shortly appoint a Salvage Liaison Officer to be attached to FOTALI Rome or Navy Sub-Commission who will be his representative on salvage matters.

4. The salvage branch of the Italian Ministry of Marine is the Divisione Ricuperi who supervise all salvage in territory under the jurisdiction of the Italian Government.

5. Colonel Spinelli has been appointed as R.I.N. Salvage Officer Liaison by the Commander in Chief, Mediterranean. He is in charge of an Italian group which works entirely under the direction of the Fleet Salvage Officer, Mediterranean.

6. All privately owned craft is salvaged by private salvage companies or individuals under licence granted to the owner of the craft upon application to Divisione Ricuperi.

7. In practice the Italian Ministry of Marine submit lists of vessels found in any non-operational area to C in C. Med. The salvage of any craft not required for the use of the Allied Forces then becomes the responsibility of the Italian Ministry of Marine.

8. It would seem it is left to the owner of the craft other than those still required by Fleet Salvage Officer such as dredgers, and R.I.N. craft, to make applications for salvage. It is not clear if priorities are established or what supervision is exercised.

RECOMMENDATIONS.

i. That Divisione Ricuperi prepare a list of all salvageable small craft, details of licences issued and progress of work.

ii. Salvage Liaison Officer, Director of Harbour Craft, Transportation Sub-Commission and Divisione Ricuperi representatives meet as soon as possible to decide how the salvage of craft required for the agreed programme can be accelerated, and hold regular meetings thereafter.

56

iii. An Officer now on Navy Sub-Commission act as Salvage Liaison Officer representative until the arrival of the latter.

iv. Fleet Salvage Officer's view is that the suggested Sub-Committee would fulfil a useful function in controlling salvage of Italian craft not required by the Allied Forces (see 7. above).

v. Fleet Salvage Officer concurs with recommendation that the Salvage Officer on FOTALI's staff attend these meetings in order to co-ordinate the resources used for salvage generally.

COPY

91

0463

Declassified E.O. 12356 Section 3.3/NND No. 785015

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
21st August, 1945.

Hed.45/217/4/3.
THE NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.

NON-OPERATIONAL SALVAGE IN ITALIAN WATERS - RESPONSIBILITY FOR.

With reference to your NSC/3040 dated 24th July 1945, the present Salvage Committee, Mediterranean, has been dealing with all questions of non-operational salvage in Italian waters and to avoid complications it is considered that the formation of the new committee might be postponed with advantage until outstanding items have been dealt with.

2. Subsequently the new committee could be formed and the present one dissolved or alternatively the old one be taken over by the new.

3. Although the Public Works and Utilities Sub Commission, Allied Commission, the Director of Harbour Craft and the Transportation Sub Commission, Allied Commission, are all represented on the present committee either through the Ministry of War Transport or through the Salvage Liaison Officer, Navy Sub Commission, Allied Commission, it would be advantageous to all concerned if they directly attended the meetings of the present Salvage Committee and you will be informed of dates of meetings accordingly.

5676

/s/ J.R.S. HAINES
for ADMIRAL

COPY

91

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3369
27 August 1945

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

Subject: Port of Savona - Directive for.

1. At a conference held at Allied Force Headquarters on 23 August 1945, the Allied Naval Commander-in-Chief, Mediterranean, stated that on a recent inspection trip, he had been informed by the Italian Captain of the Port of Savona that he had received no directive from the Ministry of Marine with respect to the working of the port. The Ministry of Marine, in Navy Sub-Commission letter NSC/3166 of 6 August 1945, was furnished with a copy of Allied Force Headquarters letter of 13 July 1945, which classifies the Port of Savona in Category "A" as a port which has been handed back to Italian authorities in its entirety.

2. It is requested that the Ministry of Marine issue an appropriate directive to the Captain of the Port of Savona with respect to the organization and working of the port.

3. In this connection information is requested from the Ministry of Marine indicating whether any further data or instructions are required in order for the Ministry of Marine to implement the policies established by the Campbell Committee Report.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

5675

Copy to:
(Navy Sub-Commission Ltrs NSC/2863 of 6 July and NSC/3032 of 24 July refer.)

AFHQ
C-in-C MED
COMNAVNAW
Chief Commissioner, AC
Executive Commissioner, AC
Economic Section, AC

(Distribution not shown on original)

(89) (97) (90)

0464

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO

NSC/3370
25 August 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Executive Commissioner, Allied Commission.

Subject: Italian Warlike Stores - Survey of.

References:
(a) AFHQ Secret Ltr AG 388.3/087 GEG-O of 11 February 1945.
(b) Executive Commissioner Ltr 5012/37/EC of 16 April 1945.
(c) Executive Commissioner Ltr 5012/47/EC of 25 July 1945.
(d) Navy Sub-Commission Ltr NSC/3068 of 27 July 1945.
(e) Air Forces Sub-Commission Ltr AFSC/829/Eng of 4 August 1945.
(f) AFHQ Secret Ltr AG 388.3/087 GEG-B of 2 August 1945.

Enclosure:
(A) Copy Economic Section Ltr 12.03/NS of 30 July 1945, W/C Enclosure.

1. The Allied Commission was directed in paragraph 4e of reference (e) to make a survey of Italian warlike stores in arsenals, factories, depots, dumps, and in the hands of Italian armed forces. The Economic Section was directed in reference (b) to co-ordinate the survey.

2. The Economic Section in enclosure (A) informed the Navy Sub-Commission that no data had been collected concerning Italian Navy warlike stores and furnished a copy of the Economic Section letter of 12 May 1945 to the Executive Commissioner, pointing out the difficulties inherent in conducting the survey.

3. The Executive Commissioner in reference (c) designated the War Materials Disposal Sub-Commission to co-ordinate the survey. The War Materials Disposal Sub-Commission was requested in reference (d) to indicate the manner in which the survey would be conducted. The Air Forces Sub-Commission in reference (e) requested similar data. No instructions have yet been received.

4. Allied Force Headquarters in reference (f) modified the interim policy established in reference (a) and again directed the Allied Commission to make a survey of Italian warlike stores. In view of the progress which has been made since 11 February 1945 toward carrying out the policy established by Allied Force Headquarters with respect to Italian munitions production, it is evident that the existing organization is not adequate to conduct the survey. It is recommended that a board be appointed, with representatives from the Sub-Commissions indicated below to devote their entire efforts towards conducting the survey:

567

Economic Section
Navy Sub-Commission
Air Forces Sub-Commission
Land Forces Sub-Commission
War Materials Disposal Sub-Commission

89c
Return to
Chief Commissioner

Declassified E.O. 12356 Section 3.3/NND No. 785015

SEP 5 RECD

Chief Commissioner

I approved today meeting under chairmanship of Econ Sec to discuss & clarify AFHQ directive in the matter.

5673

Declassified E.O. 12356 Section 3.3/NND No. 785015

E.C. <u>Personal</u>

5012

Please look into this personally. It needs pressure <u>badly</u>!

Grateful for early report

3/9

ERS cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

AUG 8 1945

NSC/3370
25 August 1945

Subject: Italian Warlike Stores - Survey of.
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

5. Ensign F. A. DeMasetri, USNR, is nominated as the Navy Sub-Commission representative on the board.

6. It is further recommended that the board be directed to complete the survey and submit a written report by 15 October 1945.

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

Copy to:
Chief Commissioner
Economic Section
Air Forces Sub-Commission
Land Forces Sub-Commission
War Materials Disposal Sub-Commission

5672

(896)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Tel. 406

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION
PRODUCTION DIVISION

DAC:lrw

Ref. 12.03/ES

30 July 1945

SUBJECT: Policy on Italian Munitions Production

TO : Navy Sub-Commission

1. Reference is your NSC/3067 dated 27 July 1945.

2. The Industry Sub-Commission is not in possession of any data which would be useful to the Navy Sub-Commission in this matter.

3. The impossibility of furnishing this information was pointed out in a letter dated 12 May 1945 to the Executive Commissioner, copy attached, no reply to which has been received.

/s/ D. A. Clark
/t/ D. A. CLARK
Major, R.E.

Copy:
Industry S/C
MMD and IPW S/C

567 Enclosure
Per para 3

COPY

89a

0259

Declassified E.O. 12356 Section 3.3/NND No. 785015

Tel. 406

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION
PRODUCTION DIVISION

DLA/et

Ref. 12.03/ES

12 May 1945

SUBJECT: Policies in Italian Munition Production

TO : Executive Commissioner

1. I would refer you to AFHQ letter AG 3883/067 GEN-O of 11 February 1945 and to MAT airgram 23 of 12 March 1945. The question of impounding tools and equipment which can produce only prohibited warlike stores and of impounding stocks of warlike stores that may exist, would require a staff far in excess of that disposed of by this Section. There are insufficient even to make the necessary survey.

2. So far as I know, the MAT airgram referred to above has not been replied to. The matter is one of such importance and urgency, that I think steps should be taken to expedite a reply. If it should be the Allied policy to ensure that Italy shall be rendered incapable of making munitions of war on any scale for some time to come, then the problem of rendering her impotent in this connection would require a very considerable staff, and might well call for the setting up of a Disarmament Sub-Commission.

/s/ D. L. ANDERSON, Brigadier

D. L. ANDERSON
Brigadier
Deputy Vice President

Copy to:
Industry S/C
PW & U S/C
WMD & IPS S/C

567 )

COPY

8.1a

Declassified E.O. 12356 Section 3.3/NND No. 785015

24 August 1945.

SUBJECT: Italian Port Parties.

TO : Chief, Navy Sub-Commission.
Acting Vice President, Economic Section (for Transportation Sub-Commission).

1. At SACMED's conference yesterday, CINCMED stated that on a recent inspection trip, he had been informed by the Italian Captain of the Port of Savona that he had received no directive from the Ministry of Marine with respect to working of the port.

2. May this matter be followed up, please.

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to: Executive Commissioner

See (90)

5669

(89)

89

Declassified E.O. 12356 Section 3.3/NND No. 785015

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

COB/as

G-5: 387.4-2

21 August 1945

SUBJECT: Visit of Italian Navy parties to Islands of Pantelleria, Lampedusa and Linosa.

TO : Headquarters, Allied Commission, APO 394.

Reference your NSC/3011 dated 21 July 45.

1. It has been agreed by all concerned that there is no objection to the proposals set out in para 3 and 4 of your letter.

2. The Ministry of Marine should be instructed to submit lists of personnel whom they wish to send in the various parties to visit the islands. These lists should be forwarded to this Headquarters where they will be screened before the parties are allowed to leave Italy.

For the Asst. Chief of Staff, G-5:

/s/ C. O. Benson
C. O. BENSON
Major, RA.

Copy to:
CINCMED
G-2.

5663

C O P Y

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

20 August 1945.

From : Chief Commissioner.
To : Chief, Navy Sub-Commission.

Subject: Italian Navy Liaison Officer to Navy Sub-Commission, Hq. AC - Appointment of.

1. With reference to your letter of 20 August 1945, file NSC/3302, above subject, I concur in the appointment of Captain Giuseppe MARINI, I.R.N., as Senior Liaison Officer to the Navy Sub-Commission, Allied Commission.

(87)

/s/ Ellery W. Stone
ELLERY W. STONE
Rear Admiral, USNR

cc: Executive Commr.

5667

(88)

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3302
20 August 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Chief Commissioner, Allied Commission.

Subject: Italian Navy Liaison Officer to Navy Sub-Commission, Hq. AC - Appointment of.

1. The Italian Ministry of Marine has nominated Captain Giuseppe MARINI, I.R.N. to relieve Captain Francesco BASLINI, I.R.N. as Chief of Cabinet at the Ministry of Marine. In addition to his present duties as Chief of Cabinet, Captain Baslini is the Ministry of Marine Senior Liaison Officer to the Navy Sub-Commission, Hq. AC and to the Flag Officer Italy and Liaison.

2. The Allied Naval Commander-in-Chief, Mediterranean has approved the appointment of Captain Marini for duty as Chief of Cabinet and Liaison Officer with FOIL, subject to agreement by the Chief Commissioner, Allied Commission of his appointment as Senior Liaison Officer to the Navy Sub-Commission, Hq. AC.

3. It is requested that I be informed whether the appointment of Captain Marini is concurred in.

C. Thomas

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

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See 88

87

NSC/3302

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

AUG 7 RECD
cc 1140

NSC/3160
6 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief Commissioner, Hq. Allied Commission.

Subject: Entry of Shipping into Northern Italian ports.

Enclosure: (A) Copy of CINCMED, A.F.H.Q., ltr. Med.45/00460/5 of 25 July 1945 and enclosure thereto.

1. Enclosure (A) is forwarded herewith for information.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Executive Commissioner, AC.
Civil Affairs Section, AC.
Economic Section, AC.
Transportation S/C, AC.
Industry S/C, AC.
Commerce S/C, AC.
Public Works & Utilities S/C, AC.
M.M.I.A.
Air Forces S/C, AC.

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Seen by CC

86

10000/136/1008

Declassified E.O. 12356 Section 3.3/NND No. 785015

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
25th July 1945.

Med. 45/00460/5
THE SUPREME ALLIED COMMANDER SECRETARIAT

ENTRY OF SHIPPING INTO NORTHERN ITALIAN PORTS

The attached notes on the clearance of seagoing mines from harbours set out simply and briefly the problems with which the Navy is faced when deciding whether it is safe for ships to enter ports mined by the enemy.

2. It is thought that these notes may be of interest to Staff Sections concerned with the movements of personnel and stores by sea and will enable them to appreciate the difficulties, and also risks involved even when the Commander-in-Chief, Mediterranean has decided to declare a port open.

3. It is requested that you will arrange for copies to be distributed as requisite.

/s/ H. A. PACKER

REAR ADMIRAL
CHIEF OF STAFF.

566'

COPY

ENCL (A)

Declassified E.O. 12356 Section 3.3/NND No. 785015

PERIL OF SHIPPING INTO NORTHERN ITALIAN PORTS

1. The Germans when abandoning the Northern Italian ports laid in the harbours and harbour entrances a large number of sea mines nearly all of the variety which lie on the bottom and are fired by the close passage of a ship but without actually being touched by the ship.

2. These ground mines were fitted with a variety of actuating units including some of all the latest types available to the Germans. Sweeping methods had already been devised for these latest type units but without trials with the German units themselves, are naturally not the best that can be provided; these will follow later.

3. The Germans have always used a number of devices such as delay clocks and mechanisms which need a number of actuations to be given to the firing unit before the mine is in fact fired. Since the collapse of Germany it has been discovered that they have also used devices which only make the mine alive at certain periods during each twenty four hours and "sterilisers" which makes the mine permanently inactive after a certain period of time.

4. Prisoners of War have also stated that in some cases the mines were laid without primers or with the safety pins in. Naturally in these cases complete reliance cannot be placed on such a statement.

5. The complexity of the latest ground mines as stated above make it in most cases impossible to say with absolute certainty that a harbour is clear of mines. The procedure carried out is to try every kind of sweep for a sufficient number of times and a sufficient period of time to cover all known delays and then if the mines have still not responded to try various other methods of disposing of them including locating and countermining.

6. The problem has been made more difficult for us in the Northern Italian ports by knowing the number of mines laid and so the number of unresponsive mines and by the fact that with the end of the war
5663 in Europe risks that were justified in support of active operations must not now be taken when alternative methods of supply, however, inconvenient, can be utilised.

7. The Northern harbours have been and are being opened when the risk from ground mines is considered sufficiently reduced to justify the entry of ships but it must be realised that for the next two years there remains the risk that a mine which has not been swept, say because of a bad electrical contact, may be disturbed by the wash of a ship and become dangerous.

As examples of this two typical cases can be quoted;

(a) At Algiers where the last German minelaying raid was carried out

the close passage of a [illegible]
the ship.

2. These ground mines were fitted with a variety of acoustic units including some of all the latest types available to the Germans. Sweeping methods had already been devised for these latest type units but without trials with the German units themselves, are naturally not the best that can be devised; these will follow later.

3. The Germans have always used a number of devices such as delay clocks and mechanisms which need a number of actuations to be given to the firing units before the mine is in fact fired. Since the collapse of Germany it has been discovered that they have also used devices which only make the mine alive at certain periods during each twenty four hours and "disarmifiers" which makes the mine permanently inactive after a certain period of time.

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As examples of this two typical cases can be quoted:

(a) At Algiers where the last German minelaying raid was carried out in the summer of 1943, a mine was exploded by a ship in April 1945.

(b) At Ancona a small oiler was sunk in May 1945 many months after the harbour had been considered clear of mines.

In both these cases sweeping had been continued for a considerable time after the last mine had been laid, and many ships must have passed over the danger spots.

8. The danger will be reduced as much as possible by the routine sweeping of harbours at intervals as long as sweepers can be made available but this cannot entirely ensure the safety of all our ships.

56

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

CROSS REFERENCE SHEET

Cbl AFHQ FX 31519 MAF 1051 3 August 1945

TO: AGWAR

INTERIM POLICY WHICH SHOULD BE ADOPTED TOWARDS ITAL ARMED FORCES IN LIGHT OF OUR INTENTION TO HAND OVER TO ITAL GOVT BY 30 SEPT RESPONSIBILITY FOR ITALY EXCEPT FOR VENEZIA GIULIA.

Deals with Navy, Army & Air Force

DOCUMENT FILED IN 8253/CC, "Ital Army"

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8003/3

85

Declassified E.O. 12356 Section 3.3/NND No. 785015

# OFFICE OF FLAG OFFICER LIAISON ITALY, ROME.

**(Naval Sub Commission)**

STAFF MINUTE SHEET.

Filed

AUG 1

Subject .....

Pack No. .....

Referred to

Dates of reduction of following ports to RNO status:

ANCONA 1.8.45 (to-day)
VENICE 31.8.45.

SAVONA. Channel swept and port working. Berths for one Liberty ship and two coasters.

GENOA. Port still encumbered by magnetic-acoustic mines of the most deadly type. However, fuelling dock is cleared and in working order. Two other docks were opened but one of them was re-closed when a minesweeper blew up about a fortnight ago. At present there are berths for one Liberty ship and two coasters, as at Savona, but before Aug. 15th it is expected that there will be berths for three Liberty ships and that the expected daily turn-over of 8000 tons will be able to be realised.

A swept channel to GENOA has been prepared.

After action circulation

5661

Disposal

B. U.

84

Continue, if necessary, on BACK.

Declassified E.O. 12356 Section 3.3/NND No. 785015

AUG 1 REC'D

Tel. 320 HEADQUARTERS ALLIED COMMISSION MJR/sc

INTER OFFICE MEMO

31 July 1945

Reference : 103/PWU
Subject : Non-operational salvage in Italian Waters - Responsibility for.

To : CHIEF, NAVY SUB-COMMISSION, A.C.
From : Public Works and Utilities Sub-Commission

81

1. Reference to NSC/3040 of 24 July 1945 relative to the activation of the Salvage Authority.

2. The Public Works and Utilities Sub-Commission nominates Major C.P.B. Goldson as its representative on the Salvage Authority. Major Goldson is stationed at Genoa in the office of the Regional Engineer, Liguria Region.

E.J. Ristedt
E.J. RISTEDT
Colonel, C.M.
A/Director

See 91

Copies to :

AFHQ, G-5
Chief Commissioner
Executive Commissioner
Economic Section, Prod. Div.
Regional Commissioner Liguria Region
(Att. Regional Engineer)
Major C.P.B Goldson, R.A.

5669

43

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUL 3 RECD
CC 0950

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3049
26 July 1945.

**SECRET**

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief Commissioner, Allied Commission.
General Officer Commanding, M.M.I.A.
Air Officer Commanding, Air Forces Sub-Commission, Hq. Allied Commission.

Subject: Report of Italian Naval Activities.

1. The attached copy of FOTALI's report of Italian Naval proceedings for the month of June is forwarded for your personal information.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

5659

10003/1/1

(82)

SECRET

SECRET

C O P Y

Office of the Flag Officer,
Liaison, Italy,
Area Combined Headquarters,
TARANTO.

No. T.A. 764

5th July, 1945.

REPORT OF PROCEEDINGS 1st JUNE to 30th JUNE, 1945.

Sir,

I have the honour to forward my report of proceedings in my capacity as Flag Officer Liaison, Italy for the period 1st June to the 30th June, 1945.

EMPLOYMENT OF ITALIAN NAVY.

2. Information has been received from the Admiralty that it is intended to return to Italian control, all Italian submarines now used for anti-submarine exercises by the British and American Navies. It is anticipated that the transfer will take place during the course of the next few months.

3. There has been no change in the employment of cruisers, destroyers and corvettes during the month. The Italians are being given every encouragement to press on with the minesweeping programme which has been planned for Italian mine sweepers.

4. With reference to paragraph 6 of my last letter of proceedings Admiral DA ZARA has returned from his visit to the battleships in the Bitter Lakes. On his return he declared himself well satisfied with the appearance of the ships and the morale of the crews.

DOCKYARDS.

5. The Commodore Superintendent's report of repairs carried out at Taranto, Brindisi and Bari during the month is attached. There have been no labour troubles in Taranto Dockyard and work continues smoothly.

5658

PERSONNEL.

6. The Italians have taken over the ports of Porto Corsini, Ravenna and Savona during the month. It is intended to withdraw all British personnel from Barletta and hand the port over to the Italians on the 10th July.

7. Large numbers of Italian Naval personnel with families in North Italy have been sent on leave during the month and I have allowed destroyers and escort vessels to be sent to Venice for this purpose.

8. In spite of my orders that no more naval personnel were to

Declassified E.O. 12356 Section 3.3/NND No. 785015

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5653

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7. Large numbers of Italian Naval personnel with families in North Italy have been sent on leave during the month and I have allowed destroyers and escort vessels to be sent to Venice for this purpose.

8. In spite of my orders that no more naval personnel were to be sent on leave through Ancona until further instructions, the Italian Torpedo Boat "ORIONE" arrived at Ancona on the 14th June and landed about a 100 naval ratings and civilians including women and children. This was particularly disgraceful as the "ORIONE" was escorting a troopship carrying 962 officers from Brindisi to Ancona and her duties were to act as escort, navigational guide and rescue ship. After full investigation I elucidated that the blame for this flagrant contravention of orders rested entirely on Admira l PARONA, the Commander-in-Chief, Ionian and Lower Adriatic. The Commander-in-Chief, Mediterranean has conveyed an expression of his severe displeasure to Admiral PARONA through the Minister of Marine.

COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.
(Copy to:- Flag Officer Liaison, Italy, Rome).

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

PAGES MISSING OR

PAGINATION INCORRECT -

FILMED AS FOUND

(Flag Officer, Liaison, Italy's No. T.A. 764 dated 5th July, 1945)

BRITISH NAVAL LIAISON PARTIES.

9. During the month it has been possible to reduce the liaison pool at Taranto to 4 officers and 12 ratings.

POLITICAL.

10. The new Italian cabinet under the premiership of Signore PARRI, appears to have been well chosen and has, in my opinion, met with the general approval of the Italian people. Admiral DE COURTEN retains his place in the cabinet as Minister of Marine.

11. The agreement reached with Marshal Tito on the administration of Venezia Guilia during the interim period before the peace conference, has come as a great relief to the Italians. While the majority realise that the final disposal of Trieste and Venezia Guilia will probably not be in their favour, they feel that they will now at least receive a square deal.

I have the honour to be

Sir,

your obedient Servant,

VICE-ADMIRAL.

5656

Enclosure:-

Commodore Superintendent's Report of Repairs (6/E/1712).

Declassified E.O. 12356 Section 3.3/NND No. 785015

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5656

VICE-ADMIRAL.

Enclosure:-

Commodore Superintendent's Report of Repairs (6/E/1712).

82

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUL 26 RECD

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3040
24 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.

Subject: Non-operational Salvage in Italian Waters - Responsibility for.

References: (a) CINC MED ltr Med.45/217/4/3 of 4 January 1945, to FOTA Only.
(b) CINC MED ltr Med.45/219/2/2 of 7 March 1945, not to all Info Addees.
(c) Navy Sub-Commission ltr NSC/2863 of 6 July 1945.

76

Enclosure: (A) Copy of Section IV, Campbell Committee Report (Salvage).

1. The Flag Officer, Taranto and Adriatic, Italy (Rome), was informed by reference (a) that the Commander-in-Chief, Mediterranean will continue for the present to control non-operational salvage in Italian Waters, employing the Flag Officer, Taranto and Adriatic, Italy (Rome), as the channel of correspondence with the Italian Ministry of Marine. No information has been received indicating that these instructions are modified.

2. A Salvage Committee, Mediterranean was formed by reference (b) for non-operational salvage, composed of representatives of the Commander-in-Chief, Mediterranean, the Ministry of War Transport, the War Shipping Administration, the French Navy and Merchant Marine, and the Italian Navy. This Committee is understood to be primarily concerned with the non-operational salvage of Allied vessels and Italian vessels which may be required in the interest of the war effort, rather than non-operational salvage of Italian vessels in the interest of Italian economy and port clearance.

3. The Italian Ministry of Marine was informed in reference (c) that the Campbell Committee Report has been approved by the Supreme Allied Commander, Mediterranean and the Commander-in-Chief, Mediterranean, and directed to take the necessary steps to implement the policies established. A copy of Section IV of the Report, relating to Salvage, is forwarded herewith for information. Paragraph 4 thereof recommends that an Authority be established to co-ordinate non-operational salvage, including representatives from the Commander-in-Chief, Mediterranean, the Director of Harbour Craft, Mediterranean, the Transportation Sub-Commission, Allied Commission and the Italian Ministry of Marine. It is recommended that the Commander-in-Chief, Mediterranean issue a directive to activate the Salvage Authority. Representatives from the offices concerned should be nominated

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See 83

Declassified E.O. 12356 Section 3.3/NND No. 785015

NSC/JMAG
24 July 1945

Subject: Non-operational Salvage in Italian Waters -
Responsibility for.

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

by name, a chairman appointed, and the Authority directed to conduct meetings at specified times. It is considered that the meetings should be held at Headquarters, Allied Commission, Rome. It is further suggested that representatives from the Flag Officer, Italy and Liaison(FOIL), and the Public Works and Utilities Sub-Commission, Allied Commission be included in the Salvage Authority.

4. It is considered to be of the utmost importance that non-operational salvage activities in Italian Waters be co-ordinated and controlled to insure that the maximum results are obtained.

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

Copy to:
AFHQ G-5.
COMNAVNAW.
FOIL.
MEDBO.
Chief Commissioner, AC.
Executive Commissioner, AC.
Transportation Sub-Commission, AC.
Public Works & Utilities S/C, AC.

565[illegible]

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Declassified E.O. 12356 Section 3.3/NND No. 785015

MEDITERRANEAN SHIPPING BOARD

CAUTELA COMMITTEE.

SECTION IV

SALVAGE.

1. The Committee have examined the question of salvage insofar as it affects clearance of ports and recovery of sunken or damaged harbour craft, tugs and lighters, for use in Returned Ports.

2. It has been ascertained that subject to the overriding authority of the salvage requirements of the Commander in Chief, Mediterranean, the Italian Ministry of Marine is responsible for the salvage, in any non-operational port or area, of all Italian vessels other than those required for the use of the Allied Services.

3. All privately owned craft can only be salved by private salvage companies or individuals under licence granted to the owner by the Divisione Ricuperi of the Italian Ministry of Marine, whose local representation where there is no individual representation of the Divisione Ricuperi, is the Port Technical Services Section of the office of the Captain of the Port.

4. As no priorities are established or supervision exercised other than that for R.I.N. craft, and that exercised by the Fleet Salvage Officer in the case of craft required for the Allied Forces, the Committee recommend that an authority be set up for the purpose of allotting priorities and deciding how requirements of craft for port working and clearance can be met from salvaged civilian craft. For this purpose the Authority should include representatives from the Commander in Chief, Mediterranean, Director of Harbour Craft, Transportation Sub-Commission, A.C., and the Italian Ministry of Marine(Divisione Ricuperi). The Authority should confine its activities only to those ports which will revert to Italian control and in those areas which are declared non-operational by the Allies.

5. In the event of any Italian vessel or craft having been salved by private enterprise and thereafter requisitioned by either the Allied or Italian Authorities, the Committee have been advised that the question of compensation will be arranged and settled by the Italian Government.

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ENCLOSURE (A)

(81)

COPY

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUL 26 RECD

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2032
24 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Allied Force Headquarters.

Subject: Transfer of Ports in Italy to Italian Government Control.

References: (a) Navy Sub-Commission ltr NSC/2863 of 6 July 1945.

1. As indicated in reference (a), the Campbell Committee Report for the transfer of ports in Italy to Italian Government control has been formally approved and the Ministry of Marine requested to take the necessary steps to implement the policies established.

2. Section I, sub-section i, paragraph 8 of the report recommends that official notification from Allied Force Headquarters be given to the Italian Government (Ministry of Marine) that a port is about to revert to Italian control, clearly stating the date on which such transfer of control will pass and laying down the official procedure to be followed. Section I, sub-section ii, paragraph 1 of the report provides for a classification of the various Italian ports into three categories. This classification is now being carried out by a sub-committee of the Mediterranean Shipping Board.

3. It is recommended that a procedure be established by Allied Force Headquarters to provide for official notification to the Italian Government (Ministry of Marine) when ports in Italy are returned to Italian Government control as provided for in Section I, sub-section i, paragraph 8 of the Campbell Committee Report.

NEAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

5652

Copy to:
CINC MED
COMNAVFAW
MEDTO
Chief Commissioner, AC.
Executive Commissioner, AC.
Civil Affairs Section, AC.
Economic Section, AC.
Transportation S/C, AC.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Chief Commissioner
JUL 28 RECD
1120

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3015
23 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Economic Section, Hq. Allied Commission.

Subject: Italian Navy Motor Transport, Tires and Spare Parts - Supply and maintenance of.

Reference: (a)Navy Sub-Commission ltr NSC/2863 of 6 July 1945.

Enclosure:
(A) Copy Chief Commissioner, AC ltr NSC/1202 of 23 Nov. 1944.
(B) Copy Allied Force Headquarters ltr AFHQ/8200/6/3/Q(AE) of 3 April 1945.
(C) Copy Navy Sub-Commission ltr NSC/2260 of 26 April 1945.
(D) Copy CINC MED ltr Med.45/955/16/8 of 13 May 1945.
(E) Copy Ministry of Marine ltr SM.14427 of 19 July 1945, W/C Enclosure.
(F) Copy CINC MED ltr Med.45/955/16/8 of 10 July 1945.

1. The Commander-in-Chief, Mediterranean was advised in enclosure (A) that the Allied Commission is not considered to be responsible for the supply of motor transport to the Italian Navy for port operations affecting civilian economy and the rehabilitation of Italy. Allied Force Headquarters in enclosure (B) established a policy for the supply and method of demanding vehicles, spares and ancillary equipment for the Italian Navy after discussion with G-4(A) and the Royal Navy. Paragraph 1(a) thereof provided that demands for vehicles, spares, tires, tubes, etc., for Italian Naval Units working for the clearance of civilian supplies will be met by the Allied Commission without call on Allied Force Headquarters.

2. The Commander-in-Chief, Mediterranean was informed in enclosure (C) that the provisions of paragraph 1(a) referred to above were not clearly understood and was requested to clarify the procedure to be adopted. Enclosure (D) requests that the provisions of enclosure (A) be reviewed, with the object of implementing the decision contained in paragraph 1(a) of enclosure (B), namely, that the Allied Commission is responsible for the supply of vehicles, spares, tires, tubes and etc., for Italian Naval Units working for the clearance of civilian supplies.

3. The Italian Ministry of Marine has been requested to review the position regarding tires and spares for vehicles in ports such as Civitavecchia, Piombino and San Stefano which are operating mainly in the interest of Italian civilian economy. The Ministry in enclosure (E) submitted the requirements for tires and inner tubes for these ports and the ports of Genoa, Naples, La Spezia, Leghorn and Venice for the second half of 1945.

0492

Declassified E.O. 12356 Section 3.3/NND No. 785015

MSC/3015
23 July 1945

Subject: Italian Navy Motor Transport, Tires and Spare Parts - Supply and Maintenance of.

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4. In addition to the supply of tires and spares for Italian Navy vehicles, the matter of maintenance has caused considerable difficulty. The Commander-in-Chief, Mediterranean proposed that this service be provided by the Italian transport companies which are under the control of the Transportation Sub-Commission, Headquarters Allied Commission. The matter was referred to that Sub-Commission and a reply received that the companies are primarily operational except for minor repairs. Maintenance shops have been authorized for Allied Commission vehicles and vehicles of Allied relief agencies and missions and are being set up in various centers of Italy. The Transportation Sub-Commission stated that the vehicles are American and no facilities are available to maintain Italian vehicles.

5. The Commander-in-Chief, Mediterranean in enclosure (F) states that the vehicles supplied so far to the Italian Navy are two-thirds American and one-third British, and that arrangements will be made to supply a majority of American vehicles in the future. For this reason it is proposed to deploy the vehicles so that British vehicles may be employed in areas where the Italian Navy have adequate maintenance facilities, leaving American vehicles to be maintained by the Allied Commission.

6. It is requested that the provisions of paragraph 1(a) of enclosure (B) be reviewed to determine whether the Allied Commission can accept responsibility for the supply of tires and spare parts to Italian Navy vehicles allegedly employed in the interest of civilian economy, taking into consideration the Allied Commission policy set forth in enclosure (A) and observing that the initial Italian Navy demands for tires and tubes forwarded by enclosure (F) provides for the supply of 1980 tires and tubes for the second half of 1945. It is further recommended that a decision be made whether the Allied Commission can accept responsibility for the repair and maintenance of American vehicles supplied by the Royal Navy to the Italian Navy as proposed in enclosure (F).

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7. To assist in determining whether the Italian Navy is engaged in the operation of ports for the clearance of civilian supplies and in the interests of civilian economy to such an extent as to modify the provisions of paragraph 3 of enclosure (A), reference is made to the report of the CAMPBELL COMMITTEE, May 1945 which has been approved by Allied Force Headquarters, as indicated in reference (a). Section 1, paragraph 7 of the



716

Declassified E.O. 12356 Section 3.3/NND No. 785015

NSC/3015
23 July 1945

Subject: Italian Navy Motor Transport, Tires and Spare Parts - Supply and maintenance of.

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

report provides that the Director General of the Merchant Marine under the office of the Minister of Marine, provide the necessary administrative authority and staff to operate ports which may be returned to Italian Governmental control. No provision is made in the report for the direct utilization of Italian Navy vehicles for the clearance of civilian supplies.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINC MED
A.F.H.Q. G-5
Chief Commissioner, A.C.
Commerce S/C, A.C.
Transportation S/C, A.C.

56[illegible]

796

Declassified E.O. 12356 Section 3.3/NND No. 785015

File No:
MSC/1202

S-E-C-R-E-T

23 November 1944.

From: Chief Commissioner, Allied Commission.
To : Commander-in-Chief, Mediterranean.

Subject: Italian Controlled Ports - Provision of Transport for.

Enclosure: (A) Copy FOWFT letter No. 955-2-F of 20 October 1944.

1. In accordance with directives issued by the Flag Officer Western Italy, the ports of CIVITAVECCHIA, PIOMBINO and SAN STEFANO are now the operational and administrative responsibility of the Royal Italian Navy.

2. In each of these ports motor transport was allocated to the Italian Naval authorities prior to the turn-over. The Flag Officer Western Italy in enclosure (A), requests that transport for the ports of CIVITAVECCHIA and PIOMBINO now be provided by the Allied Commission for the stated reason that these ports are now working for the Commission.

3. It appears that the transport required will ultimately be used for the supply and maintenance of Italian Naval vessels and facilities in the ports concerned. Under this condition the necessary facilities should be provided by the Royal Navy inasmuch as under paragraph 9 of Combined Chiefs' of Staff Secret letter CCS. 515/1 of 19 March 1944, the repair, maintenance and supply of the Italian Navy is a United Kingdom responsibility. The necessary transport required for other purposes will presumably be supplied by the user of the facilities in question.

4. In any event, the Allied Commission is not in a position to supply the over-all transport requirements which will be necessary for the complete rehabilitation of Italy, including all port operations. If these views are not concurred in, it is recommended that the matter be referred to Allied Force Headquarters, in order that plans may be made to furnish adequate transport to the Allied Commission for purposes which are determined to be the responsibility of the Commission.

56:8

ELLERY W. STONE.

Copy to:
FOTALI (Taranto)
FOWAM

COPY

(196)

ENCLOSURE (A)

Declassified E.O. 12356 Section 3.3/NND No. 785015

A...IED FORCE HEADQUARTERS
TEL. NO.FREEDOM 124
AFHQ/8200/6/3/Q(AE)

3rd April 1945.

SUBJECT: Provision of Transport, Tyres & Tubes for the Italian Navy.

- - - - - - - - - - - - - - - - - - -

G.-5

1. The policy of supply and method of demanding vehicles, spares, and ancillary equipment for the Italian Navy has been discussed with G-4(A) and Royal Navy, and the following has been agreed:

(a) Demands for vehicle spares, tyres, tubes, etc., for Italian Naval Units working for the clearance of civilian supplies will be met by AC without call on AFHQ. It is not considered that any additional demands should be placed by AC on Allied military services to meet these requirements, owing to the extensive truck transportation programme at present being undertaken for AC as a joint British - US commitment, and owing to the large requisitions for ancillary equipment that have already been placed on them.

(b) Demands for Italian Naval Units working within the establishment of the British Royal Navy.

(i) Demands for vehicles will be forwarded through the Flag Officer, TARANTO, Adriatic and Liaison, Italy, to the Commander-in-Chief, Mediterranean, with recommendations, and after approval will be passed to Q(AE) AFHQ for allocation.

(ii) Demands for spares, tyres etc will be forwarded to, and screened by, the Flag Officer, TARANTO, Adriatic and Liaison, Italy, who will arrange supply from local Royal Naval stock if available.

(iii) Spares, less tyres and tubes not available will be demanded on 557 B.O.D. Demands for tyres and tubes not available will be submitted to F.M.T.O. Royal Navy, A.F.H.Q.

56

2. The demands forwarded under AC reference HSC/1313 of 11 Dec 44 are, therefore, returned to be met by AC in accordance with the terms of paragraph 1 (a) above.

J.H. SLOAN LT.COL.
for Brigadier, Q(AE)

Copy to: G-4 (B)
Ord (B)
G-4 (A)
REME
HQ AC
Office of C-in-C Med, AFHQ.

COPY

796

ENCLOSURE (B)

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS, ALLIED COMMISSION,
Navy Sub-Commission APO 394.

NSC/2260.
26th April, 1945.

From: Navy Sub Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean Station.
(Copy to: Flag Officer Taranto, Adriatic and Liaison, Italy.)

Subject: Provision of transport, tyres and tubes for Italian Navy.

With reference to the Commander-in-Chief, Mediterranean Station's letter No.45/955/16/8 of the 17th April, 1945, a distinction has been made between two categories of transportation supplied for the use of the Italian Royal Navy as follows:

(a) vehicles, etc, supplied to Italian Naval Units working "for the clearance of civilian supplies";

and (b) vehicles, etc, supplied for units working within the establishment of the Royal Navy.

2. The division of responsibility for the supply of transportation to the Italian Navy which has thus been made is not fully understood. The Navy Sub Commission has no information concerning Italian units working for the clearance of civilian supplies unless this function is, in fact, the operation of ports such as Civitavecchia, Fiumicino, San Stefano, etc, and the Chief Commissioner, Allied Commission, in his letter No.1202 of the 22nd November, 1944, disclaimed responsibility for the provision of transportation to the Italian Navy for the supply and maintenance of Italian vessels and port facilities in these ports.

3. It is requested, therefore, that the intention of paragraph 1(a) of Allied Force Headquarters Memorandum No.8200/6/3/Q (AE) of the 3rd April, 1945, be clarified before steps are taken to promulgate the supply procedure agreed at Allied Force Headquarters.

56

/s/ G. L. Warren
REAR ADMIRAL
CHIEF, NAVY SUB COMMISSION,
for CHIEF COMMISSIONER.

COPY

ENCLOSURE (C)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
13th May, 1945.

Med.45/955/16/8.
THE CHIEF, NAVY SUB COMMISSION.
(Copy to:- The Flag Officer Taranto Adriatic and Liaison Italy).

PROVISION OF TRANSPORT, TYRES AND TUBES FOR ITALIAN NAVY.

With reference to your letter No.NSC/2260 dated 26th April, 1945 it is considered that the supply of spares for Motor Transport vehicles in use by the Italian Navy at ports such as Civitavecchia, Piombino, San Stefano etc., which are operating mainly in the interest of Italian Civilian economy should be dealt with by the Transport Section of Allied Commission. In this connection the circumstances have changed since the letter of 22nd November, 1944 from Chief Commissioner, to which you refer, was written and it is therefore requested that you will cause the question to be reviewed with the object of implementing the decision contained in Allied Force Headquarters' communication forwarded with Med.45/955/16/8 of 17th April, 1945.

/s/ J.R.S. Haines
for ADMIRAL

56

COPY

ENCLOSURE (D)

196

Declassified E.O. 12356 Section 3.3/NND No. 785015

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 19 July '45
Ref.: SM.14427

Subject: Tyres and Inner Tubes for I.R.N.

With ref. to letter No.NSC/2643 dated 13th June, this Naval Staff Office, in thanking the Sub Commission for their offer of Tyres and Inner Tubes, enclose a note showing the quantity required for the various Navy HQ.'s for the second half of 1945.

2. It is pointed out that, besides the ports mentioned in letter referred to, it has been necessary to take into consideration also the ports of Genoa, Naples, La Spezia, Leghorn and Venice, which are of highest importance to the National Economy.

for CHIEF OF STAFF

KCL/P.

561

COPY

ENCLOSURE (F)

0499

Declassified E.O. 12356 Section 3.3/NND No. 785015

REQUIREMENTS FOR TIRES AND INNER TUBES FOR THE SECOND HALF OF 1945.

| | BASES | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| SIZE | GENOA | NAPLES | LA SPEZIA | LEGHORN | VENICE | SAN STEFANO | PIOMBINO | CIVITA-VECCHIA | TOTAL |
| 165x400 | 20 | 25 | 25 | 20 | 25 | 20 | 10 | 25 | 170 |
| 550x16 | 20 | 25 | 25 | 20 | 25 | 20 | 25 | 30 | 185 |
| 600x16 | 20 | 25 | 30 | 20 | 20 | 25 | 25 | 30 | 295 |
| 34 x 7 | 25 | 30 | 35 | 20 | 20 | 30 | 20 | 30 | 210 |
| 36 x 9 | 15 | 20 | 20 | 15 | 20 | 20 | 20 | 30 | 160 |
| 825x20 | 20 | 20 | 20 | 20 | 15 | 25 | 25 | 30 | 175 |
| 32 x 6 | 25 | 30 | 30 | 30 | 25 | 30 | 30 | 30 | 230 |
| 750x20 | 30 | 30 | 30 | 20 | 20 | 30 | 35 | 40 | 335 |
| 325x3.9 | 30 | 30 | 30 | 20 | 24 | 20 | 26 | 40 | 220 |
| 10.50x20 | 25 | 25 | 25 | 25 | 20 | 25 | 25 | 30 | 200 |
| | | | | | | | | TOTAL------ | 1980 |

5643

COPY

(Enclosure to ENCLOSURE E)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Office of Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
10th July, 1945.

Med.45/955/16/8.
THE NAVY SUB COMMISSION,
HEADQUARTERS, ALLIED COMMISSION.

PROVISION OF SERVICE FOR VEHICLES SUPPLIED TO ITALIAN ROYAL NAVY

With reference to your letter NSC/2797 of 26th June, 1945, it is presumed that the Italian Royal Navy have existing maintenance facilities and that it would, at the most, be necessary to assist with the maintenance of the additional vehicles provided only. The vehicles supplied so far are two-thirds American and one-third British, and it is considered that this fleet could be deployed so that the British vehicles could be employed in areas where the Italian Royal Navy have adequate maintenance facilities, leaving the American vehicles to be maintained by the Allied Commission in areas where Italian Royal Naval facilities are lacking.

2. Arrangements will be made to supply a majority of American vehicles in future.

5642

/s/ J.R.S. Haines
for ADMIRAL

COPY

ENCLOSURE (F)

(19b)

Declassified E.O. 12356 Section 3.3/NND No. 785015

(COPY)

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3011
21 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Allied Force Headquarters, G-5 Section.

Subject: AMG Islands of Pantelleria, Lampedusa and Linosa.

Enclosure: (A) Italian Ministry of Marine list of Italian Navy property on AMG Islands of Pantelleria, Lampedusa and Linosa.

1. The Navy Sub-Commission is in receipt of a request from the Italian Ministry of Marine for permission for the Italian Navy to institute the following action with respect to the Islands of Pantelleria, Lampedusa and Linosa, which are under Allied Military Government Control:

(a) To send an Italian Navy Commission to the Islands for the purpose of mustering any Italian Navy Personnel which may be located there. It is estimated that the duties of the Mustering Commission can be completed within a period of two months.

(b) To send an Engineering Officer of the Italian Navy to the Islands for the purpose of investigating the need and desirability of carrying out port salvage operations by Italian Navy Personnel.

(c) To send an Italian Navy Party to the Islands for the purpose of storing and cleaning weapons. This party would operate in conjunction with the Italian Army Party, which it is believed is now engaged in similar functions.

(d) To send Italian Navy Personnel to Pantelleria to examine the possibility of reopening the semaphore and maritime office which at one time was located on that Island.

2. Enclosure (A), which is forwarded herewith for information in connection with the request of the Ministry of Marine, contains a list of Italian Navy property on the Islands which is alleged to require the attention of Italian Navy Personnel.

3. It is proposed to notify the Ministry of Marine that there is no objection to the minimum number of personnel necessary to carry out the Ministry's desires, as outlined in paragraph 1(a), (b) and (c) above, being sent to the Islands. At the same time, it is

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Declassified E.O. 12356 Section 3.3/NND No. 785015

(COPY)

NSC/3011
21 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Allied Force Headquarters, G-5 Section.

Subject: AMG Islands of Pantelleria, Lampedusa and Linosa.

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

proposed to notify the Ministry of Marine that the activities of the Mustering Commission and of the salvage personnel must be limited to a two month period. Authorization will not be given for the salvage personnel to conduct any salvage operations but only to make a survey of the salvage operations which are considered to be necessary.

4. It is not considered by the Navy Sub-Commission that it would be desirable to permit the re-establishment of an Italian Navy office on Pantelleria. Consequently, it is intended to inform the Ministry of Marine that their request reported in paragraph 1(d) above is not approved. The Ministry of Marine will be informed that all Italian Navy Personnel proceeding to the AMG Islands must report to the Civil Affairs Officer, Pantelleria immediately upon their arrival, and the Ministry of Marine will be directed to provide the Navy Sub-Commission with a complete report of their activities in the Islands.

5. Prior to informing the Ministry of Marine in the sense of the paragraphs above, the concurrence of Allied Force Headquarters is requested in view of the political complications which conceivably might arise from the visit of Italian Navy Personnel to the Islands.

56

/s/ G.L. Warren
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINCMED
COMNAVNAW
Executive Commissioner, AC.

79a

Declassified E.O. 12356 Section 3.3/NND No. 785015

CHIEF COMM.

RAS/lja

JUL 25 RECD

ALLIED FORCE HEADQUARTERS
APO 512

AG 045.93/157 SACS-O

21 July 1945

SUBJECT: Reorganization of Naval Command, Italy

TO: All Concerned

For your information and guidance, there follows the approved reorganization of Naval Command, Italy by Commander-in-Chief Mediterranean:

a. Direct operational control of waters around the Italian mainland, formerly exercised by FOTALI (and, until recently, by FONAM) will, effective 24 July 1945, be exercised by the Commander-in-Chief, Mediterranean.

b. The Commander-in-Chief, Mediterranean will, therefore, from 24 July 1945 deal with all requests for movements by sea which this headquarters has heretofore made to FOTALI, and will control all movements of landing ships and craft in the area.

c. The relationship of British Naval Officers in Charge of the Port Control Committees will remain unchanged.

d. The Italian warships, designated as category B ships, will be operated by the Flag Officer Italy and Liaison. Subsequent to 24 July 1945, movements of Italian service personnel approved by MMIA, or of displaced persons, will as a rule be made in category B ships. It is therefore desired that this headquarters and the Transportation Sub Commission of ALCOM should, for such matters, then deal with the Flag Officer Italy and Liaison, who remains Head of the Naval Sub Commission of the Allied Commission, instead of approaching the Commander-in-Chief, Mediterranean direct.

5639

BY COMMAND OF FIELD MARSHAL ALEXANDER:

C. W. CHRISTENBERRY
Colonel, AGD
Adjutant General

DISTRIBUTION:
"A"
"B"

1 list

ACTION - NAVY S/L (2)
INFO - Chief Comm
Exec. Comm
TPTN. S/L

79

0504

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

20 July 1945.

My dear Mr. Prime Minister:

Recent news dispatches from the United States indicate that submarines of the Italian Navy have been employed against the Japanese prior to Italy's declaration of war against Japan.

I am requested by the Commander in Chief, Mediterranean, to inform you categorically that such reports are completely without foundation. — See 9262 folio 61

Yours very truly,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

5638

Professor Ferruccio Parri,
President of the Council of Ministers,
Italian Government,
Rome.

- - - - - -

Copy to: Vice Admiral Raffaele de Courten,
Minister of the Navy,
Italian Government,
Rome.

Chief, Navy Sub-Commission
Exec Commr.

78

10003/3

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2894
9 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Industry Sub-Commission, Hq. Allied Commission.

Subject: Minesweeping.

1. With reference to your letter AC/5556/IND of 19 June and further to Navy Sub-Commission letter NSC/2713 of 21 June, the Allied Naval Commander-in-Chief, Mediterranean has asked that he be informed of the limits of the sea area which the Provincial Commissioner, APUANIA desires be cleared of mines in order that this commitment may be included in the priorities of the minesweeping program.

2. It is requested that the required information be forwarded to the Navy Sub-Commission for onward routing to the Allied Naval Commander-in-Chief, Mediterranean.

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

5637

Copy to:
Chief Commissioner, AC.
Economic Section, AC.
Food Sub-Commission, AC.
Agriculture Sub-Commission, AC.
Provincial Commissioner, APUANIA.

77

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUL 9 RECD

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2863
6 July 1945.

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

Subject: Transfer of ports in Italy to Italian Government Authorities.

1. The report of the Campbell Committee, appointed to make recommendations on the methods to be employed in transferring the operation of Italian ports to Italian Government Authorities, has now been approved by the Commander-in-Chief, Mediterranean and the Chief Administrative Officer, APHQ, on behalf of the Supreme Allied Commander, subject to the minor amendments made by the Mediterranean Shipping Board at their meeting held on 12 May 1945.

2. The Navy Sub-Commission has received a request from Allied Force Headquarters to the effect that you be informed of this approval and that you be instructed to take the necessary steps to implement policies laid down in the Campbell Committee report.

3. The classification of Italian ports in accordance with section I paragraph 2 (1) is now being carried out under the direction of the Mediterranean Shipping Board and further communication in this regard will be made to you as soon as possible.

563

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

See (80)

Copy to:
CINCMED.
COMNAVNAW.
APHQ - G-5.
Chief Commissioner, AC.
Executive Commissioner, AC.
Civil Affairs Section, AC.
Economic Section, AC.
Transportation S/C.
Shipping S/C.

(76)

(Distribution not shown on original)

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2862
6 July 1945.

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

Subject: Development of the Ports of Emperia, Porto Maurizio and Oneglia.

1. Upon receipt of information to the effect that the Ports of Emperia, Porto Maurizio and Oneglia are capable of being made serviceable for coaster or schooner traffic after very little salvage work, the Commander-in-Chief, Mediterranean has stated that there is no naval objection to developing these ports but that it must be understood that no additional resources of any kind can be made available for minesweeping or for purposes of bomb and mine disposal.

2. The above is forwarded for the information of the Ministry of Marine in order that appropriate action may be taken if it is so desired.

(Sgd) G. L. [illegible]
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

563

Copy to:
Chief Commissioner, AC.
V.P. Civil Affairs Section, AC.
Transportation S/C.
Shipping S/C.
NOIC Leghorn.

(Distribution not shown on original)

95

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUN 30 RECD

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2769
28 June 1945

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

Subject: Italian Merchant Vessels - Disarming of.

1. In answer to Ministry of Marine letter SN.11615 of 10 June 1945, the Commander-in-Chief, Mediterranean has stated that Italian Merchant Vessels in the Mediterranean which carry Italian armament manned by Italian Naval personnel are now to be disarmed.

2. It is requested that the Ministry of Marine arrange for the disarming of all such Italian Merchant Vessels referred to in paragraph (1) above. In addition it is requested that the Navy Sub-Commission be provided with a list of Italian Merchant Vessels which will require to be disarmed and be informed of the numbers and categories of Italian Naval personnel which it is anticipated can be released as a result of the vessel's disarming. The information furnished should include the expected dates on which the Italian Naval personnel will be released.

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

563

Copy to:
Chief Commissioner
MEDBO
MWT
WSA
Transportation S/C

(Distribution not shown on original)

74

NSC/2769

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUN 26 RECD

HEADQUARTERS, ALLIED COMMISSION
Navy Sub Commission APO 394.

NSC/2741.
24th June, 1945.

From : Navy Sub Commission, Hq., Allied Commission.
To : Commander-in-Chief, Mediterranean Station.
(Copy to Chief Commissioner, Allied Commission).

Subject : Information for Soviet Representative to Allied Commission Italy.

The Soviet Representative to Allied Commission has requested a statement showing the ships which are now in Allied hands as a result of the occupation of Northern Italian Ports.

2. This request is forwarded in accordance with Med. 00180/1 dated 30th October, 1944.

Sgd. G.L. WARREN
REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION,
FOR CHIEF COMMISSIONER.

563

10003/6

73

Declassified E.O. 12356 Section 3.3/NND No. 785015

SECRET

EXTRACT

23 June 1945

HQ AC Ltr CC 1001

To: SACMED

From: Chief Commissioner

SUBJECT: Future Policy toward Italy

* * *

(e) Italy to regain control of her naval fleet for employment under any regional security scheme which might be evolved for the Mediterranean.

The fleet consists of 5 battleships, 9 cruisers, 11 fleet destroyers, 26 small craft and 23 submarines. Two of the battleships are now in the Bitter Lakes, three in Taranto. It is estimated that it would cost five hundred million lire each to make them fit for service. 13 Submarines are in Allied operations overseas. It would require a Navy of 50,000 to maintain the fleet without the battleships, and of 75,000 with them. Even having regard to the comparative ineffectiveness of the fleet, its physical presence would be an assurance towards regional security. But its retention would be a major contribution to Italian morale.

8003/CC

5632

(72) SEE CC File 1001 for complete document & further planning

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUN 26 RECD

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2713
21 June 1945.

From: Navy Sub-Commission, HQ. Allied Commission.
To : Industry Sub-Commission, HQ. Allied Commission.

Subject: Minesweeping.

1. In accordance with Industry Sub-Commission, A. C. letter AC/5556/IND of 19 June 1945, the Allied Naval Commander-in-Chief, Mediterranean has been informed of the request from Headquarters Allied Military Government, Province of Apuania (Toscana Region) that the sea in the fishing area under its jurisdiction be cleared of mines to allow more productive fishing.

2. In response to a recent request from the Public Works and Utilities Sub-Commission, A. C., the Commander-in-Chief, Mediterranean informed the Navy Sub-Commission that it is regretted that no additional mine-sweeping forces can be made available on the West Coast of Italy at the present time, and that existing requirements for minesweeping equipment, particularly in the Allied Port of Genoa, make it unlikely that other less important areas can be swept for a considerable period. However, the Commander-in-Chief, Mediterranean has assured the Navy Sub-Commission that due consideration will be given to clearing other areas as soon as sufficient mine-sweeping equipment may become available.

5631

See 77

C. Lann

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

8003/cc

Copy to:
Chief Commissioner
Economic Section
Food Sub-Commission
Provincial Commissioner, Apuania

71

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

NSC/2701.
20th June, 1945.

S-E-C-R-E-T & P-E-R-S-O-N-A-L

From: Navy Sub Commission, Hq., Allied Commission.
To : The Chief Commissioner, Hq., Allied Commission.
The General Officer Commanding, Military Mission to the Italian Army.
The Air Officer Commanding, Air Forces Sub Commission, Hq., Allied Commission.

Subject: Report of Italian Naval Activities.

The attached copy of the Flag Officer, Taranto, Adriatic and Liaison, Italy's report of Italian Naval proceedings for the month of May, 1945, is forwarded for your personal information.

(3)

REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION

8003/44

(70)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Office of the Flag Officer,
Liaison, Italy,
Area Combined Headquarters,
TARANTO.

5th June, 1945.

COPY

SECRET

No. T.A. 764.

REPORT OF PROCEEDINGS 1st MAY to 31st MAY, 1945.

Sir,

I have the honour to forward my Report of Proceedings in my capacity as Flag Officer, Taranto and Liaison, Italy for the period 1st May to 31st May, 1945.

EMPLOYMENT OF ITALIAN NAVY.

2. There has been a considerable reduction in the employment of Italian ships generally, on British Services during the month, except for the cruisers, three of which continue to be fully employed in transporting large drafts of British Personnel. One cruiser has been used to carry large numbers of refugees from North Italy to Sicily.

3. The number of Italian Submarines in use for Anti Submarine training have been reduced. The CORRIDONI has returned from the Red Sea, DIASPRO from Malta, while JALEA and NICHELIO are expected to return to Taranto shortly from Gibraltar.

4. With the end of the war in Europe, there are now more British Destroyers available to assist in the working up of Aircraft Carriers and Cruisers at Malta, and two of the Italian destroyers which had been used for this purpose have consequently been returned to Taranto. The destroyer CARABINIERE has sailed to Colombo for duties on the East Indies Station.

5. Convoying is practically at an end, though since the opening up of the port of Venice, convoys Ancona - Venice have been escorted by two pairs of Italian corvettes owing to the constant danger from mines in those waters. Otherwise, the Italians have been allowed, in the main, to use their escort vessels for their own purposes, which have centred in the transportation of sailors going on leave to the North, until this was temporarily suspended on the East Coast owing to congestion at Ancona.

6. As regards the battleships in the Bitter Lakes, the end of the war in Europe and the complete liberation of Italy must be calculated to have lowered, rather than raised, the morale of their crews, since they have now much more incentive than heretofore for wishing to proceed on leave and regain contact with their families. For this reason, the Minister of Marine has ordered Admiral DA ZARA to proceed to the Bitter lakes and address the ships' companies, with a view to improving morale.

This visit .....

Declassified E.O. 12356 Section 3.3/NND No. 785015



This visit has been approved by the Commander-in-Chief, Mediterranean and is expected to take place early in June.

DOCKYARDS.

7. The Commodore Superintendent's report of repairs carried out at Taranto, Bari and Brindisi during the month of May is enclosed.

8. The complete liberation of Italy and cessation of hostilities in Europe has not so far had the unfavourable effect on work in the Taranto dockyard which had at first been feared. Work is continuing at the same standard as before and, in fact, the workers have put in some overtime to make up for the time lost during the various festas which took place on and after V.E. Day. I continue to hear re ports from Commanding Officers of British ships refitted in Taranto dockyard that they have had a better or as good a refit as they have ever had in any dockyard.

9. The situation regarding clothing for dockyard workmen has eased slightly and advice has recently been received that 5,000 overalls are to be supplied.

PERSONNEL.

10. During the month Italian Port Parties have been sent to Venice, Spezia, Manfredonia, Porto Corsini and Ravenna. The British Port Party has been withdrawn from Manfredonia and the Port turned over completely to the Italians. It is intended to hand over Porto Corsini and Ravenna to the Italians on the 10th June.

11. A large number of personnel are now being sent on leave to North Italy in order to visit their families. They have been transported by destroyer to Leghorn and in corvette to Ancona. In spite of assurances received from the Commander-in-Chief, Ionian and Lower Adriatic that these personnel would in no way inflict themselves on the Naval Officer-in-Charge, Ancona, I received a report from him towards the end of the month, that they were in fact an encumbrance on him, since the Italians had no organisation capable of dealing with them. I have consequently issued instructions that no further personnel are to be sent to Ancona for leave in Northern Italy for the present.

5629

BRITISH NAVAL LIAISON PARTIES.

12. In view of the reduction in the numbers of Italian ships employed on British services, it is hoped to be able to effect further economies in British Liaison Parties during June.

71

MINESWEEPING .....

Declassified E.O. 12356 Section 3.3/NND No. 785015



MINESWEEPING.

13. There has been considerable discussion during the month on the subject of minesweeping by Italian Sweepers. A force of Italian Minesweepers is being formed to carry out organised sweeping in the Bay of Naples. The Minister of Marine endeavoured to explain the non-arrival of Minesweepers at Naples by alleging that I had opposed their transfer from Taranto. This was completely untrue since I had never been approached on the subject and, had I been, I should have been only too glad to allow Italian Minesweepers to leave my area where I have yet to see them do any work of material value. It has been my experience that Italian Minesweepers, which are for the most part converted fishing vessels, are very much more interested in fishing than minesweeping.

POLITICAL.

14. With the termination of hostilities in Europe there is now a feeling of nervous anticipation in the Italian air. Their future is uncertain and they undoubtedly view with growing concern the approaching departure of the Allies from Italy, which will leave them to their own devices under a Government in whom they can have no great confidence for some time to come.

15. The situation in Venezia Giulia, and particularly in Trieste, is most disturbing for the Italians, many of whom have near relations in that area. The firm attitude adopted by the Allies has been received with acclamation and has helped to reassure the people that the Yugo-Slavs will not be allowed to dictate the future ownership of Trieste and Venezia Giulia.

GENERAL.

16. Now that the Naval War in the Mediterranean is over the Italian Navy feels that it's task of assisting the Allies has come to an end. I think it can truthfully be said that they have little or no interest in the war in the Far East and the general attitude is to obtain demobilisation and return to their families at the earliest possible moment. I doubt whether there would be any great response to a call for volunteers to serve in the Far East.

17. Nevertheless it will be admitted that during the past 18 months, the Italian Navy has co-operated to the fullest possible extent and rendered valuable, though unspectacular, service to the war effort. The lack of sabotage or veiled resistance to Allied orders has been most encouraging and the Italian Navy has in my opinion shown real desire to co-operate with the Allies as best they were able. Their "best" has not always been very good, but this is due to their national characteristics rather than any lack of desire to co-operate.

I have the honour to be Sir,
Your obedient Servant,
(Sgd.) C. E. MORGAN
VICE ADMIRAL.

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71

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

FX 95036
JUNE 181613B

E/5613
JUNE 182100B
PRIORITY

AFHQ SIGNED SACMED CITE FHQAE
5 ARMY INFO 15 AG AC FOR NAVY SC

CONFIDENTIAL

Reports from Ministry of Marine suggest that Italian naval vehicles formerly held by Republican navy and now concentrated at COLLECHIEM MANTOVA MODENA and GHEDI are being assigned to Italian Army and civilians. Captured Italian naval transport should be turned over to Italian Navy for their maintenance through Navy SC. AC.

Dist

Info-Action - Navy SC
Info - Chief Commissioner
Land Forces SC
WED & IPW
File 2
Float

5621

CONFIDENTIAL

(64)

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

AMW/as

Tel. 489081 - ext. 391

18 June 1945

Ref. AC/5566/IND

SUBJECT : Machinery & Equipment British Royal Navy Dockboard - Ancona.

TO : Regional Commissioner Piemonte Region
" " Liguria "
" " Venezia Re "
" " Lombardia "

(67)

1. Herewith enclosure "A" detailing list of machinery and equipment belonging to "Cantieri Navali Riuniti Limited" and which was evacuated to Northern Italy.

2. This machinery is now required at the above Dockyard to replace present machinery belonging to Italian Stae Railways.

3. Please arrange to grant all facilities and assistance necessary for the release of above machinery and equipment to British Naval Officer in Charge, Ancona.

By command of Rear Admiral STONE:

A.H. GLENDINNING, Lt. Col.

for W.J. MASKREY,
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

5625 Incl.:
As per para.1 above.

Copy to:
~~CINC MED~~
~~MOTALI~~
Chief Commissioner, AC ✓
~~Economic Section , AC~~
(Attn.: Brig. D.L. Anderson CBE)
Transportation Sub-Commission
Navy Sub-Commission.

(68)

10003/CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

c o p y

Enclosure "A"

LIST OF MACHINE TOOLS AND EQUIPMENT BELONGING TO CANTIERI NAVALI RIUNITI LIMITED, ANCONA AND WHICH WERE EVACUATED TO NORTHERN ITALY

1. TRAPPA (Garessio - Cuneo)

18 in No. engine lathes
1 in No. relieving lathe
1 in No. gear cutting machines
6 in No. milling machines
4 in No. bering machines
1 in No. grinding machines
5 in No. filing machines
1 in No. slotting machine
1 in No. precision grinding machine
3 in No. turret lathes
10 in No. drilling machine
4 in No. shaping machines
Parts of Wolff crane
15 in No. cans of paint

2. PONTECURONE (Alessandria)

139 in No. cases containing : taps, dies, mills, twist drills, pneumatic hammers, pneumatic drilling machines, lathe tools, files, nose tools, mallets, electric drilling machines, grinding wheels, bronze valves, hobs, dies for circular saw.

6 in No. cases containing: gauges (plug gauges, snap gauges, micrometers).
18 in No. cases containing: apparatus and instruments for the chemical laboratory.

15 in No. time clocks.

711 in No. cases containing different nails and bolts.

3. MONDOVI' (Cuneo)

3 in No. engine lathes
2 in No. bering machines
6 in No. drilling machines
1 in No. turret lathe
3 in No. precision grinding machines
2 in No. milling machines
3 in No. cases containing pieces or radial drill.
1 in No. honing machine
2 in No. gear cutter machines.
1 in No. planing machine

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4. GARESSIO (Cuneo)

1 in No. broaching machine
1 in No. turre lathe
2 in No. steam turbines
1 in No. gear cutting machine (2 in No. cases containing parts of)
1 in No. planing machine
2 in No. transformers
4 in No. variable load pumps
3 in No. cases containing particular pieces of the compressor demag.

Declassified E.O. 12356 Section 3.3/NND No. 785015

5. FARIGLIANO ( Cuneo)

3 in No. milling machines
1 in No. machine for centre making

1 in No. edging machine
1 in No. trolley for crane

1 in No. pneumatic hammer
1 in No. milling machine Deckel
7 in No. engine lathes
7 in No. cases containing parts of lathes, grinding, machines, radial drill.

1 in No. shears
1 in No. precision grinding machine
2 in No. drilling machines
1 in No. copying machine Deckel
1 in No. boring machine

6. IMPERIA (Imperia)

1 in No. scissors
1 in No. wood planing machine

1 in No. parallel planing machine

1 in No. which for bending of tubes
1 in No. bandsaw machine
3 in No. joiner's benches

1 in No. milling machine
1 in No. electric sawing machine
1 in No. small plate bending machine
1 in No. morticing machine
1 in No. drilling machine
17,280 lbs. square steel bar.

7. DOGLIANI (Cuneo)

11 in No. engine lathes
1 in No. parallel planing machine
1 in No. drilling machine
1 in No. compressor
3 in No. milling machines
2 in No. wood planing machines
1 in No. boring machine
1 in No. wood turning lathe
1 in No. shears
1 in No. circular saw.

5629

8. CEVA (Cuneo)

Parts of Wolff crane

9. LUNDINARA (Rovigo)

2 in No. compressors
3 in No. Duplex pumps
1 in No. turboventilators
7 in No. condensers
1 in No. shear for rivet cutting
3 in No. electric rivet heaters
1 in No. Simplex pump
1 in No. shears

68

Declassified E.O. 12356 Section 3.3/NND No. 785015

10. LEGNANO ) LEGNANO? (Milano o Verona)

1 in No. cases containing : Reamers, taps and dies, circular saw, drills.

4 in No. cases containing : spaecial drills and taps
2 in No. compressors
60 in No. blocks
1 case containing : special tool steel, taps and dies
2 in No. vertical milling machines
1 in No. wood planing machine

11. BADIA POLESINE (Rovigo) fabricated iron girders

12. DOLO (Venezia) Parts of machine tools (lathes milling machines, boring machines).

5623



(18)

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION AMW/ag

Tel. 480081 -Ext. 381 18 June 1945

Ref. AC/5508/IND.

SUBJECT : Machinery and Equipment,
British Royal Navy Dock Yard, Ancona.

TO : Navy Sub-Commission, HQ AC.

(66)

1. Your NSC/2082 dated 14 June 1945 is subject.

2. In view of the statement contained in para 2 of above letter this Sub-Commission herewith attach authority for release of above machinery as listed in enclosure "A".

Copy to :
~~SINC MED~~
~~EOTALI~~
✓ Chief Commissioner, AC
~~Economic Section, AC~~
~~(Attn.: Brig. D.L. Anderson CBE)~~
~~Transportation S/C.~~

A. MacNAUGHTON-WRIGHT, Major A & SH
for W. J. MASKREY
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

1 Incl. :
"A".

5621

See (68)

(67)

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0522

Declassified E.O. 12356 Section 3.3/NND No. 785015

LIST OF MACHINE TOOLS AND EQUIPMENT BELONGING TO CANTIERI NAVALI RIUNITI LIMITED, ANCONA AND WHICH WERE EVACUATED TO NORTHERN ITALY

1. TRAPPA. (Garessio - Cuneo)

18 in No. engine lathes
1 in No. relieving lathe
1 in No. gear cutting machines
6 in No. milling machines
4 in No. boring machines
1 in No. grinding machines
5 in No. filing machines
1 in No. slotting machine
1 in No. precision grinding machine
3 in No. turret lathes
10 in No. drilling machines
4 in No. shaping machines
Parts of Wolff crane
15 in No. cans of paint

2. PONTECURONE. (Alessandria)

1399in No. cases containing: taps, dies, mills, twist drills, pneumatic hammers, pneumatic drilling machines, lathe tools, files, more tools, mallets, electic drilling machines, grinding wheels, bronze valves, hobs, dies for circular saw.

6 in No. cases containing: gauges (plug gauges, snap gauges, micrometers).
18 in No. cases containing: apparatus and instruments for the Chemical Laboratory.

15 in No. time clocks.

711 in No. cases containing different nails and bolts.

3. MONDOVI. (Cuneo)

3 in No. engine lathes
2 in No. boring machines
6 in No. drilling machines
1 in No. turret lathe
3 in No. precision grinding machines
2 in No. milling machines
3 in No. cases containing pieces of radial drill.
1 in No. honing machine
2 in No. gear cutter machines
1 in No. planing machine

4. GARESSIO (Cuneo)

1 in No. broaching machine
1 in No. turret lathe
5622 1 in No. steam turbines
1 in No. gear cutting machine (2 in No. cases containing parts of)
1 in No. planing machine
2 in No. transformers
4 in No. variable load pumps
3 in No. cases containing particular pieces of the compressor damag.

5. FARIGLIANO. (Cuneo)

3 in No. milling machines
1 in No. machine for centre making
1 in No. shears
1 in No. precision grinding machine

(67)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Marigliano (cont'd)

1 in No. edging machine
1 in No. trolley for crane
1 in No. pneumatic hammer
1 in No. milling machine Deckel
7 in No. engine lathes
7 in No. cases containing parts of, lathes, grinding machines, radial drill.
2 in No. drilling machines
1 in No. copying machine Deckel
1 in No. boring machine

6. IMPERIA (Imperia)

1 in No. scissors
1 in No. wood planing machine
1 in No. parallel planing machine
1 in No. winch for bending of tubes
1 in No. bandsaw machine
3 in No. joiner's benches
4,870 lbs. special steel.
1 in No. milling machine
1 in No. electric sawing machine
1 in No. small plate bending machine
1 in No. mortising machine
1 in No. drilling machine
17,200 lbs. square steel bar.

7. DOGLIANI (Cuneo)

11 in No. engine lathes
1 in No. parallel planing machine
1 in No. drilling machine
1 in No. atocompressor
3 in No. milling machines
2 in No. wood planing machines
1 in No. boring machine
1 in No. wood turning lathe
1 in No. shears
1 in No. circular saw

8. CEVA. (Cuneo)

Parts of Wolff crane

9. LENDINARA (Rovigo)

2 in No. compressors
3 in No. Duplex pumps
1 in No. turboventilators
7 in No. condensers
1 in No. shear for rivet cutting
1 in No. electrical rivet heaters
5614
1 in No. Simplex pump
1 in No. shears

10. LEGNAGO O LEGNANO ? (Milano o Verona)

1 in No. case containing: reamers, taps and dies, circular saw, drills
4 in No. cases containing: special drills and taps
2 in No. compressors
66 in No. blocks
1 case containing: special tool steel, taps and dies
2 in No. vertical milling machines
1 in No. wood planing machine

(67)

Declassified E.O. 12356 Section 3.3/NND No. 785015

11. BADIA POLESINE (Rovigo) fabricated iron girders

12. DOLO (Venezia) Parts of machine tools (lathes, milling machines, boring machines)

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Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2652
14 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Industry Sub-Commission, Hq. Allied Commission.

Subject: Machinery and Equipment, British Royal Navy Dock Yard, Ancona.

63

1. Industry Sub-Commission letter AC/5566/IND of 9 June 1945, states that the Industry Sub-Commission has no objection to the release of machinery and equipment to the British Royal Navy Dock Yard at Ancona on the condition that an equal amount of property be returned to the Railway Waggon Works for the purpose of expediting rehabilitation of Italian State Railways.

2. In a communication dated 12 June, the British Naval Officer-in-Charge, Ancona has informed the Navy Sub-Commission that "It is agreed to release machinery ex Italian State Railway on a 1 for 1 basis upon the receipt of equivalent units from Northern Italy".

3. In view of the assurances received from the Naval Officer-in-Charge, Ancona it is requested that the Industry Sub-Commission now issue formal release papers for the machine tools and equipment which were listed in enclosure (A) to Navy Sub-Commission letter NSC/2569 of 5 June. Upon receipt of such papers they will be forwarded to the Naval Officer-in-Charge, Ancona. It is his understanding that all transportation involved in moving the machinery and equipment will be arranged by him.

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

See (67)

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Copy to:
CINC MED
FOTALI
Chief Commissioner, AC.
Economic Section, AC.

(66)

NSC 3/CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUN 1 3 RECD

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2623
11 June 1945

From: Navy Sub-Commission, HQ. Allied Commission.
To : Public Works and Utilities Sub-Commission,
Hq. Allied Commission.

Subject: Port of LA SPEZIA.

1. As stated in Navy Sub-Commission letter NSC/2583 of 6 June 1945, the Navy Sub-Commission requested the Allied Naval Commander-in-Chief, Mediterranean to give due consideration to providing minesweepers for clearing the port of LA SPEZIA.

2. The Navy Sub-Commission now has been informed by the Allied Naval Commander-in-Chief, Mediterranean that it is regretted that no additional minesweeping forces can be made available on the West Coast of Italy and that existing priorities make it unlikely that the port of LA SPEZIA can be cleared for some period of time. However, the Allied Naval Commander-in-Chief has assured the Navy Sub-Commission that due consideration will be given to clearing the port of LA SPEZIA at such time as minesweeping equipment may become available.

(Sgd) G. E. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

2003/CC

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Copy to:
Economic Section, AC.
Chief Commissioner, AC.
Transportation Sub-Commission, AC.

65

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUN 10 RECD

CONFIDENTIAL

CINC MED (R) MEDBO CHIEF COMMISSIONER A.C. TRANSPORTATION S/C, A.C.

NAVY SUB-COMMISSION ROME

CONFIDENTIAL

NAVY SUB COMMISSION IS IN RECEIPT OF A FORMAL REQUEST FROM THE MINISTER OF MARINE TO THE EFFECT THAT ITALY BE RECOGNIZED AS AN ASSOCIATE MEMBER, FOR THE MEDITERRANEAN AREA, OF THE "UNITED MARITIME AUTHORITY" REFERENCE PARA. 6 MEDBO MINUTES OF MEETING HELD IN OFFICES OF MINISTRY OF MARINE, ROME, ON 30 AND 31 MAY. ORIGINAL OF REQUEST IS BEING FORWARDED TO YOU.

--081240B JUNE

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DIS: 5, 9, 10, 11, ML. [illegible]
[illegible]

8003/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUN 11 RECD

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2596
8 June 1945.

RESTRICTED

From: Navy Sub-Commission, HQ. Allied Commission.
To : Commander-in-Chief, Mediterranean.

Subject: United Maritime Authority, Request for Italian Membership in.

1. Attached herewith for appropriate action is letter No. 8733N of 5 June 1945 from the Minister of Marine, which requests that Italy be accorded the status of an Associate Member, for the Mediterranean Area, of the "United Maritime Authority". The Commander-in-Chief, Mediterranean was informed previously of the Minister of Marine's request for membership in the United Maritime Authority by Navy Sub-Commission despatch 081244B June.

(S.) E. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
for CHIEF COMMISSIONER.

Copy to:
COMNAVNAW
FSTO, Med.
G-4 Mov & Tn. (Am)
G-4 Mov & Tn. (Br)
DCNC West. Med.
Chief Commissioner ✓ AC
Transportation S/C
Shipping S/C
The Campbell Committee AC
MWT
WSA
POLAD (B) AC
POLAD (A). AC

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0529

Declassified E.O. 12356 Section 3.3/NND No. 785015

From: MINISTRY OF MARINE (Merchant Navy Administration)
To : N.S.C. - A.C.H.Q.
Date: 5 June '45
Ref.: 5733 N.

Subject: United Maritime Authority.

With reference to conversations held in Rome with Representatives of MEDBO during meetings at which Commander-in-Chief Mediterranean Station, Admiral Sir J. CUNNINGHAM, was present in connection with using the Italian Merchant Navy within the framework of the United Nations Navies, I have the honour to request that Italy be recognized as an Associate Member, for the Mediterranean area, of the "UNITED MARITIME AUTHORITY".

(Sgd) THE MINISTER

561 DG/P.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

JUN 10 RECD

AMW/ag

Tel. 391

9 June 1945

Ref. AC/5566/IND.

SUBJECT : Machinery and Equipment, British Royal Navy Dock Yard, Ancona.

TO : Navy Sub-Commission, Hq AC.

62
8003

1. Your NSC/2669 dated 5 June 1945 is subject.

2. Under para 3 it is stated it will be possible to take favourable action for the return of some equipment to the Railway Waggon Works at Civitanova Marche provided the return of machinery and equipment listed in enclosure (A) at present located in various areas of Northern Italy is released for use in the Navy Dock Yard.

3. Industry Sub-Commission have no objection to the release of above machinery and equipment on condition that you return the property of the Railway Waggon Works in order to expedite the re-habilitation of the State Railways.

4. On receipt of this assurance we will grant the necessary authority.

5. It is noted that on this being granted the transportation of above machinery and equipment will be carried out by vehicles now available at the Ancona Dock Yard.

561

See 66

/s/ W. J. MASKREY

W. J. MASKREY
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

Copy to :
CINC MED
FOSNAI
~~NOIC Ancona.~~
Chief Commissioner.
Economic Section.
(Attn.: Brig. D.L. Anderson CBE)(for information)
Transportation S/C.

63

Chief Commissioner

JUN 8 PM

HEADQUARTERS ALLIED COMMISSION JHH/mdp
APO 394
Transportation Sub-Commission

Ref. : AC/568/5/Tn 3 7 June 1945

SUBJECT : Port of Savona.

TO : Economic Section (2)

1. In view of the conflicting reports received from various sources on the port of Savona, the following resume of the present port position is given. This information has been extracted from the official report made by an A.F.H.Q. Recce Party and any plans or proposals for the use of the port should be based on this information.

2. ACCEPTANCE OF VESSELS

Salvage operations are at present in progress and N.O.I.C. is of the opinion that vessels drawing 25 feet will shortly be able to enter through a channel of 150 feet in breadth. He has hopes of adding 2 feet to this draft at an early date. The time of entrance cannot be given until the harbour and entrance channel have been swept for magnetic mines, and it is extremely unlikely that mine clearance will be completed before the Port of Genoa has 8 Liberty berths in working order.

3. BERTHS

Berths 2 and 3 Length 500' depth 20'.
Rail and Road served. One gantry crane 5 tons. Sunken tanker requires moving before berths can be used.

Berths 8 and 9 Length 650' depth 22/24'.
Rail and Road served, single track. 3 Electric 5 tons cranes and a fourth shortly available.

Berth 10 Length 325' depth 20'.
No cranes.

Berth 11. Length 325' depth 13/18'.

Declassified E.O. 12356 Section 3.3/NND No. 785015

TO : Economic Section (E)

1. In view of the conflicting reports received from various sources on the port of Savona, the following resume of the present port position is given. This information has been extracted from the official report made by an A.F.H.Q. Recce Party and any plans or proposals for the use of the port should be based on this information.

2. ACCEPTANCE OF VESSELS

Salvage operations are at present in progress and N.O.I.C. is of the opinion that vessels drawing 25 feet will shortly be able to enter through a channel of 150 feet in breadth. He has hopes of adding 2 feet to this draft at an early date. The time of entrance cannot be given until the harbour and entrance channel have been swept for magnetic mines, and it is extremely unlikely that mine clearance will be completed before the Port of Genoa has 8 Liberty berths in working order.

561

3. BERTHS

Berths 2 and 3 Length 500' depth 20'.
Rail and Road served. One gantry crane 5 tons. Sunken tanker requires moving before berths can be used.

Berths 8 and 9 Length 650' depth 22/24'.
Rail and Road served, single track. 3 Electric 5 tons cranes and a fourth shortly available.

Berth 10 Length 325' depth 20'.
No cranes.

Berth 11. Length 225' depth 13/18'.

Berth 12 and 13 Length 715 depth 24'.
Rail and Road served, 8 tracks, I gantry Crane 5 tons 2 Electric Cranes 3 tons. Area for back piling 9000 tons.

Vecchia Darsena
Depth varies 12 to 20'.
No cranes suitable for coasters.

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4. Funivie Pier
This pier, according to N.O.I.C., has a draft

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Declassified E.O. 12356 Section 3.3/NND No. 785015

alongside of 35 feet, deepening quickly to 33 feet. The machinery is in working order, tests having already been made of all parts.

The capacity on coal is estimated at a minimum of 3.000 tons per day, and the grabs are in good enough condition to handle a similar quantity of grain without having an excessive amount of spillage. Clearance is effected by an overhead cable to San Giuseppe and by grab direct to storage silo (capacity 12.000 tons) adjacent to the pier.

CONCLUSION

At the present moment it is only proposed to use the port for Bulk cargoes of coal and possibly grain.

The discharge of general cargo, ultimately for clearance out of the area cannot be contemplated until the Railway line between Savona/Turin and Savona/Alessandria, which has been demaged, is in operation.

For the Director :

J.W. Baker

J.W. BAKER, Lt. Col.

Copy to : Chief Commissioner
Mov Roads
Mov Rail
Port and Warehouse Division
Food Sub-Commission
Commerce S/C Coal Div.
M.W.T. Rome
W.S.A. "

5609

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONCLUSION

At the present moment it is only proposed to use the port for Bulk cargoes of coal and possibly grain.

The discharge of general cargo, ultimately for clearance out of the area cannot be contemplated until the Railway line between Savona/Turin and Savona/Alessandria, which has been damaged, is in operation.

For the Director :

J.W. Baker

J.W. BAKER, Lt. Col.

Copy to : Chief Commissioner
Mov Roads
Mov Rail
Port and Warehouse Division
Food Sub-Commission
Commerce S/C Coal Div.
M.W.T. Rome
W.S.A. "

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Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUN 6 RECD
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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2589
6 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Industry Sub-Commission, Allied Commission.

Subject: Machinery and Equipment, British Royal Navy Dockyard ANCONA.

Enclosure: (A) List of machine tools and equipment belonging to Cantieri Navali Riuniti Ltd., Ancona and which were evacuated to Northern Italy.

1. Enclosure (A) is a list of machine tools and equipment belonging to Cantieri Navali Riuniti Ltd., Ancona which were evacuated to Northern Italy.

2. As the Cantieri Navali Riuniti Dockyard in Ancona is now under the control of the British Navy, the Allied Naval Commander-in-Chief, Mediterranean has requested the Allied Commission to assist in, and give authority for, the return of the equipment to the dockyard at Ancona. All of the machinery and equipment listed in enclosure (A) was deposited in various areas of Northern Italy for security during hostilities. Each machine has been diamantled and crated for light and easy shipment. Accurate records are held by the Management of the Cantieri Navali Riuniti, Ancona as proof of ownership. The machines are all of modern manufacture and would be of great assistance in hastening naval repair work.

3. The larger proportion of the machines now in use at Ancona was requisitioned from the Railway Waggon Works at Civitanova Marche, who it is understood have twice made representations to the Allied Commission for the return of their property in order to expedite the rehabilitation of the Italian State Railways. The British Naval Officer-in-Charge, Ancona considers that by the return of the machinery listed in enclosure (A) to Ancona, it will be possible to take favorable action on the request for the return of some equipment for the use of the Italian State Railways. Also, he has stated that if release for this machinery is given, a large proportion can be transported by vehicles now available at the Ancona Dockyard.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

NSC/2569
5 June 1945.

Subject: Machinery and Equipment, British Royal Navy Dockyard ANCONA.

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4. It is requested that the Industry Sub-Commission give the necessary authority for the release of the machine tools and equipment listed in enclosure (A) and inform the Navy Sub-Commission in order that appropriate notification may be given to the Allied Naval Commander-in-Chief, Mediterranean.

R.W. Dunn
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

(Reference MED.45/240/2/2)

Copy to:
CINCMED w/o encl.
FOTALI w/o encl.
NOIC Ancona w/o encl.
Chief Commissioner w/ encl.
Economic Section, A/C. w/ encl.

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COPY

LIST OF MACHINE TOOLS AND EQUIPMENT BELONGING TO CANTIERI NAVALI RIUNITI LIMITED, ANCONA AND WHICH WERE EVACUATED TO NORTHERN ITALY.

---

1. TRAPPA.

18 in No. engine lathes.
1 in No. relieving lathe.
1 in No. gear cutting machine.
6 in No. milling machines.
4 in No. boring machines.
1 in No. grinding machine.
5 in No. filing machines.
1 in No. slotting machine.
1 in No. precision grinding machine.
3 in No. turret lathes.
10 in No. drilling machines.
4 in No. shaping machines.
Parts of Wolff crane
15 in No. cans of paint.

2. PONTECURONE.

139 in No. cases containing: taps, dies, mills, twist drills, pneumatic hammers, pneumatic drilling machines, lathe tools, files, nose tools, mallets, electic drilling machines, grinding wheels, bronze valves, hobs, dises for circular saw.

6 in No. cases containing: gauges (plug gauges, snap gauges, micrometers).
18 in No. cases containing: apparatus and instruments for the Chemical Laboratory.

15 in No. time clocks.

711 in No. cases containing different nails and bolts.

3. MONDOVI.

3 in No. engine lathes.
2 in No. boring machines.
6 in No. drilling machines.
1 in No. turret lathe.
3 in No. precision grinding machines.
2 in No. milling machines.
3 in No. cases containing pieces of radial drill.
1 in No. honing machine.
2 in No. gear cutting machines.
1 in No. planing machine.

4. GARESSIO.

1 in No. broaching machine.
1 in No. turret lathe.
2 in No. steam turbines.
1 in No. gear cutting machine (2 in No. cases containing parts of).
1 in No. planing machine.
2 in No. transformers.
4 in No. variable load pumps.
3 in No. cases containing particular pieces of the compressor demag.

5. FARIGLIANO.

3 in No. milling machines.
1 in No. machine for centre making.
1 in No. edging machine.
1 in No. trolley for crane.
1 in No. shears.
1 in No. precision grinding machine
2 in No. drilling machines.
1 in No. copying machine Deckel.
1 in No. boring machine

Declassified E.O. 12356 Section 3.3/NND No. 785015

2. PONTECURONE.

139 in No. cases containing: taps, dies, mills, twist drills, pneumatic hammers, pneumatic drilling machines, lathe tools, files, nose tools, mallets, electic drilling machines, grinding wheels, bronze valves, hobs, discs for circular saw.

6 in No. cases containing: gauges (plug gauges, snap gauges, micrometers).
18 in No. cases containing: apparatus and instruments for the Chemical Laboratory.

15 in No. time clocks.

711 in No. cases containing different nails and bolts.

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2 in No. bering machines.
6 in No. drilling machines.
1 in No. turret lathe.
3 in No. precision grinding machines.
2 in No. milling machines.
3 in No. cases containing pieces of radial drill.
1 in No. honing machine.
2 in No. gear cutting machines.
1 in No. planing machine.

4. GARESSIO.

1 in No. broaching machine.
1 in No. turret lathe.
2 in No. steam turbines.
1 in No. gear cutting machine (2 in No. cases containing parts of).
1 in No. planing machine.
2 in No. transformers.
4 in No. variable load pumps.
3 in No. cases containing particular pieces of the compressor demag.

5. FARIGLIANO.

3 in No. milling machines.
1 in No. machine for centre making.
1 in No. edging machine.
1 in No. trolley for crane.
1 in No. pneumatic hammer.
1 in No. milling machine Deckel.
1 in No. shears.
1 in No. precision grinding machine
2 in No. drilling machines.
1 in No. copying machine Deckel.
1 in No. boring machine

-C-O-P-Y-

/engine lathes.

Declassified E.O. 12356 Section 3.3/NND No. 785015

(67)

(A)

FARIGLIANO. (Continued)

7 in No. engine lathes.
7 in No. cases containing parts of, lathes, grinding machines, radial drill.

6. IMPERIA.

1 in No. scissors.
1 in No. wood planing machine.
1 in No. parallel planing machine.
1 in No. winch for bending of tubes.
1 in No. bandsaw machine.
3 in No. joiner's benches.
4,870 lbs. special steel.
1 in No. milling machine.
1 in No. electric sawing machine.
1 in No. small plate bending machine.
1 in No. mortising machine.
1 in No. drilling machine.
17,280 lbs. square steel bar.

7. DOGLIANI.

11 in No. engine lathes.
1 in No. parallel planing machine.
1 in No. drilling machine.
1 in No. atocompressor.
3 in No. milling machines.
2 in No. wood planing machines.
1 In No. boring machine.
1 in No. wood turning lathe.
1 in No. shears.
1 in No. circular saw.

8. CEVA.

Parts of Wolff crane.

9. LENDINARA.

2 in No. compressors.
3 in No. Duplex pumps.
1 in No. turboventilator.
7 in No. condensers.
1 in No. shears for rivet cutting.
3 in No. electrical rivet heaters.
1 in No. Simplex pump.
1 in No. shears.

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10. LEGNAGNO.

1 in No. case containing: Reamers, taps and dies, circular saws, drills.
4 in No. cases containing: special drills and taps.
2 in No. compressors.
66 in No. blocks.
1 case containing: special tool steel, taps and dies.
2 in No. vertical milling machines.
1 in No. wood planing machine.

Declassified E.O. 12356 Section 3.3/NND No. 785015

1 in No. winch for bending of tubes.
1 in No. bandsaw machine.
3 in No. joiner's benches.
4,870 lbs. special steel.
1 in No. mortising machine.
1 in No. drilling machine.
17,280 lbs. square steel bar.

7. DOGLIANI.

11 in No. engine lathes.
1 in No. parallel planing machine.
1 in No. drilling machine.
1 in No. atocompressor.
3 in No. milling machines.
2 in No. wood planing machines.
1 In No. boring machine.
1 in No. wood turning lathe.
1 in No. shears.
1 in No. circular saw.

8. GEVA.

Parts of Wolff crane.

9. LENDINARA.

2 in No. compressors.
3 in No. Duplex pumps.
1 in No. turboventilator.
7 in No. condensers.
1 in No. shears for rivet cutting.
3 in No. electrical rivet heaters.
1 in No. Simplex pump.
1 in No. shears.

560

10. LEGNAGNO.

1 in No. case containing: Reamers, taps and dies, circular saws, drills.
4 in No. cases containing: special drills and taps.
2 in No. compressors.
66 in No. blocks.
1 case containing: special tool steel, taps and dies.
2 in No. vertical milling machines.
1 in No. wood planing machine.

11. BADIA POLESINE. Fabricated iron girders.

12. DOLO. Parts of machine tools (lathes, milling machines, boring machines).

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Declassified E.O. 12356 Section 3.3/NND No. 785015

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MWTR MED ROME

RESTRICTED.

Reference the suggested move of HENDERSON and staff to ROME you will appreciate that until Italian Minister Of Marine produces a scheme for COCRMA which is acceptable to AMCOM and which can handle the practical details of ships allocation and movements. Presently MEDBO Control continues but cannot do so indefinitely or your information it is not palatable that schooners should be released from Control.

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LIST

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MEDITERRANEAN SHIPPING BOARD.

MINUTES OF AN EXTRAORDINARY MEETING HELD IN THE OFFICES OF THE ITALIAN MINISTRY OF MARINE, ROME, ON 30TH AND 31ST MAY, 1945.

During the course of the Meeting there attended:

| | | |
|---|---|---|
| | Mr. J. Gibson Graham | Chairman. |
| Members: | Admiral Sir John D. Cunningham, R.N. | C.-in-C. Med. |
| | Commodore C.R.E.W. Perryman, R.N. | F.S.T.O. Med. |
| | Colonel J.T. Dansher, U.S. Army | G-4 Mov & Tn. (Am.). |
| | Colonel G. Ackerley | G-4 Mov & Tn. (Br.). |
| | Captain J.C. Martin, U.S. Army | D.D.O.H.C., W. Med. |
| | Mr. R. Nicol | Reg. Dir., W.S.A. W. Med. |
| Present: | Rear Admiral G.L. Warren, R.N. | F.O.T.A.L.I., Rome. |
| | Rear Admiral Ellery W. Stone, U.S.N. | Chief Commissioner, A.C. |
| (British & U.S.) | Commodore H.W. Ziroli, U.S.N. | Navy Sub-Commission, A.C. |
| | Commander G.E. Sturt, R.N.V.R. | S.O.O. to F.S.T.O. Med. |
| | Lieut. W.W. Wotherspoon, U.S.N.R. | Navy Sub-Commission, A.C. |
| | Colonel M.J. Sieff | Trans. Sub-Commission, A.C. |
| | Lt.Col. J.A. Balfour | Trans. Sub-Commission, A.C. |
| | Mr. I.D. Campbell | D.M.W.T.R. Med. |
| | Mr. Merritt H. Taylor | Chief, Trans. Sub-Commission, A.C. |
| | Mr. A.G. Antolini | Act.Vice Pres.,Econ.Sub-Comm.,A.C. |
| | Mr. J.H. Henderson | D.M.W.T.R. |
| | Mr. G.A. Bell | D.M.W.T.R. |
| | Mr. W. Williams | D.M.W.T.R. |
| | Mr. R. Hughes | D.O.H.C. Representative. |
| | Mr. Harris | M.W.T. |
| | Mr. R.L. Harbaugh | W.S.A. |
| (Italian) | S.E. Admiral de Courten, R.I.N. | Minister of Marine. |
| | S.E. Signor Bassano | Under Sec. of State, Min. of Marine. |
| | S.E. Signor Montalbano | Under Sec. of State, Merchant Marine. |
| | Admiral Brivonesi, R.I.N. | Secretary General, Min. of Marine. |
| | Admiral Accorretti, R.I.N. | Deputy Chief of Naval Staff. |
| | Lt. General Matteini, R.I.N. | Director General, Merchant Marine. |
| | Constructor Captain Bordoli, R.I.N. | Directorate Gen., Merchant Marine. |
| | Captain Capponi, R.I.N. | Naval Mission to C.-in-C. Med. |
| | Lt.Commander A. Gimpier, R.I.N. | Naval Mission to C.-in-C. Med. |
| | Lieut. Marena, R.I.N. | Liaison, A.C. |
| | Commander Mattoli (Retd.) | Liaison, M.W.T. |
| | Signor Fortini | Ministry of Marine. |
| | Signor Minoletti | C.N.L.A.I., Milan. |
| | Dottore E. Sarnella | Director, CO.GE.NA. |

| | | |
|---|---|---|
| Signor Canoli | Signor Meli | |
| Signor Corrado | Signor Piaggio | |
| Signor Costa | Signor Ravano | |
| Signor Dagna | Signor Rositani | |
| Signor D'Amico | Signor Enrico Scerni | Representatives of Italian |
| Signor Fiorentino | Signor Mario Scerni | Shipowners from all parts |
| Signor Juris | Signor Scuderi | of Italy. |
| Signor G. Lauro | Signor S. Szabado | |
| Signor Longobardo | Signor Vallazzi | |
| Signor Manaro | Signor Vianello | |

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| | | |
|---|---|---|
| | Colonel G. Ackerley | G-4 Mov & Tn. (Dr.). |
| | Captain J.C. Martin, U.S. Army | D.D.C.H.C., W. Med. |
| | Mr. R. Nicol | Reg. Dir., W.S.A. W. Med. |
| Present: | Rear Admiral G.L. Warren, R.N. | F.O.T.A.L.I., Rome. |
| | Rear Admiral Ellery W. Stone, U.S.N. | Chief Commissioner, A.C. |
| (British & U.S.) | Commodore H.W. Zirolli, U.S.N. | Navy Sub-Commission, A.C. |
| | Commander G.B. Stuart, R.N.V.R. | S.O.O. to F.S.T.O. Med. |
| | Lieut. W.W. Wotherspoon, U.S.N.R. | Navy Sub-Commission, A.C. |
| | Colonel M.J. Sieff | Trans. Sub-Commission, A.C. |
| | Lt.Col. J.A. Balfour | Trans. Sub-Commission, A.C. |
| | Mr. I.D. Campbell | D.M.W.T.R. Med. |
| | Mr. Merritt H. Taylor | Chief, Trans. Sub-Commission, A.C. |
| | Mr. A.G. Antolini | Act.Vice Pres., Econ.Sub-Comm., A.C. |
| | Mr. J.H. Henderson | D.M.W.T.R. |
| | Mr. G.A. Dell | D.M.W.T.R. |
| | Mr. W. Williams | D.M.W.T.R. |
| | Mr. R. Hughes | D.O.H.C. Representative. |
| | Mr. Harris | M.W.T. |
| | Mr. R.L. Hartaugh | W.S.A. |
| (Italian) | S.E. Admiral de Courten, R.I.N. | Minister of Marine. |
| | S.E. Signor Passano | Under Sec. of State, Min. of Marine. |
| | S.E. Signor Montalbano | Under Sec. of State, Merchant Marine. |
| | Admiral Drivonesi, R.I.N. | Secretary General, Min. of Marine. |
| | Admiral Accorretti, R.I.N. | Deputy Chief of Naval Staff. |
| | Lt. General Mattoini, R.I.N. | Director General, Merchant Marine. |
| | Constructor Captain Dordoli, R.I.N. | Directorate Gen., Merchant Marine. |
| | Captain Capponi, R.I.N. | Naval Mission to C.-in-C. Med. |
| | Lt.Commander A. Giuppico, R.I.N. | Naval Mission to C.-in-C. Med. |
| | Lieut. Marena, R.I.N. | Liaison, A.C. |
| | Commander Mattoli (Retd.) | Liaison, M.W.T. |
| | Signor Fortini | Ministry of Marine. |
| | Signor Minoletti | C.N.L.A.I., Milan. |
| | Dottore E. Sarnolla | Director, CO.GE.NA. |

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| | | |
|---|---|---|
| Signor Canoli | Signor Meli | Representatives of Italian Shipowners from all parts of Italy. |
| Signor Corrado | Signor Piaggio | |
| Signor Costa | Signor Ravano | |
| Signor Dagna | Signor Rositani | |
| Signor D'Amico | Signor Enrico Scerni | |
| Signor Fiorentino | Signor Mario Scerni | |
| Signor Juris | Signor Scuderi | |
| Signor G. Lauro | Signor S. Szabado | |
| Signor Longobardo | Signor Vallazzi | |
| Signor Mamaro | Signor Vianello | |
| Signor Mazzella | | |

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|---|---|
| Miss M.M. Michie | Secretary, MEDTO. |
| Miss R.L. Hicks | Secretary to Mr. Campbell. |

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Declassified E.O. 12356 Section 3.3/NND No. 785015

1. The Meeting of the Mediterranean Shipping Board with the Italian Ministry of Marine and Italian Shipowners from both the North and South of Italy was opened in the morning by Mr. J. Gibson Graham, the Chairman, introducing, and thanking for his personal attendance, Admiral Sir John D. Cunningham, Commander-in-Chief, Mediterranean, who then addressed the Meeting. The Commander-in-Chief, Mediterranean stated that it was his duty, under the Cunningham - de Courten Agreement, to accept from the Italian Government in the name of the Supreme Allied Commander, the merchant shipping and craft in Italian waters and ports, as also those on the stocks in Italian building yards, which craft would be placed in the combined shipping pool under the control of the Combined Shipping Adjustment Board. Commander-in-Chief, Mediterranean was pleased to record that the duties, which under the terms of the aforegoing Agreement had fallen on the Italian Minister of Marine, had been fulfilled and efficiently carried out. Admiral de Courten, the Italian Minister of Marine, then replied, after which the Chief Commissioner of the Allied Commission, Rear Admiral Ellery W. Stone, made a short speech. In his concluding words the Chairman reported that the Commander-in-Chief, Mediterranean had agreed the principle of the Italian Ministry of Marine resuming control of the Italian Schooner Fleet, subject to surveillance by the Shipping Authorities, as also of those vessels allocated by the Shipping Authorities to the Ministry of Marine to maintain the coastwise shipping service as required by the Allied Commission, and that the Meeting would adjourn until the afternoon when that and other questions concerning Italian Merchant shipping would be closely examined and considered on an executive level.

Verbatim reports of all the speeches, which at the Meeting were translated into Italian or English, as the case might be, are attached as Appendices "A" to "F" inclusive, the speech of Admiral de Courten also being in the English translation.

2. <u>COMITATO ITALIANO GESTIONE NAVI</u>. On the resumption of the Meeting and after the Chairman's speech (attached as Appendix "G"), General Matteini gave a detailed statement on CO.GE.NA. in order that those representatives from the North might be informed of its duties and the manner in which the administration of both schooners and Italian vessels over 300 gross register tons ~~tons deadweight~~ had been performed. He hoped that the additional knowledge and assistance of those Northern shipowners might now assist in eliminating certain difficulties which had previously existed, and he welcomed their offers of co-operation. *

Speaking on behalf of the Northern shipowners, Signor E. Scerni wished to thank Admiral de Courten, Mr. Gibson Graham, General Matteini, the President, and Dottore Sarnelia, the Director of CO.GE.NA., for all that had been done on behalf of the shipowners of the North in looking after their interests in the South when they themselves had been prevented from so doing. Signor Mazzella, for the shipowners of the South, added his own appreciation of what had been achieved.

With reference to the statement, that to some extent CO.GE.NA. had lacked the co-operation of such shipowners as were available, contained in the 3rd paragraph of the Chairman's speech, (vide Appendix "G") Signor Mazzella, who represented the shipowners of Southern Italy, said that those owners had in many ways not been allowed to give their full co-operation to the Allies, as they had desired, and referred to the period before the entry of Italy into the War when Italians, in most cases contrary to their personal interests, had chartered ships to Great Britain. In reply the Chairman said that he could only note these views for he was not in a position to make known the policy of the Allied Governments, but [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

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3. RE-ORGANISATION OF COMITATO ITALIANO GESTIONE NAVI. The Mediterranean Shipping Board and Allied Commission now considered, the Chairman reported,/

* Emended by Ctr
LDS.

/reported, that those schooners not required for military purposes, as also those coasting vessels required for the transportation of civil goods, sponsored by Allied Commission, should be allocated for operation to the Italian Government, under the supervision of the Allied Authorities. As heretofore, the administrative duties would fall on CO.G.E.M., and, in order to undertake the increased responsibilities, it had been suggested that CO.GE.M. be reconstituted to include representatives from the shipping interests in the North of Italy, and re-named to indicate its greater powers. This proposal was welcomed by Signor E. Scorni, on behalf of the shipowners from the North, who were very willing to be represented and work on the new organisation.

General Matteini later stated, after discussion with the Italian shipowners, that it was proposed the President of the body should be nominated by the Italian Minister of Marine, and as at present all financial transactions were effected by the Italian Government, a representative of the Italian Treasury should be appointed to the membership of CO.GE.M. in its new form, until such time as requisition of vessels by the Italian Government ceased. The Director would be chosen by the Italian Minister of Marine, as also four members from the shipping firms of Italy, who would, however, act as shipping experts and not in their personal or commercial interests. In reply to the Chairman, General Matteini said that these men would be selected for their wide knowledge of shipping matters and would not necessarily represent the different categories of vessels. In the new organisation, the majority of the members would thus represent the shipowners of Italy. General Matteini then reported the proposal that the main administrative office, under the Director, should remain in Naples, where all records were presently kept, that the President would have under him in Rome a small policy organisation and that there should be a Branch office in Genoa. As Allied Commission Headquarters was in Rome, and in order to avoid unnecessary telephone communications with Naples, the Chairman was of the opinion that there should also be an executive section of CO.GE.M., as reconstituted, in Rome, to which Allied Commission could pass their requirements and from which day to day information regarding the vessels at their disposal could be obtained. Colonel Sieff agreed that this would be essential for the efficient working, both of that organisation and Allied Commission, and explained that the future procedure to be adopted was for Allied Commission to state that a certain tonnage of some commodity, or class of commodity, would require to be lifted during a certain period, and that it would then be for CO.GE.M., in its new form, to allocate the necessary tonnage. Allied Commission would require to be satisfied that their programme would be fulfilled, but would leave local agents to arrange with the shippers, through the Chamber of Commerce, for the goods to be available at the ports in time to be lifted in the vessel allocated. General Matteini agreed, but said the transfer of certain functions from the Naples office to Rome would of necessity take place gradually. Once this had been effected, Colonel Sieff considered the time now taken between bids being put forward for the movement of goods, and their actual carriage, would be considerably reduced.

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4. SCHOONER CONTROL. With the world wide shortage of shipping the Chairman explained that control as to the employment of all vessels was essential if the most economic use of available facilities were to be made, and that in the case of Italy, an average schooner lift had to be known and achieved, before additional tonnage could be allocated against the economic requirements of the country. This schooner lift had now been assessed at 30,000 tons a month, and now that the MEDBO Schooner Control was to be abolished on an [illegible] this figure would be taken as the

Declassified E.O. 12356 Section 3.3/NND No. 785015

owners, that it was proposed the President of the body should be nominated by the Italian Minister of Marine, and as at present all financial transactions were effected by the Italian Government, a representative of the Italian Treasury should be appointed to the membership of CO.GE.NA. in its new form, until such time as requisition of vessels by the Italian Government ceased. The Director would be chosen by the Italian Minister of Marine, as also four members from the shipping firms of Italy, who would, however, act as shipping experts and not in their personal or commercial interests. In reply to the Chairman, General Matteini said that these men would be selected for their wide knowledge of shipping matters and would not necessarily represent the different categories of vessels. In the new organisation, the majority of the members would thus represent the shipowners of Italy. General Matteini then reported the proposal that the main administrative office, under the Director, should remain in Naples, where all records were presently kept, that the President would have under him in Rome a small policy organisation and that there should be a Branch office in Genoa. As Allied Commission Head-quarters was in Rome, and in order to avoid unnecessary telephone communications with Naples, the Chairman was of the opinion that there should also be an executive section of CO.GE.NA., as reconstituted, in Rome, to which Allied Commission could pass their requirements and from which day to day information regarding the vessels at their disposal could be obtained. Colonel Sieff agreed that this would be essential for the efficient working, both of that organisation and Allied Commission, and explained that the future procedure to be adopted was for Allied Commission to state that a certain tonnage of some commodity, or class of commodity, would require to be lifted during a certain period, and that it would then be for CO.GE.NA., in its new form, to allocate the necessary tonnage. Allied Commission would require to be satisfied that their programme would be fulfilled, but would leave local agents to arrange with the shippers, through the Chamber of Commerce, for the goods to be available at the ports in time to be lifted in the vessel allocated. General Matteini agreed, but said the transfer of certain functions from the Naples office to Rome would of necessity take place gradually. Once this had been effected, Colonel Sieff considered the time now taken between bids being put forward for the movement of goods, and their actual carriage, would be considerably reduced.

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In order that those representatives from the North might be aware of the reasons for the application of control of the schooner fleet, as it existed up to the present, and the steps taken in that direction, Mr. Campbell/

61

Declassified E.O. 12356 Section 3.3/NND No. 785015

Mr. Campbell explained the position in detail.

The allocation of all schooner tonnage previously under the MEDBO Schooner Control Committee, and also those schooners found in Northern waters, to the Italian Government, was at all times dependent on military requirements, and in reply to Mr. Taylor the Chairman stated that if at any time the schooner fleet were depleted or enlarged by reason of such requirements, the agreed figure of 30,000 tons would be varied accordingly.

As the schooner fleet which was now being allocated to the Italian Government for operation was required to lift civil cargoes within the Supreme Allied Commander's "disease and unrest" programme, Colonel Ackerley was of the opinion that the question of the release of these vessels should be deferred until the approval of the Chief Administrative Officer had been obtained. The Chairman explained that the Italian Government were responsible to Allied Commission for the fulfillment of the programme, but that the actual tonnage to meet such programme was allocated by Mediterranean Shipping Board and he therefore considered that until such time as the Supreme Allied Commander's "disease and unrest" programme were prejudiced, the shipping authorities should be allowed to put it into effect in whatever manner they deemed advisable.

5. "CAMPBELL COMMITTEE" REPORT. The Chairman stated that this Report set out the policy which it was recommended should be followed when military organisations released ports in Italy to civil control and after perusal and consideration of the "Campbell Committee" Report - as amended - the Meeting stated they were in entire agreement with the policy laid down therein.

6. UNITED MARITIME AUTHORITY. This Authority had not yet commenced its work in the Mediterranean but the Chairman informed the Meeting that it was intended the offices of Zone 3, which comprised the whole Mediterranean, Red Sea, Black Sea and extended to West Africa, would at some future date be set up in Rome. He explained that at the close of the European War, it was the policy that vessels of the Allied Nations be released from the operational control of the Combined Shipping Adjustment Board and be returned to their respective Governments, who were contracting parties of the United Maritime Authority, so that their agreed programmes could be implemented, but that such vessels would be under requisition by their own Governments and would be placed back in the common pool which would be administered by the United Maritime Authority. After consultations that had taken place with Mr. Kalloch and Allied Commission, the Chairman said he was prepared to recommend to London and Washington that Italy might be admitted to this Authority as an associate member of the Mediterranean Zone, provided the Italian Government would guarantee their complete co-operation in complying with the decisions of the United Maritime Authority.

7. REQUISITION OF ITALIAN VESSELS. The Chairman reported that under the terms of the Cunningham - de Courten Agreement, the Italian Government was at present committed to requisition all Italian vessels, for inclusion in the Allied pool, but he replied to Signor E. Scerni that, provided the vessels remained at the disposal of the Italian Government for Allied requirements, the Mediterranean Shipping Board would have no objection to different arrangements between the Italian Government and the shipowners being made should, at any later date, the terms be modified to admit such a procedure.

Declassified E.O. 12356 Section 3.3/NND No. 785015

APPENDIX "A".

OPENING SPEECH BY MR. J. GIBSON GRAHAM, CHAIRMAN OF THE MEDITERRANEAN SHIPPING BOARD, INTRODUCING ADMIRAL, SIR J.D. CUNNINGHAM, COMMANDER IN CHIEF, MEDITERRANEAN.

Your Excellencies, Gentlemen,

As Chairman of the Mediterranean Shipping Board, and in collaboration with my American colleague, Mr. Kalloch, who I regret to say is indisposed, but who is represented here today by Mr. Nicol, his deputy, I would explain to you that we act as advisors to the Commander in Chief, Mediterranean on shipping matters, and at the same time represent the Combined Shipping Adjustment Board of the Allied Nations.

On the liberation of the Northern part of Italy, we felt it good that the Commander in Chief should speak to you on certain aspects as they affect Merchant Shipping. In introducing to you Admiral Sir John D. Cunningham, Commander in Chief in the Mediterranean, I have also to express our gratitude to him for coming in person. I have also to express our pleasure and thanks to Admiral Stone, the Chief Commissioner of the Allied Commission, for coming to this Meeting, and thank the Italian Minister of Marine, Admiral de Courten, for placing his offices at our disposal.

5601

ROME.

30th May, 1945.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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5601

ROME.

30th May, 1945.

61

Declassified E.O. 12356 Section 3.3/NND No. 785015

APPENDIX "B".

ADDRESS BY THE COMMANDER-IN-CHIEF, MEDITERRANEAN
TO ITALIAN SHIPOWNERS.

Your Excellencies, Gentlemen,

I am glad to welcome this re-union of the Mercantile interests of Northern and Southern Italy - so long separated, but now, I am pleased to learn, united in a common effort to assist in dealing with the vast problems which face not only Italy but the remainder of Europe, and indeed, the whole world.

It is my duty to accept from your Government in the name of the Supreme Allied Commander, the merchant shipping and craft on your seas and in your harbours and on the stocks in your building yards, under the Agreement signed by the Admiral of the Fleet Sir Andrew Cunningham and your Minister of Marine, Admiral de Courten. I am pleased to recall to you that under the terms of that Agreement certain other duties were provided to be performed by your Minister of Marine, and I am happy to record that these have been fulfilled and efficiently carried out.

In accepting these vessels I would remind you that they are placed in the common pool of shipping and controlled as to employment by the Combined Shipping Adjustment Board. That Board is represented in this area by Representatives of the War Shipping Administration of the United States of America and the British Ministry of War Transport, who also act on the Mediterranean Shipping Board as my advisers on the use and operation of all merchant shipping in the Mediterranean.

These same Representatives will deal with you, Gentlemen, on my behalf and on behalf of the Combined Shipping Adjustment Board on all matters connected with merchant shipping, and I am happy to have been given to understand that they can look for earnest co-operation on your part.

It has been accepted as a principle by all the countries engaged in the task which we have now partially completed, that unification of Shipping Control is a necessity, if success is to be assured. The success so recently achieved has proved the soundness of this principle and is the reward for its loyal acceptance. I need not emphasise that all is not yet over. There are still gigantic tasks ahead of us and the acceptance of unification of control is still essential if our labours in that direction are not to be wasted.

Organisations have been created within your Ministry of Marine which have done their best to fulfil the duties entrusted to them, but there can be no doubt that they will be enriched by the additional experience and assistance which you, Gentlemen, will now be able to give them.

Certain features will arise, and are bound to arise, which shipping people who are renowned for their independence of thought may find irksome and with which they may find fault in their hearts. But over these long five years shipping men of other nations have had to accept similar experiences and have found their salvation in the righteousness of their endeavours, and their reward has been the success which has crowned them. You, too, must find your salvation in obedience to the agreed principles and in loyal endeavour to assist in the

Declassified E.O. 12356 Section 3.3/NND No. 785015

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Declassified E.O. 12356 Section 3.3/NND No. 785013

APPENDIX "C".

DICHIARAZIONI DEL MINISTRO DELLA MARINA ALLA RIUNIONE DELL'ARMAMENTO ITALIANO.

Desidero anzitutto dare il benvenuto cordiale ed esprimere i vivi ringraziamenti della Marina mercantile e miei al Comandante in capo navale del Mediterraneo, al Presidente del NCBC, al Capo della Commissione alleata ed a tutte le altre autorità che partecipano a questa riunione.

Desidero in particolare esprimere a Sir John CUNNINGHAM la mia gratitudine per le parole con le quali egli, nell'atto di immettere simbolicamente nel pool commune del naviglio mercantile la flotta mercantile di tutta l'Italia, ormai riunita nella sua integrità nazionale, ha voluto dare il suo apprezzato riconoscimento alla realtà e allo spirito fattivo con cui sono stati applicati gli accordi conlusi a suo tempo fra Sir Andrew CUNNINGHAM e me. Tale riconoscimento fa sopratutto diretto all'armamento ed alla gente di mare Italiani che, in ogni circostanza hanno dimostrato chiara comprensione delle necessità nazionali e piena adesione a quei principi di unificazione del controllo sul traffico, che sono stati volenterosamente accettati, anche se a costo di qualche sacrificio degli interessi individuali, come premessa indispensabile di quello che era e rimane lo scopo supremo: la vittoria contro il comune nemico.

Questa comprensione e questa adesione sono state tanto più facilmente realizzabili in quanto hanno avuto le loro radici nella salda amicizia e nella reciproca stima che sono preziosa tradizione nei rapporti fra armamento e gente di mare dell'Italia e armamento e gente di mare del Gran Bretagna e degli Stati Uniti: è nostro ardente voto che la realtà presente valga a rafforzare e ad approfondire questi vincoli tradizionali.

Vorrei accennare che la marina mercantile Italiana, in tutti i suoi ceti, confida sempre che la sua attività ed il suo spirito di dedizione, pur nelle attuali, ridotte condizioni di consistenza della flotta mercantile, siano apprezzate dalle Nazioni Unite e valgano a dare all'Italia quei riconoscimenti morali e materiali, che sono necessari per la ricostruzione della nostra patria.

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Vorrei anche mettere in rilievo l'urgente necessità che la numerosa gente di mare Italiana, della quale voi conoscete la capacità professionale, lo spirito di sacrificio e l'ardente amore di patria, possa, nel sempre crescente sviluppo dei traffici mondiali, trovare una forma che le consenta di dare in pieno il suo contributo alla guerra ed alla pace e trovare giusto appagamento ai suoi bisogni di vita.

Potete essere certi che anche in futuro, come finora, armamento e gente di mare Italiani saranno sempre pronti a dare tutta la loro opera per facilitare il trionfo di quegli ideali, sui quali si fonda la speranza in un mondo laborioso e pacifico.

Declassified E.O. 12356 Section 3.3/NND No. 785015

del Mediterraneo, al Presidente del Lazio, al Capo della Commissione alleata ed a tutte le altre autorità che partecipano a questa riunione.

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ROMA

30th May, 1945.

61

Declassified E.O. 12356 Section 3.3/NND No. 785015

APPENDIX "D".

RESPONSE TO THE SPEECH OF ADMIRAL SIR JOHN D. CUNNINGHAM, COMMANDER-IN-CHIEF, MEDITERRANEAN, by ADMIRAL DE COURTEN, MINISTER OF MARINE.

In the first place I wish to give a cordial welcome and express sincere thanks on behalf of the Merchant Navy and of myself to the Commander-in-Chief, Mediterranean Station, to the President of the MEDBO, to the Chief of the Allied Commission, and to all the other Authorities present at the meeting.

Today Sir John Cunningham is symbolically adding the entire Italian Merchant Fleet now united in its natural whole, to the common pool of merchant shipping. On this occasion I particularly wish to express to him my gratitude for his words in acknowledging the loyalty and the efficiency with which the terms of the agreement between Sir Andrew Cunningham and myself have been carried out. This acknowledgment is due chiefly to Italian shipowners and merchant seamen who, in all circumstances, have shown clear understanding of national requirements and full adherence to the principles of unified shipping control. Even at the cost of sacrificing some individual interests, these principles have been willingly accepted as a necessity for what was and remains the main purpose : victory over the common enemy.

This understanding and adherence have been so much more easily realised inasmuch as their original is to be found in the solid friendship and mutual esteem which constitutes a precious tradition in the relationships between Italian shipowners and seamen and British and United States shipowners and seamen. It is our sincere hope that this present reality may reinforce and deepen such traditions.

I would like to point out that all classes of men in the Italian Merchant Navy are constantly hoping that their activities and their loyal spirit will be appreciated by the United Nations, even in the present conditions of reduced consistency of the Merchant Fleet, and will bring Italy the moral and material acknowledgment necessary for the reconstruction of our country.

5598

I would also like to draw your attention to the many Italian merchant seamen of whose professional capacity, spirit and patriotism you are aware, and to the urgent necessity that in the ever increasing world sea traffic they may find a way which will allow them the possibility of giving their full contribution both to the war effort and to peace, so enabling them to satisfy their necessities of life.

You can rest assured that also in the future, as has been the case up to the present, Italian shipowners and merchant seamen will always be ready to give all their collaboration in order to assist in the triumph of those ideals on which are founded the hopes of an industrious and peaceful world.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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ROME.

30th May, 1945.

61

Declassified E.O. 12356 Section 3.3/NND No. 785015

APPENDIX "E".

SPEECH BY THE CHIEF COMMISSIONER, ALLIED COMMISSION

REAR ADMIRAL ELLERY W. STONE.

Your Excellencies, Gentlemen,

I have no prepared remarks to deliver. I should, however, like to express my gratitude at being present at this Meeting in an atmosphere which to a Navy man must naturally be gratifying, with Representatives of the Allied Navies and the Italian Mercantile Navy.

The performances of your Mercantile Navy are not unknown to me, either in my official capacity or personally, because I have travelled on Italian ships and I know that what Admiral de Courten has said about the ability and seamanship of Italian Officers and Seamen represents a tradition of many generations of seafaring people.

The role of the Allied Commission is one in a large part of representing Italian needs to the Allies to assist in the reconstruction of Italy. Since October 13th, 1943 when the Italian Government declared war on Germany, our role has been one of working together and on the defeat of the common enemy. Still more work needs to be done. At a time when the supplies, facilities and shipping are scarce in the world, our only hope of building a peace does not lie in the documents which we sign but in bringing a reasonable standard of living to the people of this Continent.

The problems of Italy are difficult - the problems of all countries in Europe are difficult, and I can assure you, Gentlemen, that the problems of the United States are not easy, but I am confident that in working together we can find a solution to your problems.

I am happy to meet you all.

5597

ROME.

30th May, 1945.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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5597

ROME.

30th May, 1945.

61

Declassified E.O. 12356 Section 3.3/NND No. 785015

APPENDIX "F".

CONCLUDING SPEECH BY MR. J. GIBSON GRAHAM,
CHAIRMAN OF THE MEDITERRANEAN SHIPPING BOARD.

Your Excellencies, Gentlemen,

I feel that we are all grateful to the Commander in Chief, Mediterranean, to the Minister of Marine and Admiral Stone for the spirit which has been shown in the speeches which have been made at this Meeting.

The Commander in Chief, Mediterranean, has directed us to examine certain details on an executive level, but for your information I have to announce that the principle of the Italian Ministry of Marine resuming control of the Italian Schooner Fleet under the supervision of the Allied Shipping Authorities, and also of those vessels allocated by the Shipping Authorities to the Ministry of Marine to maintain the coastwise shipping service as required by the Allied Commission, the Commander in Chief has accepted, and it has been agreed that we put it into effect. This will require considerable care and thought in working out the details and will need to be co-ordinated with the Allied Commission. For this purpose we will meet again, by the kindness of Admiral de Courten in this room, at 3 p.m. this afternoon.

5596

ROME.

30th May, 1945.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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5595

ROME.

30th May, 1945.

61

Declassified E.O. 12356 Section 3.3/NND No. 785015

APPENDIX "G".

SPEECH BY MR. J. GIBSON GRAHAM, CHAIRMAN OF THE MEDITERRANEAN SHIPPING BOARD AT THE CONTINUATION OF THE MEETING IN THE AFTERNOON.

Gentlemen,

You have before you the translation of the speech made to you by the Naval Commander in Chief and you have also before you the response made by your Minister of Marine.

I would be failing in my duty if I did not tell you at this time that certain features of the operation of Italian shipping have to be faced. You will appreciate that as things stand at the moment your shipping has been handed over as part of the Armistice terms. It was agreed, however, that within the limits of the requirements of the Allied nations for the use of shipping, that Italian ships should be used for Italian needs and manned by Italian crews. The Mediterranean Shipping Board was taxed with these duties by the Commander in Chief, Mediterranean, and also by the Combined Shipping Adjustment Board in Washington and London.

We felt it necessary in the early days before the liberation of Northern Italy that your Minister of Marine should create some body of practical men to deal with the executive details in connection with the duties involved. We felt it necessary, however, in view of the fact that many of the questions arising would become inter-Governmental, that the head of any such body should be a prominent Italian Government official. Out of these deliberations has grown the organisation known as CO.GE.NA. To some extent CO.GE.NA. has lacked the co-operation of such ship owners as were available in the part of Italy with which we were at that time concerned. You will see from the Commander in Chief's remarks that he welcomes the additional experience and assistance that should now be available. I sincerely trust that this co-operation will be obtained, as only by this means can we inform our Governments that all matters are going smoothly, and that you are carrying out the wishes of the Prime Minister of England, Mr. Churchill and the late President of the United States, Mr. Roosevelt, when they adjured you to find your salvation in what Mr. Churchill so tritely put as "working your passage".

559

I would draw your attention, as one final personal note, to the fact that the civilian personnel who will assist you in this matter are, like myself, normally engaged in the shipping business of our countries. Our service to our countries has not been to our own personal interests, but to only those interests of our countries, and I feel that I have only to tell you this and you will realise the situation as it is at the moment, and will be, until the War in the Far East has reached a successful conclusion.

ROME.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Naval Commander in Chief and you have also before you the response made by your Minister of Marine.

I would be failing in my duty if I did not tell you at this time that certain features of the operation of Italian shipping have to be faced. You will appreciate that as things stand at the moment your shipping has been handed over as part of the Armistice terms. It was agreed, however, that within the limits of the requirements of the Allied nations for the use of shipping, that Italian ships should be used for Italian needs and manned by Italian crews. The Mediterranean Shipping Board was taxed with these duties by the Commander in Chief, Mediterranean, and also by the Combined Shipping Adjustment Board in Washington and London.

We felt it necessary in the early days before the liberation of Northern Italy that your Minister of Marine should create some body of practical men to deal with the executive details in connection with the duties involved. We felt it necessary, however, in view of the fact that many of the questions arising would become inter-Governmental, that the head of any such body should be a prominent Italian Government official. Out of these deliberations has grown the organisation known as CO.GE.NA. To some extent CO.GE.NA. has lacked the co-operation of such ship owners as were available in the part of Italy with which we were at that time concerned. You will see from the Commander in Chief's remarks that he welcomes the additional experience and assistance that should now be available. I sincerely trust that this co-operation will be obtained, as only by this means can we inform our Governments that all matters are going smoothly, and that you are carrying out the wishes of the Prime Minister of England, Mr. Churchill and the late President of the United States, Mr. Roosevelt, when they adjured you to find your salvation in what Mr. Churchill so tritely put as "working your passage".

5593

I would draw your attention, as one final personal note, to the fact that the civilian personnel who will assist you in this matter are, like myself, normally engaged in the shipping business of our countries. Our service to our countries has not been to our own personal interests, but to only those interests of our countries, and I feel that I have only to tell you this and you will realise the situation as it is at the moment, and will be, until the War in the Far East has reached a successful conclusion.

R O M E.

30th May, 1945.

(61)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

From: Mr. IAN D. CAMPBELL, Office of the MEDITERRANEAN SHIPPING BOARD, ROME.

Date: 28th May, 1945.

cc 7115

JUN 1 RECD

To: Lt. J. Lannin, U.S.N.R., Flag Lieutenant to REAR ADMIRAL ELLERY W. STONE, U.S.N.R.

Subject: Meeting with Italian Ministry of Marine, Rome. 30th May, 1945.

1. Reference is made to your communication of 26th May addressed to the Chairman, MEDBO, in connection with the above meeting.

2. Arrangements have been made for Members of the Mediterranean Shipping Board to meet the Italian Minister of Marine supported by a representation of the Italian Shipowning Industry. The Commander-in-Chief, Mediterranean Station, under whose direct control the Italian Merchant Fleet has been placed by the Cunningham-De Courten agreement, will explain the necessity of the continuance of co-ordinated control of Merchant Shipping as outlined by the principles established by the United Maritime Authority.

3. The Minister of Marine is expected to reply to the speech by the Commander-in-Chief, and it is hoped that I shall be able to forward to you tomorrow afternoon an outline of the speeches to be made by both of these Officers.

4. The Chairman of the Mediterranean Shipping Board will announce details of the immediate future control of Italian ships, which will include the handing back to the Minister of Marine the supervision of the Italian Schooner Fleet. This hand back will entail the Italian Authorities remaining responsible for the carriage of some 30,000 tons per month required by the civil programme.

5. Apart from those vessels allocated to the Italians to perform agreed coastwise liner services, the remainder of the coasting and deep sea fleet will remain at the disposal of the United Maritime Authority.

6.x A suggested schedule showing the programme for the morning of 30th May is attached. Approval is requested. Commander-in-Chief, Mediterranean Station has concurred.

559

Ian D Campbell.
For, CHAIRMAN
MEDITERRANEAN SHIPPING BOARD.

8003/cc

Circulated to: Transportation S/C., A.C.

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559

Lamb Campbell.
For CHAIRMAN
MEDITERRANEAN SHIPPING BOARD.

Circulated to: Transportation S/C., A.C.
Economic Section, A.C.
Navy S/C., A.C.
Ministry of Marine.

60

Declassified E.O. 12356 Section 3.3/NND No. 785015

Meeting of the MEDITERRANEAN SHIPPING BOARD with the

ITALIAN MINISTRY OF MARINE, ROME.

30th May, 1945.

1050 hrs. Acting President arrives at the Ministry of Marine, Main Entrance facing the Tiber.
Honours will be paid, thereafter he will be conducted to the personal office of the Minister of Marine to await the Commander-in-Chief, Mediterranean Station.

1100 hrs. Commander-in-Chief, Mediterranean Station, arrives and after receiving honours will be escorted to the Minister's Office.

1110 hrs. Commander-in-Chief, Mediterranean Station, the Acting President, Allied Commission and the Chairman of the Mediterranean Shipping Board will proceed to the Conference Room.

1115 hrs. Introduction by the Chairman, Mediterranean Shipping Board.
Statement by Commander-in-Chief, Mediterranean Station.
Reply by the Minister of Marine.
Statement by Chairman, Mediterranean Shipping Board.

L U N C H

1500 hrs. Resumption of Conference at the Ministry of Marine, between Members of the Mediterranean Shipping Board and the Italian Representatives.

559

Declassified E.O. 12356 Section 3.3/NND No. 785015

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559

60

Declassified E.O. 12356 Section 3.3/NND No. 785015

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Declassified E.O. 12356 Section 3.3/NND No. 785015

# A G E N D A.

Meeting to be held in Rome on Tuesday,
29th May, 1945.

| | | |
|---|---|---|
| 1. | Statement regarding COGENA. | General Matteini. |
| 2. | Future organisation and revue. | " " |
| 3. | MEDBO Schooner Control. | A.M.W.T.R. Med. |
| 4. | Operation of Coastal Services. | Discussion. |
| 5. | MEDBO Campbell Committee Report. | A.M.W.T.R. Med. |

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8003/cc

554 59

Declassified E.O. 12356 Section 3.3/NND No. 785015

CROSS INDEX SHEET

Ltr Hq AC Naval S/C Admiral Warren 29 April 1945

To: Admiral De Courten

SUBJECT: Issuance of Fascist diplomas by Italian Navy must stop.

DOCUMENT FILED IN CC 2610

585591

Declassified E.O. 12356 Section 3.3/NND No. 785015

3201/CC

# LIST OF PAPERS

Office of the Chief Commissioner

ALLIED COMMISSION

*File under No.* 3201 PATRIOTS - GENERAL

NB: For PATRIOT POLITICAL PROBLEMS after end of fighting in Italy, 29 Apr 45, see CC-225-7, relations CLNAI-Ital Govt.

TOP SECRET

Vol. II



| SERIAL NUMBER | FROM— | DATE | TO— | SYNOPSIS |
|---|---|---|---|---|
| 138 | SAC (P) (45) 12th Mtg | 24 May 45 | | Financing the CLNAI. |
| 139 | Cbl IV Corps 1478, Cit 86 | 25 May 45 | 5A, AC, 15 | Disbandment Partisans in NW It; by enlisting in It Army & Police forces. |
| 140 | Memo, Stearns | 26 May 45 | Ex. | CC directs follow-up cbl on disbandmt of Partisans in NW Italy. |
| 141 | 542/109/EC, Talbot | 27 May 45 | 5, IV, SCAOS | Activities of Royalist Partisans, NW It. |
| 141a | Cbl AC Pat Br 8764 | 30 May 45 | AFHQ | Disbandmt by enlisting in Army. |
| 142 | Grafftey-Smith (fr Milan) | 3 Jun 45 | CC | Financing the CLNAI. |
| 143 | Cbl AFHQ FX-87882 | 5 Jun 45 | AC, 15 | Financing the CLNAI. |
| 144 | INS 315/F, Reede | 6 Jun 45 | Fin SC | Financing the CLNAI. |
| 145 | Cbl AC CC 9229 | 6 Jun 45 | AFHQ, 15 | Financing the CLNAI. |

5591

TOP SECRET

05701