

ACC

10000/142/883

CASE OF CANTIERI N
(AUG. 1945); NOV. 1945

0283

Declassified E.O. 12356 Section 3.3/NND No. 785016

10000/142/883

CASE OF CANTIERI NAVALI DEL LEVANTE (RE-COLLABORATION)
(AUG. 1945); NOV. 1945 - APR. 1946

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: Cantieri Navali del Levante

No	Date	To	REMARKS	From
1	26 Nov. 45	Civil Affairs	1. The policy on naval construction is not known in Industry Department, and as a consequence, we have had no dealings in this subject and have no knowledge of subject firm or its activities.	Industry Dept.
	27 NOV. 1945	Legal	<i>M. I. Shapiro</i> M. I. SHAPIRO Major, CWS Liaison Officer Industry Department. This is a request for intervention with the Hon. of Justice will you please consider and take such action as may be appropriate.	
24 NOV 45		NAVY S/C	We propose to approach the Minister of Justice on the subject, but we should like your opinion beforehand.	
30 NOV 45		LEGAL SC	<i>G. S. Hammond</i> The NSC has not had any direct dealings with the subject firm and has no knowledge concerning the allegations. Mother seemed to be	

Page _____

No	Date	To	REMARKS	From
			to be referred to local authorities to form an opinion. Suggest that this is a matter for determination between Italian authorities <i>W. St. J. Butler</i> <i>Left us</i>	

DO NOT WRITE BELOW THIS LINE

INDUSTRY SUB COMMISSION
ROUTING SLIP

Date.....

FROM	TO	INITIALS
✓ MR. E.H. SULLIVAN		
✓ MAJ. CHARLES FEWINGS		
MAJ. W.I. SHAPIRA	(1)	
CAPT. R.F. LAWORTH		
DIV. I MR. V. DORKOVICH		
DIV. II DR. S.E. MARIAN		
DIV. III MR. M.C. FARMER	(2)	
MR. S.D. BROOZKOOS	(3)	
DIV. IV MR. G. GENTILLI		
MR. W.C. BACKHOUSE		
MR. J. RICHTER		
DIV. V CAPT. D.S. KINGERY		
LT. F.N. SPENCER		
DIV. VI DR. E.W. KEMBERT		
CHIEF CLERK		
ECONOMIC SECTION		

FOR

☒	Necessary Action
☐	Investigation & Report
☒	Recommendation & Remarks
☐	Information
☐	Approval
☐	Signature
☒	Do not return return/yes on
	Discuss to (1)
☐	File
☐	E/P

REMARKS This is a request from
CANTIERI NAVALI DEL LEVANTE
shipyard for intervention by AC
with Italian Ministry of Justice
to face the General Attorney of
Venice to with draw charges
of collaboration. Several documents
are enclosed which indicate that
these shipyards sabotaged & assisted
the Germans (over)

are you acquainted with this
outfit, & if so, what
are your recommendations?

MIS

I am not familiar
with this outfit
and subject.

Since the job is Army territory and
it is being made under contract
where I do not handle. I
do not know what concerns
this is. Please advise to have
checked.

INDUSTRY SUB-COMMISSION
ROUTING SLIP

5 NOV 1945

Date.....

FROM	TO	INITIALS
MR. A.H. SULLIVAN		
MAJ. CHARLES FEWINGS	①	CF
DIV. I MR. V. LORKOVICH		
DIV. II DR. S.H. MANIAN		
DIV. III MR. S. LAND		
MR. M.C. FARMER		
MR. S.D. BROOTZKOOS		
DIV. IV MR. G. GENTILLI		
MR. W.S. BACKHOUSE		
MR. J. RICHTER		
DIV. V CAPT. D.S. KINGERY		
LT. F.N. SPENCER		
DIV. VI DR. E.W. REMBERT		
CHIEF CLERK	②	
ECONOMIC SECTION		

FOR

- ☒ Necessary Action
- ☐ Investigation & Report
- ☐ Recommendation & Remarks
- ☐ Information
- ☐ Approval
- ☐ Signature
- ☐ To note & return/pass on
- ☐ Discuss
- ☐ File
- ☐ P/F

REMARKS

Pl. have translations made

Pregiatissimo Signore
MUSGRAVE THOMAS
Italian Branch
for Chief Legal Advisor

Roma, 7 Aprile 1946

AO/4175/6/L.

Stimatissimo Signore,

mi faccio onore di ringraziare Lei per la comunicazione fattami avere con sua lettera in data 13/2/1946 e sento il dovere di portare a Sua conoscenza ed al suo ufficio che in data 3/4/1946 la Suprema Corte di Cassazione ha deciso per legittima suspizione, causata da non regolare istruttoria e spirito set-tario, di conseguenza, la Suprema Corte ha decretato che la causa venga rinviata da Venezia alla Corte Straordinaria di Milano, riapren-do l'istruttoria.

Con la presente, prego vivamente la Sua Alta Autorità ch  in base ai documenti acclusi in fotocopia (pronto di presentare a Sua richiesta gli originali) risulta, per dichiarazione dello Stato Maggiore del Regio Esercito Italiano, nonch  dalla lettera dichiaratoria di S.E. il Sottosegretario della Marina Mercantile che: I dirigenti dei Cantieri Navali del Levante collaborarono con il nucleo militare nell'interesse dell'Italia e degli Alleati, e dal documento del Sottosegretario di Stato della Marina, viene confermato e richiesto che data la dichiarazione degli organi militari com-petenti, di ineccepibile fede i quali affermano di aver anche sempre sorvegliati detti Cantieri, richiede che per ragioni politiche militari riservatissime sia chiuso ed archiviato l'ingiusto processo.

Confido nel valido intervento della S.V. presso le autorit  competenti perch  di fatto sia concluso in questo senso.

Distintamente ossequio.

Allegati: 2 fotocopie 3
1 opuscolo.

Devote d'Lei
Giuseppe Mazzolini
Hotel Regina - Roma
Camera 119

Pregiatissimo Signore
MUSGRAVE THOMAS
Italian Branch
for Chief Legal Advisor

20/4/75/6/L.

Roma, 7 Aprile 1946

Stimatissimo Signore,

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Confido nel valido intervento della S.V. presso le autorità competenti perchè di fatto sia concluso in questo senso.

Distintamente ossequio.

Allegati: 2 fotocopie 3
1 opuscolo.

Devoto di Lei

Giuseppe Mazzorini

Hotel Regina - Roma
camera 119

Dopo 14 aprile

Via Bochetto A.S. Milano (ufficio)

Corso Venezia Aires A. 3 (abitazione)

Milano



Roma, lì 1 marzo 1946

Ministero della Guerra

STATO MAGGIORE R. ESERCITO
UFFICIO INFORMAZIONI

N. 92123/3/5 di prot.

OGGETTO: Dichiarazione.-

Al Sig. Comm. Ing. Giuseppe MAZZOLINI

R O M A
Albergo Regina

Si è grato comunicarle, che da documenti in possesso di questo ufficio, risulta che la V.S. ha svolto nel periodo seguente all'8 settembre 1943 in poi una proficua azione in favore della causa Italiana e delle operazioni Alleate di guerra in corso sul fronte italiano.

Da detti documenti risulta che Ella, con rischio personale non lieve e nonostante l'età, si è più volte recata - anche clandestinamente - dall'estero, ove trovavasi rifugiato, in alcune zone dell'Italia Settentrionale per conto di un nucleo di questo ufficio.

Risulta anche che, con la collaborazione di suo figlio Ulisse, direttore dei Cantieri Navali del Levante in Venezia, la S.V. ha potuto realizzare una continua e sistematica opera di sabotaggio a danno della Germania.

Anche nel campo controinformativo risulta che l'opera dei Cantieri Navali opportunamente orientata dalla S.V. è stata di grande utilità permettendo di seguire gran parte del movimento navale germanico nell'Adriatico e nel Mediterraneo.

E' doveroso anche segnalare quanto Ella ha fatto per impedire che i documenti relativi alla costruzione di un tipo di bomba volante dovuti a suoi personali studi fossero utilizzati da parte del Comando Militare Germanico.- Dagli stessi documenti risulta che Ella ha servito il Paese per puro spirito patriottico.-

IL COLONNELLO CAPO UFFICIO

V. Pasquale



MINISTERO DELLA GUERRA
STATO MAGGIORE REGIO ESERCITO
Ufficio Informazioni

P.N. 3800, 15 agosto 1945

N. 75941/3^a/4 di prot.

Oggetto: Cantieri Navali del Levante - Comm. Giuseppe Mazzolini

AL SIG. SEGRETARIO DI STATO PER
LA MARINA MERCANTILE
Angelo C O R S I
Ministero Marina R O M A

In relazione alla richiesta dell'8 agosto c.a. n. 214 informo che dagli elementi in possesso di questo Ufficio risulta che il Comm. Giuseppe Mazzolini è stato durante il periodo dell'8 settembre 1943 alla fine della guerra un attivo collaboratore di un nucleo all'estero di questo Servizio ed ha svolto una proficua azione a favore del Governo italiano e degli Alleati, sia nel campo informativo che in quello dei sabotaggi, che poterono essere attuati col concorso dei dirigenti dei Cantieri Navali del Levante di Venezia, da detto nucleo sorvegliato.

Particolari di ordine riservato sono contenuti in una relazione compilata per uso interno di questo servizio.

Dalla stessa relazione risulta che il Comm. Mazzolini ha servito il Paese per puro spirito patriottico, e con la sua azione accorta ha evitato fra l'altro che le maestranze del Cantieri fossero trasferite in Germania.

IL TEN. COL. VICE CAPO UFFICIO
T.to (Renato De Francesco)

N. 75941/3-4 di prot.

Oggetto: Cantieri Navali del Levante - Comm. Giuseppe Mazzolini

Al Sig. SEGRETARIO DI STATO PER

LA MARINA MERCANTILE

Angelo C O R S I

Ministero Marina R O M A

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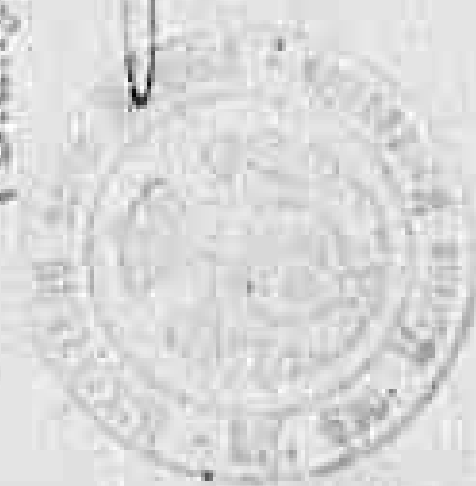
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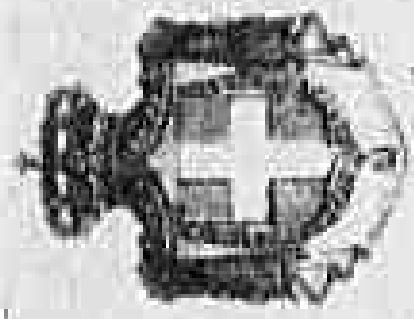
A. C. C.

IL COLONNELLO DEL G.N.

(Gianguido Berdini)



IL TEN. COL. VICE CAPO UFFICIO
F. to (Renato De Francesco)



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

20 Agosto 1945

MARICOST = VENEZIA =
tramite:
MARICENTRO = VENEZIA =

Divisione UT/2
Prot. 3018

*Proposta al Tribunale del
Gen.*

OGGETTO: Cantieri Navali del Levante -

RISERVATO
URGENTISSIMO

Prosecuzione tele 2690 e 2978 del 6 e 17 agosto.

1°) - In data 4 agosto i dirigenti della Società Cantieri Navali del Levante hanno inoltrato una istanza, nella quale lamentano l'inizio di una procedura, che gli interessati dichiarano ingiusta, diretta ad accertare l'eventuale loro responsabilità per collaborazione col tedesco invasore invocano che da parte di questo Ministero si procedesse ad una severa inchiesta su tutta la loro condotta durante il periodo di occupazione tedesca.

2°) - Mentre si è disposto col tele 2690 che da parte di questa Marina fossero eseguite indagini di carattere tecnico sulla attività della Ditta, è risultato da documenti di ineccepibile fede e di organi militari, che il Cantiere medesimo e i loro dirigenti sono stati sorvegliati da parte dei tedeschi durante tutto il periodo dell'occupazione tedesca e che la loro condotta e lavoro corrispondeva alle direttive impartite dagli stessi. La relativa documentazione per il carattere di stretta riservatezza non può essere trasmessa, ma resta depositata presso questo Ministero.

3°) - Si prega rendere noto quanto sopra alle competenti Autorità giudiziarie con la dovuta sollecitudine e riservatezza perchè l'azione venga sospesa.

P. IL MINISTRO
Fto Corsi

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Disposizione UT/2
Prot. N. 3018

Se.

Allegati

OGGETTO : Cantieri Navali del Levante -

RISERVATO
URGENTISSIMO

MARICOST = VENEZIA =
tramite:
MARICENTRO = VENEZIA =

Resposta al Teleg. del
Gi.

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6X

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p.c.c.

p. IL MINISTRO
Fto Corsi

(Cantieri Navali)

[Handwritten signature]

Translation

AB/sm

Rome, 3 November 1945

TO : H.E. Rear Admiral E.W. STONE
Governor of Northern Italy.

R o m a

Excellency,

In August and September 1945 I took the liberty of sending you a memorandum calling your attention to the damage being done unjustly to the directors of the "Cantieri Navali del Levante" Casier (Treviso): they were being accused of collaboration, by the General Attorney of Venice, while by documents enclosed it is proved absolutely that the a/m directors worked, at the risk of their lives, in the interests of the Italian nation and an Allied victory.

The said directors engaged themselves in sabotage, they did not deliver any ships, and they furnished important information. All this is testified by documents from the General Staff, from the technical Military bodies and from the Royal Navy: also by unanimous declarations from the C.D.V. of Treviso, of the workmen, etc.

These slanderous affirmations have been circulated in a spirit of anti-patriotism and anti-italianism, consequently the directors now respectfully and hopefully approach your excellency, so that, with the proofs contained in the enclosed letters, an intervention may be made with the "Ministero degli Esteri e di Giustizia" in order to put an end to this affair, which is so gravely damaging the directors who really deserve to be praised for their meritorious work, in service of the Allies and the Nation. 61

Awaiting your kind reply

Enclosed :

Military and Technical
documents

GIUSEPPE MAZZOLINI
GRANDE HOTEL - CAMERA N° 149
ROMA

GIUSEPPE MAZZOLINI
SALIZADAVI-PALAZZO ROCCA MCCENICO -S. TROVASO 1067
VENEZIA

COPY

AB/am

Translation

CANTIERI NAVALI DEL LEVANTE

SOCIETA' PER AZIONI

R O M A

Rome, 4 August 1945
Via Regina Elena, 47
Tel. 42.209 - 41556

TO THE MINISTRY OF THE NAVY
General Direction of the Mercantile Marine.

R O M A

Relative to the verbal statement, it is confirmed that during the past month at Venice a most unusual proceeding regarding ourselves, was opened, evidently by persons moved by illicit and concurrent interests.

On account of this procedure being unjust as well as damaging to our good name and to our social interests, also to our work-people, we insist in our request that you will order an official and severe investigation upon all the activity of our firm and of the directors, in order to ascertain whether we collaborated or not and whether our conduct can be qualified as meritorious.

Immediately after which, we sincerely beg of you to transmit the result of your investigations, to the competent Authorities, through the R. Arsenale of Venezia, or directly, and to also give orders of suspension, in the case of your finding in our favour.

Compliments.

C. Na. 4.
CANTIERI NAVALI DEL LEVANTE
Società per Azioni

The same petition has been sent to the Presidenza del Consiglio who has arranged an investigation.

The President
F.to (Avv. ULISSE MAZZOLINI)

6h

Copy

Translation

AB/em

MINISTERO DELLA GUERRA

STATO MAGGIORE REGIO ESERCITO
UFFICIO INFORMAZIONI

N° 75941/3/4 di Prot.

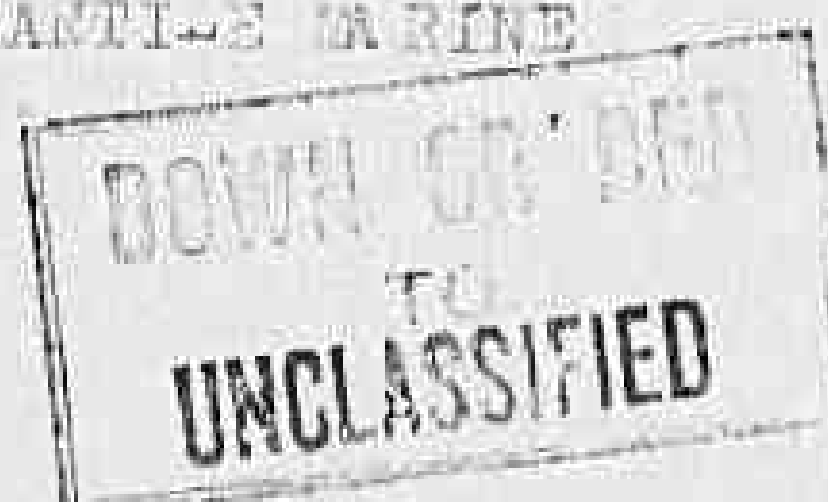
P.M. 3800, 15 August 1945

SUBJECT : Cantieri Navali del Levante - Comm. Giuseppe Mazzolini.

TO THE SEC. OF STATE FOR THE MERCANTILE MARINE

Angelo Corsi
Marine Ministry

R o m a



Col. Int.
Chief Inspector General
Chief of Staff Officer

CONFIDENTIAL

Relative to the request dated August 8th '45 N° 251 statement is made as to information which is in possession of this office, whereby it results that Comm. Giuseppe Mazzolini, during the period from 8th September 1945 up to the end of the war, was in active collaboration with a group abroad, of this Service, and has done profitable actions in favour of the Italian Government and for the Allies, both in sabotage and informations which was all carried out with the help of the director of the "Cantieri Navali del Levante di Venezia, while these were constantly watched by the said group.

Particulars of a private nature are documented in a report, made up for the private use of this service.

65

In this report it is shown that Comm. Mazzolini with patriotic spirit has served his Country and amongst other things by his foresight, was instrumental in avoiding the transfer into Germany of his staff of workers.

For true copy:
Col. del Genio Militare
F.to Gianguido Bordoli
del Ministero Marina

LIEU. COL. CHIEF OF OFFICE
F.to Renato De Francesco

Copy

AB/sm

TranslationCable from the Ministry of the Navy to the Royal Arsenal of VeneziaMINISTRY OF THE NAVY

GENERAL DIRECTION MERCANTILE MARINES

Div. UT/2
Prot. N° 3018

Rome, 20 August 1945

SUBJECT : Cantieri Navali del Levante

TO MARICOST

MARICENTRO

V E N E Z I ACONFIDENTIAL - URGENT

Col. Int.
Chief Judicial Officer
for Chief Naval Officer

Following cable 2690 of 6th and 17th August 1945.

- 1) - Dated August 4th'45 the Director of the Soc. Cantieri Navali del Levante, have sent a petition, in which while lamenting the proceedings which the interested parties declare to be unjust, directed to ascertain their eventual responsibility for collaboration with the German invader - they request your Ministry to make a severe investigation of their conduct during the whole period of the German occupation.
- 2) - While it was decided with cable 2690 that the "Maricost" should make investigations of a technical character as to the activity of the firm, it is proved by documents of undisputed fidelity and of Military Authorities, that these Ship-Yards and their Managers have been watched by, and on account of, the same authorities, during the whole period of the German occupation, and that their conducts and their work corresponded to the instructions given by the same Authorities. The relative documents, owing to their strictly private nature, cannot be transmitted but remain deposited with this Ministry.

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2-

- 3) - We beg you to notify the competent judicial Authorities, using the necessary reserve and solicitude, so that the trial be suspended.

P. THE MINISTER

F.to Corsi

(Sottosegretario di Stato)

Copy

AB/sm

TranslationReport of the Genio Navale al C.A.N.A.I. - Milano
=====1481
19-8-45R. M A R I N AUFFICIO TECNICO DEL GENIO NAVALE
Via Carlo Alberto, 15-MILANO- Via Carlo Alberto 15Memo for the C.A.N.A.I. - Milan

- 1) - Having been informed that your "Comitato" wishes to have an explanation on the investigation conducted by the undersigned, regarding the activity of the "Cantieri Navali del Levante", and not being able to remain in Milan after the 19th Inst: I will give a concise report of the findings in connection with the Cantiere di Cernobbio, the C.A.N. of Cernobbio, the R.I.N.A. of Como and the "Comitato Industriale for the Naval Construction" of Milan.
 - a) - The "Cantiere" of Cernobbio has not built nor put on the stocks any class of boat for the Germans, neither did they give any orders to the "Cantiere" of Cernobbio.
 - b) - The directors gave the greatest assistance both Moral and Material to their staff of workers, which was instrumental in impeding the transfer of some of their staff for the obligatory work in Germany.
 - c) - The R.I.N.A. and the "Comitato Industriale" for Naval constructions" has informed us that the "Cantieri Navali del Levante" were not collaborating, and that every time they had connection with the nazi-fascists they did their best to sabotage, delaying and avoiding the completion of the orders given to the ship-yard under the jurisdiction of the "Marina Venezia".
- 2) - Enclosed is copy of the report sent to the Ministry of the Navy.

-IUT. COL. G.N.
GIUSEPPE MELACONI

Seal

Translation

AB/am

Copy

Report sent to the R. Arsenale of Venice, on the investigations made by the "Registro Italiano Navale" by order of the Ministry of the Navy.

=====

R E G I S T R O I T A L I A N O N A V A L E

45/5/561
AG/ag

Venice, 12 August 1945

Information on the Cantieri Navali
del Levante, by the R. Navy



To the Management MARICOST
of the R. Navy

Venice

CONFIDENTIAL

Col. Inf.
Chief Judicial Officer,
for Chief of Staff Officer.

At your invitation, upon instructions from the Ministry of the Navy, to reply to the following queries, I beg you to refer the following statements:

QUERIES

When was the Cantiere C. Na. n. at Casier di Treviso established?

What activity have the Ship-yard been engaged in since being opened, in relationship to the potentiality of their plants, and to the activity of other similar ship-yards?

61

Opinion upon the work done.

Answers.

At Casier on the Sile, at a very early date, there existed a rudimental Shipbuilding-yard, property of the Officine Meccaniche Trevisane (O.M.I.) who had built several boats of modest dimensions

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2)-

(dredgers - tugs, etc). and they also undertook repair work.

It appears from our investigation that, towards the beginning of 1943 the O.M.T. received from the Gruppo Armatoriale Bastogi, the order for the construction of two motor-boats with metal hulls, tonnage 340 tons. A question arose between the O.M.T. the Gruppo Armatoriale Bastogi, on account of the work not being started. This was arranged by passing the Casier ship-yards from O.M.T. to Bastogi, and consequently thus created the Cantieri Navali del Levante (C. Na. -.)

On account of the O.M.T. giving only the area of the docks, and not the work-shop, the C. Na. -. were obliged to create practically a new Naval Ship-Yard: the preparations and the practical beginning took place in the summer of 1943; then, study of the design of the 2 ships; the work of the systemation of the area of the ship-yards and putting into working order the installations, really began in the next Autumn.

The ship-yards were fitted out as follows:

- n° 5 Docks for work on constructions and n° 1 tow dock
(actually the docks are occupied by n° 2 motor-boats of 340 T.P.W., n° 2 of 450 T.P.W.)
- n° 3 Motor-tugs of 120 C.A. and n° 2 of 70 C.A.
- n° 1 Mechanical work-shop, equipped, with 3 lathes medium sized
- 3 boring machines - 1 horizontal filing machine -
- 2 built in forge - 2 armory wheels - 3 vice-benches -
- tool storehouses and what is necessary to operate the workshop.
- n° 1 carpenter's workshop, equipped with : 1 band-saw - 1 circular saw - 1 wood planer - 1 toupie - 1 wood lathe
- 8 carpenter's benches, all the tools necessary to operate the workshop and the accessories for the machinery.
- n° 1 section for iron carpentry, equipped with : 1 50 tons press - 2 shears for sheets and sections - 2 drills - 2 calanders - 3 platforms for section moulding - 1 forging platform - 1 forge - 1 arbalest mallet - 1 blacksmith forge - 12 electric welders - high pressure compressor (300 atm.) - 2 towing capstans 5 tons each - 1 20 tons derrick crane - 2 cranes 1,5 tons each.

./..

3) -

The plant has besides all the equipment necessary for working iron, as pneumatic and electric drillers, pneumatic sledge-hammers, grinding wheels etc. for use aboard or in the workshop. There are also store-houses large enough to contain all the material necessary for work on the docks.

n° 1 The electrical department, equipped with: equipment sufficient to enable the repairs and the maintenance of the electric installations of the Ship-yard, and to set up the installations aboard the ships in construction.

n° 1 Electric power station, with transformer of 125 K.W. The power of the fixed electric motors and of the portable machinery amounts to about 200 H.P.

Staff : The Cantiere of Casier actually employs about 240 workers and 20 employees, including those who work on the buildings. With a similar equipment a Ship-yard can normally produce about 1.000 - 1.500 K.G. per day of metal structure.

It appears to the R.I.NA. the activity of the Casier Ship-yards can be resumed as follows :

- 1st placed on the stocks N° 2 Motor-boats of 340 T.P.-.
- 2nd " " " " N° 6 Motor-tugs 4 of 120 C.A. and 2 of 70 C.A.
- 3rd " " " " N° 2 Motor-boats of 450 T.P.-.
- 4th Incomplete fitting up of the wooden Motor-ship "Emilia T." whose hull was built by the Chioggia Ship-yard.
- 5th Repairs and furnishing to some small Motor-tankers
- 6th Repairs to not a great number of some wooden river lighters.
- 7th Construction of a small number of river ferry pontoons.

The construction in relation to N° 1 were initiated about the end of 1943 and developed in the following rhythm : begun in 5/44 - to 10/44 - to 1/45 - to 3/45 to 5/45 advancement of the hull :

Construction N° 1	30%	47,5%	48,6%	54	62,5%
" N° 2	30%	40%	40%	40%	45%

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4) -

It is evident that, considering the capacity of production of the Ship-yard, these constructions went at a very slow pace, in particular from Oct. 1944 to April 1945 they were practically stranded.

The constructions relating to N° 2 were developed at the following rhythm: - advancement of the hull to 10/44 - to 1/45 - to 2/45 - to 3/45 - to 6/46 - to 7/45.

Construction N°	16	16,5%	100%	-	-	-	-
"	"	17	16,5%	36%	40%	59%	100%
"	"	18	16,5%	35%	-	58%	94%
"	"	19	-	-	16%	20%	37%
"	"	20	-	-	16%	20%	33%
"	"	21	-	-	6%	9%	12%

Only one of these tugs named "Servus" was finished within the date April 1945, this was withdrawn by authority of the Mittelmeer Reederei - it was delivered incomplete for the lack of obtaining a document from the RINA qualifying it for service, this document, up to date, has never been issued. It may be added, that the firm knowing the situation of the unit as regards the requirements of the RINA, they still further postponed the application for these requirements. In addition the firm, during the construction built in an important part of the shaft lines (reggispirata della linea d'assi) in an inverted manner, creating in this way, an obstruction for the issue of the RINA certificate.

It is known personally to the writer that the mechanic of the C.N.A. - May. AREZZI, kept the tug continually under observation, watching all the movements during the German occupation, in order to immediately occupy and save the vessel at the moment of the retreat of the German troops. This plan was carried out successfully, during the days of the liberation, by AREZZI and the Capt. FABANO.

The constructions regarding N° 3 the actual state at present is simply the laying down of the keel.

58

The hull of the motor-ship "EMI-IA T." of ref. N°4 was delivered to the Ship-yard of Casier about the end of June 1944, for being equipped, this would normally have taken from 2 to 3 months but was instead prolonged to such an extent that

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5) -

at the epoch of the liberation, the ship was still incomplete, and it is to be added that the work was carried out in the worst possible manner, so that now we are proceeding to do over again almost everything that was previously done. During the time the ship lay at Casier it was sabotaged by the patriots, who by a mine provoked the tearing open of a side and the consequent sinking. After the liberation it became known that the sabotage was effected by arrangement between the patriots and the directors of the C. Na.-.

Referring to the repair and fitting up of the small motor tankers of No 5, little is known to the RINA, in any case it should deal with insignificant work, as was shown incidentally on the unit named ERIKA (also sabotaged together with the "Emilia T." by common accord between the directors of the C. Na.-. and the patriots), during the voyage from Casier to Venice, suffered an important average to the propelling motor engine, on account of a non supply of lubricating oil, which was caused by there having been placed a wooden cork in the oil feeding tube, instead of the iron screw cork, so that the wooden cork under pressure of the oil in circulation flew out, arresting the circulation and causing the ball bearings to fuse.

It is clear that only to a pre-arranged act of sabotage could this damage be attributed, as no mechanic of whatever grade would put a plug of wood instead of an iron screw cork.

The C. Na.-. besides the ship-yard of Casier, are proprietors of another yard at Murano, formerly of Amadi, adapted to constructions and repairs of wooded hulls, as lighters up to about 200 tons displacement. This ship-yard was in efficiency when taken over it could have been used immediately, but the C. Na.-. decided to demolish the shipyard and to rebuild it according to an up-to-date plan.

This caused long disuse of the shipyard, and only a few small pontoons were constructed, and the only repair work done was to some lighters that had been perforated by machine guns.

The last work of importance namely repairs to the Motor Schooner Marco Polo, the revision and repairs of the motor were undertaken. Besides losing much time, there was also used great negligence with the result that afterwards the motor was never able to function regularly. For this reason the Germans, with great indignation took the boat away from the

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6) -

C.N.A. and sent it to another firm to repeat the repairs, then finally they decided to change the motor.

CONCLUSION

Considering the equipment of the C.N.A., the work done is manifestly very inferior to normal and to the capacity of production.

The production does not arrive to an equal quantity of that produced by similar shipyards; the quality of production is deficient, practically no new constructions went to increase the strength of the Germans, neither was there any unit ready for delivery at the time of the liberation, except the a/m tug SERVUS, this was never used by the Germans and is now again in the hands of the C.N.A., the repairs section are reduced to work of ordinary maintenance of a few lighters and of some small motor tankers.

Upon examination of the whole of the above I am convinced that the C.N.A. never were of useful help to the Germans, and with their delay, and deficient work, obstructed the German programme, and that they gained time keeping their organization ready for post war undertakings. (1)

REGISTRO ITALIANO NAVALE

I- DIRETTORE

F.to (Ing. Agostino Gattuso)

P.C.C.

THE COLONEL OF THE G.N.

F.to (Giuseppe Bordoli)

of the Ministry of the Navy

(1) In fact after the 25th April, in only 4 months although there were great difficulties of a general character, seven units were fitted up, four/which, in the Casier Ship-yard! (see relative certificates)

Copy

Report from the Arsenal in Venice to the Ministry for the Navy

ARSENAL OF ROYAL NAVY

Technical Office of Naval Engineering

VENICE

Ref. N° 1045

16 August 1945

TO : MARIMERCANT - ROME

through : CENTRO R. MARINA - SEDE

SUBJECT : Activity of the Cantieri Navali del Levante during the German occupation.

- 1) - Referring to cable n° 2690 of 6 August this Navalgenio made direct inquiries, as by regulations, by the R.I.N. which having performed its normal duties even during the German occupation, represents the most well informed agent upon the activity carried out by the Cantieri during the aforesaid period.
- 2) - The informations given by the R.I.N. result from the attached letter 45/6/561 AG and concord with those received from other sources by this navalgenio.
- 3) - On the whole it results as follows :

Activity carried out by the Shipyard Casier sul Sile.

- a) New Constructions During the German occupation the following constructions were ordered, on account of the Società Salpanavi, which is connected with the C.N.A.:

N° 2 iron motorship, 370 tons tonnage

N° 4 iron tugs, 120 HP

and from the schiffbau N° 12, some small wooden pontoons for raft-bridges.

If said ship-buildings had been finished they would certainly have been utilized by the Germans.

2)-

On the contrary, it is to be noted that :

- the 2 motorships of 370 tons are at present still in the stocks;
- only two of the 4 motorships of 420 tons were put on the stocks
- of the 6 tugs, the Germans succeeded in getting only one tug, unfinished, as the RIN notified in the attached letter;
- the 12 small wooden pontoons ordered in November 1944 were delivered only about the 20th of April. Said small pontoons, which were built for the most part in very numerous samples by the shipyards at Venice, were used as river-ferryboats. In reality, considering the system which was adopted in constructing the water tight compartments and the deficiency in the working out of said pontoons, they gave practically very bad results and several dozen of them were recovered by this "Navalgenio" with scarce possibility to be usefully employed.

b) - Fitting up and repairs -

During the period in question, the wooden m/s "Emilia T.", property of ship-owner Ciani was ordered by the German Schiffbau to be equipped by the Casier ship-yard.

Also for said vessel the works were effected with much delay and bad art-rules. During the previous December the ship was partially sunk by partisan sabotage action. On the date of the 28th April the ship was not yet completed.

By the shipyard were effected repairs of various naval units and motortankers of which one was sabotaged last December together with the "EMILIA T.".

Activity engaged by the Murano shipyard.-

The activity of said shipyard was relatively simple, because it remained for a long time unused for repair works.

During said works, in order to make up partially the corresponding expenses, the shipyard repaired on account of the Germans, some naval units and constructed furthermore 24 small pontoons, as before mentioned.

Concerning the repairs of the m/v "Marco Polo"

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3) -

the bad workmanship indicates the manner in which all the work was done also in that shipyard. (see attached letter from RIN).

- 4) - From the above explanation and from the informations given by RIN it is to be stated that even if the bad workmanship and the scarce production of the shipyards owned by the Cantieri Navali del Levante are to be imputed to a not adequate organization (1) it must be acknowledged that in connection with the shipyard's potentiality, the Germans would have derived from the same shipyards a very higher profit.

All the shipyards which continued to work after the 8th September, worked for the Germans Forces. This was an unvoidable matter, unless the managers would have left their works and in this case the same shipyards would have been exploited under the control of the occupants.

THE DIRECTOR
Lt. Colonel Naval Engineering
(s/ Alfio Denaro)

Visa.
The Commanding Captain
(s/ Carlo Franchi)

for true visa :

The Colonel of Naval Engineering
(s/ Gianguido Bardoli)
c/o Ministry of the Navy

- (1) The fact that after the 25th April, in only four months seven unit were finished is proving that the scarce yield depended exclusively from the willingness of the managers (see the corresponding certificates) - The potentiality and the organization were more than efficient.

Copy

HH/sm

Report compiled from the Naval Engineering at Milan to the
Ministry for the Navy.

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R O Y A - N A V Y

TECHNICA- OFFICE
NAVA- ENGINEERING

Milan, 12th August 1945

Via C. Alberto, 15 - MI-AN

SECRETARY'S OFFICE
Cable-Address:
NAVA-GENIO MI-AN

TO : MARIMERCANT

R O M E

and, for info.:

TO MARINA - VENICE
(please investigate on the
activity of the ship-yards at
Casier and Murano and inform
directly the Marimercant).

SUBJECT : Investigation on the activity of the
Cantieri Navali del Levante.

- 1) - As requested by cable 2691 of this D.G. investigations on the activity of the Società Cantieri Navali del Levante after the 8th September 1943 were made.
- 2) - As known, said Company manages of the Casier Shipyard (Treviso) the Murano and Venice shipyard on the Lake of Como. Direct investigations have been therefore effected limited to the Cernobbio shipyard concerning the activity of the Casier and Murano shipyards (the latter placed under the jurisdiction of Marina Venezia) some indirect inquiries have been made by the RIN, at present located at Como and by the Industrial Committee for ship buildings at Milan.

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2) -

- 3) - The shipyard at Cernobbio is equipped only for small wooden constructions and has at disposal machine tools and about 20 carpenters. It is specialized for the construction of sport and regatta boats to be used on the lake.

During the occupation period this shipyard built no boats for the Germans, and according to the documents of the shipyard and to the inquiries made by the C.-N. of Cernobbio, no orders for shipbuilding were passed by the German Schiffbau. It is known that the Cantieri Navali in the year 1944 made to the Cernobbio shipyard an offer regarding a partial construction, on account of the Germans, of sleighs for goods transport on the snow, but this offer was declined at once and no sleigh was set up.

Furthermore it appears that Commander Sempt of the German Schiffbau effected an inspection in the shipyard and asked the managers of the Cantieri Navali del Levante to organize the building of torpedo launches, but the managers alleged the fact that the workers were not technically capable to build such a kind of boat, and so the managers were able to convince the Commander Sempt to desist from this purpose.

In short it is to be excluded in the most positive manner that the Cernobbio shipyard was collaborating directly or indirectly with the Germans and that the managers had intercourse with the Germans in order to study the possibility of organizing a close collaboration.

In this respect it is pointed out that the workers and also the machinery of this shipyard would have been suitable to build the hulls of the torpedo-launches and that other shipyards located on the lake of Como having the same equipment effectively built said hulls realizing immense profit. This is to prove that the collaboration with the Germans would have been technically possible and profitable and the fact that said collaboration was refused, proved the managers' seriousness.

- 4) - From the inquiries made by the Chief of the Comitato Nazionale di Liberazione of Cernobbio it appears that no workers of the shipyard were deported to Germany for forced labour and that no statement against the managers in regard to the treatment and

3) -

assistance to the workers during the occupation is existing.

The information given by the RIN of Como confirmed all mentioned above.

Furthermore it appears that some technicians of the Cantieri Nazionali del Levante were engaged by the Granchi Shipyards of Briennio as advisers for the construction of two motor fishing-boats at present completed and property of the same activity of the Cantieri Navali del Levante. A mistaken idea about this action, could lead to the supposition that the Granchi shipyard belonged to the "Cantieri Navali del Levante" placing on the latter the eventual responsibility of the Granchi shipyards which really had collaborated with the Germans for the construction of the torpedo-launches.

It is opportune therefore to clarify that the Granchi shipyard have no connection with the Cantieri Navali del Levante and that the task of its technicians as advisers was requested only for the supervision in building the motor fishing-boats which the same Messrs. Granchi built for his own account and for speculative purposes.

- 5) - Concerning the activity of the shipyards at Casier and Murano we have scarce information given by the Industrial Committee for shipbuilding. It does not appear that the two aforesaid shipyards delivered to the Germans any boats built on account of the RUK.

On the contrary it seems that said shipyards were charged with the fitting up of some self-propelling pontoons which were transferred in pieces from the Netherland and assembled by other Shipyards in the Venezia Region.

Eng. Carreri of the aforesaid Industrial Committee stated the effective sabotage which said shipyards undertook, working with the greatest negligence and disorganization in order to delay the delivery of the pontoons. The sabotage action culminated with the sinking of two self-propelling pontoons with the accomplicity of the managers and the partisans of the Treviso Region.

More careful investigations on the shipyard's activity could be

4) -

made on the spot by the Command Marina Venezia. Anyhow if the information as per preceding paragraph could be confirmed, it does not seem that collaboration could be found.

We believe that judgement on the collaboration should be expressed weighing carefully all the circumstances as a rigid judgement would involve at least 90% of the Engineering, electrical and chemical concerns in Lombardy.

THE MANAGING NAVAL
Engineering Colonel

s/ Ettore Pareto

for true copy
The Colonel Naval Engineering
s/ Gianguido Bardoli
c/o Ministry of the Navy

Copy

HH/sm

Report of the Committee of inquiry of the C.L.N. for the
Treviso Province, by order of the President of the Cabinet
Council.

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COMITATO LIBERAZIONE NAZIONALE

PER LA PROVINCIA DI TREVISO

Treviso, 10 August 1945

REPORT ON THE PROCEEDINGS SHOWN BY THE SOCIETA' CANTIERI NAVALI
DEL LEVANTE DURING THE PERIOD OF THE NAZI-FASCIST OCCUPATION.

The undersigned Committee appointed by the C.L.N.P. in
order to ascertain the proceedings shown by the Cantieri Navali
del Levante during the period of the nazi-fascist occupation
the day 8th of August made an inspection at Casier and interro-
gated the managers and the workers of the shipyard, who were
intentionally called for.

The result was in conformity as follows :

- 1) - The Shipyard worked with an average of 190 workers, of whom
only the 20% was employed on orders of German firms, for the
fitting up (cleaning and painting) of 7 peniches, the hulls
of which were made floating by other firms.

For said works the firm employed more than 10 months,
following a plan agreed upon by owners, managers and workers,
in order to delay as much as possible the carryin on of the
works.

- 2) - For fitting up the M/S "Emilia" almost a year was employed
and the ship was put out of the dock unfinished, thanks to
the sabotage action.
- 3) - In accordance with the partisans in the night of the 17th
December 1944, two units ordered by the Germans were sunk.
- 4) - In the last time the building of 6 tugs was initiated.

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2) -

But the Germans were able to get only one of them, which was delivered by the shipyard unfinished.

- 5) - Greases, oil for guns, gasoline and petrol were delivered to the partisans, always with the approval and the consent of the President, Avv. Ulisse Mazzolini, of the Deputy President Viansino Carlo and of the managers.
- 6) - During the occupation period the shipyard sheltered many displaced persons who were engaged as workers disguising their position with permits and passes of the German Command and delivering them from the fascists raking.

All the workers are agreed in praising the action undertaken by the owners and managers of the shipyards during the occupation period. They did their best in protecting the workers and the supreme interest of the Nation.

The workers unanimously ask that their master shall be as soon as possible discharged in order to restart the shipyard's activity.

The Managers and the workers believe that the accusation against the owners were made by local competing industrialists, who taking advantage of a crisis in the shipyard (1) seek to come into possession of the yards.

The undersigned Committee points out that the workers, many of whom were formerly employed by the aforesaid competing industrialists stated that they would not tolerate the passing of the shipyards into the hands of said persons.

The Committee's Members :
 Bonacina Ferruccio
 Voltarello Severino
 Avv. Pantaleoni Clemente
 Dr. Carlo Ettore Semini
 "Lidia" partisan

THE PROVINCIAL C.L.N. COMMITTEE
 The President 41
 s/ Avv. Costantini

for true copy :

The Secretary of the C.L.N.P.
 /s/ Remo Casadei

./..

3) -

(1) - The present procedure of the Special Court caused this crisis in a very dangerous manner, having placed the most important managers in a position which unable them to follow their activity and to watch the shipyards.

Copy

HH/sm

Statement of C.I.N.A.I. - Industrial Committee for Shipbuilding
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C.I.N.A.I.
Industrial Committee
for Shipbuilding

Milan July 20th 1945

It is certified that the activity of the CANTIERI NAVALI DEL LEVANTE during the whole time of the German occupation was constantly characterized with the highest resistance against the Germans.

It is well known, that the German Authorities were always threatening the Cantieri Navali del Levante on account of not maintaining the promises in the delivery and execution of works which were ordered.

INDUSTRIAL COMMITTEE
for Shipbuilding

s/ illegible

Copy

HH/sm

Cable from C.L.N. and the Prefect of Treviso to the Ministry
for the Navy

COMITATO DI LIBERAZIONE NAZIONALE
for the Province of Treviso -

Treviso, 9 August 1945

C A B L E

In reply to phonogram 7 August

In reply to phonogram 7 August signed Cecconi Secretary we
inform that the investigations of the Cantieri Levante made by
this Committee ascertained that no collaboration with nazi-fascists
existed but on the contrary sabotage and help to patriots during
the whole occupation period was given stop Report follows stop
president on duty C.L.N. Treviso Costantini.

Visa : The Prefetto - s/ Avv. Ramanzini
" : The Secretary - s/ Remo Casadei.

for true copy

s/ Gianguido Bardoli
Colonel of Naval Engineering
c/o Ministry for the Navy

Copy

HH/sm

Cable from Naval Engineering to Ministry for the Navy.

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C E N T R O R A C C O L T A R . M A R I N A

M . I L A N O

11th August 1945

TO : MARIMERCANT

R O M E

371 Addressee Marimercant Roma stop Attention Venice Navy and General Attorney Venice stop Reference cable 2691 stop According to investigations made at Milan and Cernobbio it results that the Cantieri Navali Levante were not collaborating with Germans stop no naval unit nor material was put on the stocks at Cernobbio on account of German Navy stop According to documents possessed by this Centro Marina it results that Captain Naval Engineering Reserve Carlo Viansino taking part in the management of the Shipyard and at present imprisoned at Venice is absolutely blameless stop Report follows stop.

CENTRO MARINA

for true copy

s/ Gianguido Bardoli
Colonel of Naval Engineering
c/o the Ministry for the Navy.

43

HH/sm

Cable from Naval Engineering to Ministry for the Navy.

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CENTRO DI RACCOLTA R. MARINA
M I L A N O

19 August 1945

TO : MINISTRY FOR THE NAVY MARIMERCANT

R O M E

1480 Refers cable 2979 17 August stop Already notified by cable 317 11 August which is repeated stop Refers cable 2691 stop According to investigations made at Milan and Cernobbio it results that the Cantieri Navali Levante were not collaborating with Germans stop No naval unit nor material was put on the stocks at Cernobbio on account of German Navy stop According to documents possessed by this Centro Marina it results that Naval Engineering Reserve Captain Carlo Viasino taking part in the management of the shipyard and at present imprisoned at Venice is absolutely blameless stop Report follows stop signature Centro Marina stop Report forwarded August 12th reference number 1306 stop

NAVALGENIO

for true copy :

s/ Gianguido Bardoli
Colonel of Naval Engineering
c/o Ministry for the Navy.

Copy

HH/sm

Sunking of two German ship sabotage

COMMAND OF BRIGADE GARIBALDI "WLADIMIRO PAOLI"

T R E V I S O

It is certified that the two ships "EMILIA T." and "ERIKA" of about 500 tons gross tonnage were sunk in the wet dock of the Casier Shipyards owned by Soc. CANTIERI NAVALI DEL LEVANTE, during the night of December 16th 1944, by the patriots of the Garibaldi Brigade "Wladimiro Paoli" with the aid of the managers of the Company, and personally by the Avv. ULISSE MAZZOLINI.

THE COMMANDER

s/ Ugo Marino

The Commissary

s/ Illegible

HH/sm

OTHER DOCUMENTS AS FOLLOWS :

- DOCUMENTS ISSUED BY THE COMITATO LIBERAZIONE NAZIONALE ALTA ITALIA, COMMUNE OF CERNOBBIO
- DOCUMENTS ISSUED BY THE COMITATO LIBERAZIONE NAZIONALE LOMBARDIA
- LETTER OF PROTEST AND FOLLOW SHIP WRITTEN BY THE WORKERS OF THE CASIER SHIPYARDS (TREVISO)
- ARE CONCORDLY ATTESTATING THAT THERE WAS NO COLLABORATION WITH THE GERMANS BUT SABOTAGE.

In Aug., Sept., & Nov. applications to C.C. to intervene to prevent damage being done to firm & directors by false accusation of collab.

On 4th Aug. '45 the Camere wrote to the Min. Navy that an unusual case had been begun agt them and by persons who were competitors in business [stated elsewhere in file object of proceeding is that these competitors should get possession of the whole C.Na.L.]

In proceeding is unjust & damaging to our name - we request a severe investigation of ^{the} activity of the firm & of our directors to find out whether we collaborated or not. If found in our favour order proceed. to stop.

Repl. of Min. of Marine ^{to R. Arsenale Venezia} that it has proof that C.Na.L. worked properly during G. occupation in accord. with Mil. orders, & request Arsenale to have proceedings stopped.

Stato Maggiore to S. G. S. Inesamabile basis disproving collab.

Report of Arsenale made by order of Min. of Marine entirely disproving collab.

Report by ^{of inquiry} Chief of C.N. for Trevise Prov. by order of the President ^{two} ^{Minister} ^{of State} ^{of the} ^{Senate} ^{of the} ^{Kingdom}

Admiral went to Venezia to state Min. had clearest proof the firm assisted ³⁴ ^{Principella} ^{for} ^{delays} ^{all} ^{work} ^{for} ^{Germanys.} ^{Just} ^{later} ^{refused} ^{to} ^{leave}

Proof are secret docs. which Min. Navy, & S.M. ^{most} ^{are} ^{anxious} ^{should} ^{not} ^{be} ^{made} ^{public.}

Prime Preside of Cass. opinion of whole case.

Instructions for hearing in Milano on 20 & 23 April.

Uff. I A.P.

dated Feb. '46

Prot. No. 131. 762. 2638/45 u.2 23/2/46

15 Aug. '45 Stato Maggiore (Uff. Supm) to S. of S. Mercantile Marine

From 8 Sep. '43 to end of war Enrico Maggi was in active
abroad

p. 15

Collab. with Stato M. & has helped Ital. Govt. & the Allies both in sabotage
and information, all carried out with help of Director of Cantiere No. 1.
which was constantly watched by the said group of the S. Maggiore.

20 Aug. '45

p. 14

Tel. from Min. of Navy to R. Arsenale, Venezia

Ref. petition from Director of C. M. d. ... "it is proved that these
shipyards have been watched by and on account of the Military Authorities
during the whole period of the German occupation and that their
conduct and their work corresponded to the instructions given by
the Military authorities."

"We beg you to notify the competent Judicial Authorities so that the
trial may be suspended"

11 Aug. '45

p. 17

Report by R. Arsenale di Venezia on the investigations made by the
Registro Italiano Navale by order of Min. of Marine

Production much less than normal, & less than similar Cantieri.
See last para. (p. 21) C. Na. L. ^{under} unimpeded production for the Germans.

16 Aug. '45

p. 24

Report by Genio Navale

See p. 28 implying that C. Na. L. did not collaborate with Germans.

11 Aug. '45

p. 30

Telegram from Genio Navale to Min. of Marine

Activity of C. Na. L. has not been collaborationist

Conduct of Capt Vianino (co-director ^{u.} with Mussolini) has been irreproachable

②

12 Dec '45

Centro Marina, Milano; praising patriotic conduct of Mancini
during German occupation

9 Aug. '45

Telegram CLN, Treviso, to Min. Marine

p. 33

C. No. L: no collaboration, but helped patriots

10 Aug '45

Report of Committee Lib. Nat. for Prov. of Traviso.
Following owners and director's plan
Approved

36

Approved dam as much as possible the production of the Cantieri
in agreement with the

In agreement with partisans sunk two vessels ordered by the Germans
With approval of President U. Grant.

With approval of President, U. Mazzolini, supplied materials to the partisans.
All the workers at the Cantiere are unanimous in their opinion.

p. 37

All the workers at the Cantieri are unanimous in praising the conduct of the management during the occupation.

20 July '45

C.L.N., Cernobbio, declaration that the C.N.A.L. have never carried out work for the Germans, although urged to do so

1.39

p. 45

Statement agreed by numerous workers of the C.M.L. de Caen (12.6.95)
Cernobyl (17.8.95)

Translation

AB/SM

Rome 3 November 1945

TO / H.E. Rear Admiral E.W. STONE
Governor of Northern Italy.

R o m a

Excellency,

In August and September 1945 I took the liberty of sending you a memorandum calling your attention to the damage being done unjustly to the directors of the "Cantieri Navali del Levante" Casier (Treviso): they were being accused of collaboration, by the General Attorney of Venice, while by documents enclosed it is proved absolutely that the a/m directors worked, at the risk of their lives, in the interests of the Italian nation and an Allied victory.

The said directors engaged themselves in sabotage, they did not deliver any ships, and they furnished important information. All this is testified by documents from the General Staff, from the technical Military bodies and from the Royal Navy: also by unanymous declarations from the C.L.N. of Treviso, of the workmen, etc.

These slanderous affirmation have been circulated in a spirit of anti-patriotism and anti-italianism, consequently the directors now respectfully and hopefully approach your excellency, so that, with the proofs contained in the enclosed letters, an intervention may be made with the "Ministero degli Esteri e di Giustizia" in order to put an end to this affair, which is so gravely damaging the directors who really deserve to be praised for their meritorious work, in service of the Allies and the Nation.

Awaiting your kind reply

Enclosed :
Military and technical documents

GIUSEPPE MAZZOLINI 36
GRANDE HOTEL - CAMERA N° 149
R O M A

GIUSEPPE MAZZOLINI
SALPANAVI - PALAZZO ROCCA MOCENIGO - S. PROVASO 1067

VENEZIE

Copy

AB/sm

Translation

CANTIERI NAVALI DEL LEVANTE

SOCIETA' PER AZIONI

R O M A

Rome, 4 August 1945
Via Regina Elena, 47
Tel. 42.209 - 41556

TO THE MINISTRY OF THE NAVY

General Direction of the Mercantile Marine

R O M A

Relative to the verbal statement, it is confirmed that during the past month at Venice a most unusual proceeding regarding ourselves, was opened, evidently by person moved by illicit and concurrent interests.

On account of this procedure being unjust as well as damaging to our good name and to our social interests, also to our work-people, we insist in our request that you will order an offician and severe investigation upon all the activity of our firm and of the directors, in order to ascertain whether we collaborated or not and whether our conduct can be qualified as meritorious.

Immediately after which, we sincerely beg of you to transmit the result of your investigations, to the competent Authorities, through the R. Arsenale of Venezia, or directly and to also give orders of suspensions, in the case of your finding in our favour.

Compliments.

C. Na. L.

CANTIERI NAVALI DEL LEVANTE

Società per Azioni

The President

F.to (Avv. ULISSE MARROLINI)

The same petition has been sent to the Presidenza del Consiglio who has arranged an investigation.

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Translation

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MINISTERO DELLA GUERRA

STATO MAGGIORE REGIO ESERCITO - UFF. INFORMAZIONI

N° 75941/3/4 di Prot.

P.M. 3800, 15 August 1945

TO THE SEC. OF STATE FOR THE MERCANTILE MARINE

Angelo Corsi
Marine Ministry

R o m a

CONFIDENTIAL

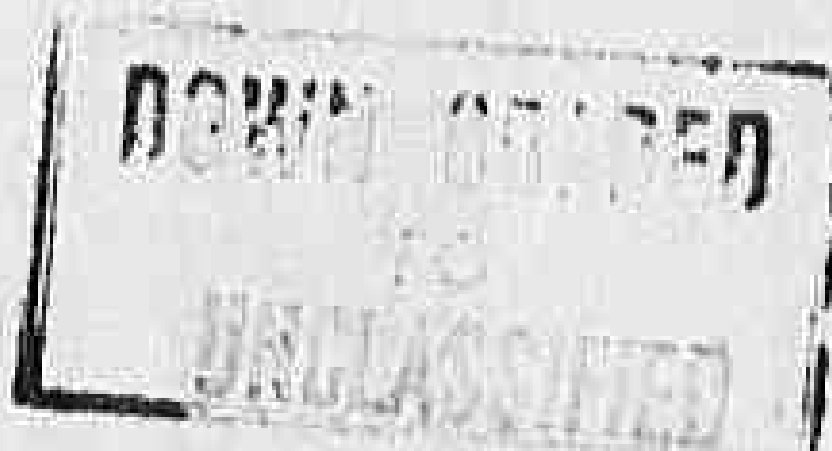
Relative to the request dated August 8th 1945
N° 251 statement is made as to information which is in possession of this office, whereby it results that Comm. Giuseppe Mazzolini, during the period from 8th September 1945 up to the end of the war, was in active collaboration with a group abroad, of this Service, and has done profitable actions in favour of the Italian Government and for the Allies, both in sabotage and informations which was all carried out with the help of the director of the Cantieri Navali del Levante di Venezia, while these were constantly watched by the said group.

Particulars of a private nature are documented in a report, made up for the private use of this service.

In this report it is shown that Comm. Mazzolini with patriotic spirit has served his Country and amongst other things by his foresight, was instruments in avoiding the transfer into Germany of his staff of workers.

LIEU COL. CHIEF OF OFFICE
F.to Renato De Francesco

For true copy :
Col. del Genio Militare
F.to Gianguido Bordoli
del Ministero Marina.



Col. Inf.
Chief of Staff
for Chief of Staff Office

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Translation

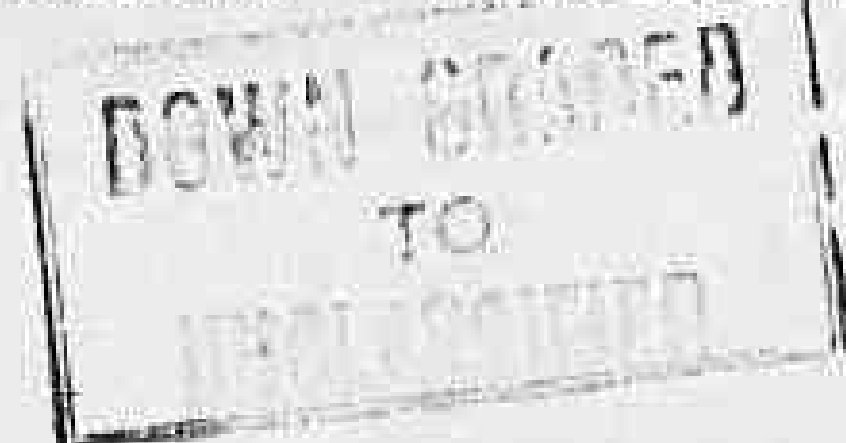
Cable from the Ministry of the Navy to the Royal Arsenale of Venezia
-----MINISTRY OF THE NAVY

GENERAL DIRECTION MEROANTILE MARINE

Div. UT/2
Prot. No. 3018

Rome 20 August 1945

SUBJECT : Cantieri Navali del Levante.



TO MARICOST

MARICENTRO

VENEZIACONFIDENTIAL URGENTCol. Inf.
Chief Judicial Officer.
for Affairs Officer.

Following cable 2690 of 6th and 17th August 1945.

- 1) - Dated August 4th 1945 the Director of the Soc. Cantieri Navali del Levante, have sent a petition, in which while lamenting the proceedings which the interested parties declare to be unjust, directed to ascertain their eventual responsibility for collaboration with the German invader - they request your Ministry to make a severe investigation of their conduct during the whole period of the German occupation.
- 2) - While it was decided with cable 2690 that the "Maricost" should make investigations of a technical character as to the activity of the firm, it is proved by documents of undisputed fidelity and of Military Authorities, that these Ship-yards and their Managers have been watched by and on account of, the same Authorities, during the whole period of the German occupation, and that their conducts and their work corresponded to the instruction given by the same Authorities.

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The relative documents, owing to their strictly nature, cannot be transmitted but remain, deposited with this Ministry.

3) - We beg you to notify the competent judicial Authorities, using the necessary reserve and solicitude, so that the trial be suspended.

p. THE MINISTER

F.to Corsi
(Sottosegretario di Stato)

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Translation

AB/sm

Report of the Genio Navale al C.L.N.A.I. - Milano

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1481
19-8 - 45

R. M A R I N A

UFFICIO TECNICO DEL GENIO NAVALE
Via Carlo Alberto, 15 - MILANO - Via Carlo Alberto

Memo for the C.L.N.A.I. - Milan

- 1) - Having been informed that your "Comitato" wishes to have an explanation on the investigation conducted by the undersigned, regarding the activity of the "Cantieri Navali del Levante" and not being able to remain in Milan after the 19th inst: I will give a concise report of the findings in connection with the Cantiere di Cernobbio, the C.L.N. of Cernobbio, the R.I.N.A. of Como and the "Comitato Industriale for the Naval Construction" of Milan.
 - a) - The "Cantiere" of Cernobbio has not built nor put on the stocks any class of boats for the Germans, neither did they give any orders to the "Cantiere" of Cernobbio.
 - b) - The directors gave the greatest assistance both Moral and Material to their staff of workers, which was instrumental in impeding the transfer of some of their staff for the obligatory work in Germany.
 - c) - The R.I.N.A. and the "Comitato Industriale" for Naval constructions has informed us that the "Cantieri Navali del Levante" were not collaborating, and that every time they had connection with the nazi-fascists they did their best to sabotage, delaying and avoiding the completion of the orders given 31 to the shipyard under the jurisdiction of the "Marina Venezia".
- 2) - Enclosed is copy of the report sent to the Ministry of the Navy.

Seal

LIUT. COL. G.N.
GIUSEPPE MELAGOLI

Translation

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Copy

Report sent to the R. Arsenale of Venice on the Investigations, made by the "Registro Italiano Navale" by order of the Ministry of the Navy.

REGISTRO ITALIANO NAVALE

45/6/56A
AG/ag

Venice, 11 August 1945

Information on the Cantieri Navali
del Levante, by the R. Navy.

to the Management MARICOST
of the R. Navy

VENICE

CONFIDENTIAL

At your invitation, upon instruction from the Ministry of the Navy, to reply to the following queries, I beg you to reger the following statements :

QUERIES

When was the Cantiere C. Na.L. at Casier di Treviso established.

What activity have the ship-yard been engaged in since being opened, in relationship to the potentiality of their plants, and to the activity of other similar ship-yards?

Opinion upon the work done.

Answers.

At Casier on the Sile, a very early date, there existed a rudimental Shipbuilding-yard, property of the Officine Meccaniche Irevisane (O.M.I.) who had built several boats of modest dimensions

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TO
UNCLASSIFIED

Col. Inf.
Chief Journal Officer.
for Chief of Base Officer. //..

2) -

(dredgers - tugs, etc) and they also undertook repair work.

It appears from our investigation that, towards the beginning of 1943 the O.M.T. received from the Gruppo Armatoriale Bastogi, the order for the construction of two motor-boats with metal hulls, tonnage 340 tons. A question arose between the O.M.T. the Gruppo Armatoriale Bastogi, on account of the work not being started. This was arranged by passing the Casier ship-yards from O.M.T. to Bastogi, and consequently thus created the Cantieri Navali del Levante (C.Na.L.)

On account of the O.M.T. giving only the area of the docks, and not the work-shop, the C.Na.L. were obliged to create practically a new Naval Ship-yard: the preparations and the practical beginning took place in the summer of 1943; then study of the design of the 2 ships; the work of the systemation of the area of the ship-yards and putting into working order the installations, really began in the next Autumn.

The ship-yards were fitted out as follows:

- n° 5 docks for work on constructions and N° 1 tow dock (actually the docks are occupied by n° 2 motor-boats of 340 T.P.L. n° 2 of 450 T.P.L.)
- n° 3 motor-tugs of 120 C.A. and n° 2 of 70 C.A.
- n° 1 Mechanical work-shop, equipped, with 3 lathes medium sized
 - 3 baring machines - 1 horizontal filing machine -
 - 2 built in forge - 2 ernery wheels - 8 vice-benches -
 - tool storehouses and what is necessary to operate the workshop.
- n° 1 carpenter's workshop, equipped with : 1 baunds-saw - 1 circular saw - 1 wood planer - 1 toupie - 1 wood lathe - 8 carpenter-s benches, all the tools necessary to operate the workshop and the accessories for the machinery.
- n° 1 section for iron carpentry, equipped with : 1 50 tons press - 2 shears for sheets and sections - 2 drills - 2 calanders - 3 platforms for section moulding - 1 forging²⁴ platform - 1 forge - 1 arbalest mallet - 1 blacksmith forge - 12 electric welders - high pressure compressors (300atm.) - 2 towing capstans 5 tons each - 1 20 tons derrick crane - 2 cranes 1,5 tons each.

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3) -

The plant has besides all the equipment necessary for working iron, as pneumatic and electric drillers, pneumatic sledge-hammers, grinding wheels etc. for use aboard or in the workshop. There are also store-house large enough to contain all the material necessary for work on the docks.

n° 1 the electrical department, equipped with ; equipment sufficient to enable the repairs and the maintenance of the electric installations of the ship-yard, and to set up the installations aboard to ships in constroction.

n° 1 Electric power station, with transformer of 125 K.W. The power of the fixed electric motors and of the portable machinery amounts to about 280 H.P.

Staff : The Cantiere of Casier actually employs about 240 workers and 20 employees, including those who work on the buildings. With a similar equipment a Shipyard can normally produce about 1.000 - 1.500 K.G. per day of metal structure.

It appears to the RINA the activity of the Casier Ship-yards can be resumed as follows :

- 1st placed on the stocks N° 2 Motor-boats of 340 T.P.L.
- 2nd " " " " 6 Motor-tugs 4 of 120 C.A. and 2 of 70 C.A.
- 3rd " " " " 2 Motor-boats of 450 T.P.L.
- 4th Incomplete fitting up of the wooden Motor-ship "Emilia T." whose hull was built by the Chioggia Ship-yard.
- 5th Repairs and furnishing to some small Motor-tankers
- 6th Construction of a small number of river ferry pontoons.

The construction in relation to N)1 were initiated about the end of 1943 and developed in the following rhythm : begun in 5/4 - to 10/44 - to 1/45 - to 3/45 to 6/45 advancement of the hull :

Construction N° 1	30%	47,5%	48,6%	54	62,5%
" N° 2	30%	40%	40%	40%	45%

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4) -

It is evident that, considering the capacity of production of the ship-yard, these constructions went at a very slow pace, in particular from Oct. 1944 to April 1945 they were practically stranded.

The constructions relating to No 3 were developed at the following rhythm: advancement of the hull to 10/44 - to 1/45 - to 2/45 - to 3/45 - to 6/46 - to 7/45.

Construction No	16	16,5%	100%	-	-	-	-
"	"	17	16,5%	36%	40%	69%	100%
"	"	18	16,5%	35%	-	58%	94%
"	"	19	-	-	16%	20%	37%
"	"	20	-	-	16%	20%	33%
"	"	21	-	-	6%	9%	12%

Only one of these tugs named "Sevus" was finished within the date April 1945, this was withdrawn by authority of the Mittelmeer Reederei - it was delivered incomplete for the lack of obtaining a document from the RINA qualifying it for service, this document, up to date, has never been issued. It may be added, that the firm knowing the situation of the unit as regards the requirements of the RINA, they still addition the firm, during the construction built in an important part of the shaft lines (reggisinta della linea d'assi) in an inverted manner, creating in this way, an obstruction for the issue of the RINA certificate.

It is known personally to the writer that the mechanic of the C.Na.L. Avv. AREZZI, kept the tug continually under observation, watching all the movements during the German occupation, in order to immediately occupy and save the vessel at the moment of the retreat of the German troops. This plan was carried out successfully, during the days of the liberation, by AREZZI and the Capt. PASANO.

The construction regarding No 3 the actual state at present is simply the laying down of the keel.

The hull of the motor-ship "EMILIA T." of ref. No 4 ²⁷ was delivered to the ship-yard of Casier about the end of June 1944 for being equipped, this would normally have taken from 2 to 3 months but was instead prolonged to such an extent that

./... ./...

5) -

at the epoch of the liberation, the ship was still incomplete, and it is to be added that the work was carried out in the worst possible manner, so that now we are proceeding to do over again almost everything that was previously done. During the time the ship lay at Casier it was sabotaged by the patriots, who by a mine provoked the tearing open of a side and the consequent sinking. After the liberation it became known that the sabotage was effected by arrangement between the patriots and the directors of the C. Na. L.

Referring to the repair and fitting up of the small motor tankers of N° 5, little is known to the RINA, in any case it should deal with insignificant work, as was shown incidentally on the unit named ERIKA (also sabotaged together with the "EMILIA T." by common accord between the directors of the C.N.A.L. and the patriots) during the voyage from Casier to Venice, suffered an important average to the propelling, motor engine, on account of a non supply of lubricating oil, which was caused by there having been placed a wooden cork in the oil feeding tube, instead of the iron screw cork, so that, the wooden cork under the pressure of the oil circulation flew out, arresting the circulation and causing the ball bearings to fuse.

It is clear that only to a pre-arranged act of sabotage could this damage be attributed, as no mechanic of whatever grade would put a plug of wood instead of an iron screw cork.

The C. Na. L. besides the ship-yard of Casier, are proprietors of another yard at Murano, formerly of Amadi, adapted to construction and repairs of wooden hulls, as lighters up to about 200 tons displacement. This ship-yard was an efficiency when taken over it could have been used immediately, but the C.N.A.L. decided to demolish the shipyard and to rebuild it according to an up-to-date plan.

This caused long disuse of the ship-yard, and only a few small pontoons were constructed, and the only repair work done was to some lighters that had been perforated by machine guns.

The last work of importance namely repairs to the Motor Schooner Marco Polo, the revision and repairs of the motor were undertaken. Besides losing much time, there was also used great negligence with the result that afterwards the motor was never able to function regularly. For this reason the Germans, with great indignation took the boat away from the

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6) -

C.N.A.L. and sent it to another firm to repeat the repairs , then finally they decided to whange the motor.

CONCLUSION

Considering the equipment of the C.N.A.L? the work done is manifestly veri inferior to normal and to the capacity of production.

The production does not arrive to an equal quantity of that produced by similar shipyards; the quality of production is deficient, practically no new construction want to increase the strength of the Germans, neither was there any unit ready for delivery at the time of the libertation, except the a/m tug SB RVUS, this was never used by the Germans and is now again in the hands of the C.Na.L., the repairs section are reduced to work of ordinary maintenance of a few lighters and of some small motor tankers.

Upon examination of the whole of the above I am convicend that the C.Na.L. never were of useful help to the Germans, and with their delay, and deficient work, obstructed the German programme, and that they gained time keeping their organization ready for post was undertakings. (1)

REGISTRO ITALIANO NAVALE
IL DIRETTORE

F.to (Ing. Agostino Gattuso)

p.c.c.

THE COLONEL OF THE G.N.

F.to (Guanguido Bordoli)

of the Ministry of the Navy

(1) In fact after the 25th april, in only 4 months although there were great difficulties of a general character, seven units were fitted up, four of which, in the Casier ship-yard! (see relative cortificates).

COPY

Report from the Arsenal in Venice to the Ministry for the Navy

ARSENAL OF ROYAL NAVY

Technical Office of Naval Engineering

VENICE

Ref. N° 1045

16 August 1945

TO : MARIMERCAANT - ROME

through : CENTRO R. MARINA - SEDE

SUBJECT : Activity of the Cantieri Navali del Levante during the German occupation.

- 1) - Referring to cable n° 2690 of 6 August this Navalgenio made direct inquiries, as by regulations, by the R.I.N. which having performed its normal duties even during the German occupation, represents the most well informed agent upon the activity carried out by the Cantieri during the aforesaid period.
- 2) - The informations given by the R.I.N. result from the attached letter 45/6/561 AG and concord with those received from other sources by this navalgenio.
- 3) - On the whole it results as follows :

Activity carried out by the Shipyard Casier sul Sile.

a) New Constructions During the German occupation the following construction were ordered, on account of the Società Salpanavi, which is connected with the C.N.A.:

N° 2 iron motorship, 370 tons tonnage
N° 4 iron tugs, 120 HP
and from the schiffbau N° 12, some small wooden pontoons for raft-bridges.

If said ship-buildings had been finished they would certainly have been utilized by the Germans.

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On the contrary, it is to be noted that :

- the 2 motorship of 370 tons are at present still in the stocks;
- only two of the 4 motorship of 420 tons were put on the stocks
- of the 6 tugs, the Germans succeeded in getting only one tug, unfinished, as the RIN notified in the attached letter;
- the 12 small wooden pontoons ordered in November 1944 were delivered only about the 20th of April. Said small pontoons, which were built for the most part in very numerous sampans by the shipyards at Venice, were used as river-ferryboats. In reality, considering the system which was adopted in constructing the water tight compartments and the deficiency in the working out of said pontoons, they gave practically very bad results and several dozen of them were recovered by this "Navalgenio" with scarce possibility to be usefully employed.

b) - Fitting up and repairs -

During the period in question, the wooden m/s "Emilia T.", property of ship-owner Ciani was ordered by the German Schiffbau to be equipped by the Casier ship-yard.

Also for said vessel the works were effected with much delay and bad art-rules. During the previous December the ship was partially sunk by partisans sabotage action. On the date of the 28th April the ship was not yet completed.

By the shipyard were effected repairs of various naval units and motortankers of which one was sabotaged last December together with the "EMILIA T.".

Activity engaged by the Murano shipyard.-

23

The activity of said shipyard was relatively simple, because it was remained for a long time unused for repair works. During said works, in order to make up the partially the corresponding expenses, the shipyard repaired on account of the Germans, some naval units and constructed furthermore 24 small pontoons, as before mentioned.

Concerning the repairs of the m/v "Marco Polo"

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3) -

the bad workmanship indicates the manner in which all the work was done also in that shipyard. (see attached letter from RIN).

- 4) - From the above explanation and from the informations given by RIN it is to be stated that even if the bad workmanship and the scarce production of the shipyards owned by the Cantieri Navali del Levante are to be imputed to a not adequate organization (1) it must be acknowledged that in connection with the shipyard's potentiality, the Germans would have derived from the same shipyards a very higher profit.

All the shipyards which continued to work after the 8th September, worked for the Germans Force. This was an unavoidable matter, unless the managers would have left their works and in this case the same shipyards would have been exploited under the control of the occupants.

THE DIRECTOR
Lt. Colonel Naval Engineering
(s/ Alfio Denaro)

Visa.

The Commanding Captain
(s/ Carlo Franchi)

For true visa :

The Colonel of Naval Engineering
(s/ Gianguido Bardoli)
c/o Ministry of the Navy

- (1) The fact that after the 25th April, in only four months seven units were finished is proving that the scarce yield depended exclusively from the willingness of the managers (see the corresponding certificates) - The potentiality and the organization were more than efficient.

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Report compiled from the Naval Engineering at Milan to the
Ministry for the Navy.

ROYAL NAVY

TECHNICAL OFFICE
NAVAL ENGINEERING

Milan, 12th August 1945

Via C. Alberto, 15 - MI-AN

SECRETARY'S OFFICE
Cable-Address:
NAVAL-GENIO MI-AN

TO : MARIMERCANT

ROME

and, for info.:

TO MARINA - VENICE
(please investigate on the
activity of the ship-yards at
Casier and Murano and inform
directly the Marimercant).

SUBJECT : Investigation on the activity of the
Cantieri Navali del -evante.

- 1) - As requested by cable 2691 of this D.G. investigations on the activity of the Società Cantieri Navali del -evante after the 8th September 1943 were made.
- 2) - As known, said Company manages of the Casier Shipyard (Treviso) the Murano and Venice shipyard on the -ake of Como. Direct investigations have been therefore effected limited to the Cernobbio shipyard concerning the activity of the Casier and Murano shipyards (the latter placed under the jurisdiction of Marina Venezia) some indirect inquiries have been made by the RIN, at present located at Como and by the Industrial Committee for ship buildings at Milan.

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2) -

- 3) - The shipyard at Cernobbio is equipped only for small wooden constructions and has at disposal machine tools and about 20 carpenters. It is specialized for the construction of sport and regatta boats to be used on the lake.

During the occupation period this shipyard built no boats for the Germans, and according to the documents of the shipyard and to the inquiries made by the C.-N. of Cernobbio, no orders for shipbuilding were passed by the German Schiffbau. It is known that the Cantieri Navali in the year 1944 made to the Cernobbio shipyard an offer regarding a partial construction, on account of the Germans, of sleighs for goods transport on the snow, but this offer was declined at once and no sleigh was set up.

Furthermore it appears that Commander Sempt of the German Schiffbau effected an inspection in the shipyard and asked the managers of the Cantieri Navali del -evante to organize the building of torpedo launches, but the managers alleged the fact that the workers were not technically capable to build such a kind of boats, and so the managers were able to convince the Commander Sempt to desist from this purpose.

In short it is to be excluded in the most positive manner that the Cernobbio shipyard was collaborating directly or indirectly with the Germans and that the managers had intercourse with the Germans in order to study the possibility of organizing a close collaboration.

In this respect it is pointed out that the workers and also the machinery of this shipyard would have been suitable to build the hulls of the torpedo-launches and that other shipyards located on the lake of Como having the same equipment effectively built said hulls realizing immense profit. This is to prove that the collaboration with the Germans would have been technically possible and profitable and the fact that said collaboration was refused, proved the managers' seriousness.

- 4) - From the inquiries made by the Chief of the Comitato Nazionale di Liberazione of Cernobbio it appears that no workers of the shipyard were deported to Germany for forced labour and that no statement against the managers in regard to the treatment and

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3) -

assistance to the workers during the occupation is existing.

The information given by the RIN of Come confirmed all mentioned above.

Furthermore it appears that some technicians of the Cantieri Nazionali del Levante were engaged by the Granchi Shipyards of Briennio as advisers for the construction of two motor fishing-boats at present completed and property of the some activity of the Cantieri Navali del Levante. A mistaken idea about this action, could lead to the supposition that the Granchi shipyard belonged to the "Cantieri Navali del Levante" placing on the latter the eventual responsibility of the Granchi shipyards which really had collaborated with the Germans for the construction of the torpedo-launches.

It is opportune therefore to clarify that the Granchi shipyard have no connection with the Cantieri Navali del Levante and that the task of its technicians as advisers was requested only for the supervision in building the motor fishing-boats which the same Messrs. Granchi built for his own account and for speculative purposes.

- 5) - Concerning the activity of the shipyards at Casier and Murano we have scarce information given by the Industrial Committee for shipbuilding. It does not appear that the two aforesaid shipyards delivered to the Germans and boats built on account of the RUK.

On the contrary it seems that said shipyards were charged with the fitting up of some self-propelling pontoons which were transferred in pieces from the Netherland and assembled by other Shipyards in the Venezia Region.

Eng. Carreri of the aforesaid Industrial Committee stated the effective sabotage which said shipyards undertook, working with the greatest negligence and disorganization in order to delay the delivery of the pontoons. The sabotage action, culminated with the sinking of two self-propelling pontoons with the accomplicity of the managers and the partisans of the Treviso Region.

More careful investigations on the shipyard's activity could be

4) -

made on the spot by the Command Marina Venezia. Anyhow if the information as per preceding paragraph could be confirmed, it does not seem that collaboration could be found.

We believe that judgement on the collaboration should be expressed weighing carefully all the circumstances as a rigid judgement would involve at least 90% of the Engineering, electrical and chemical concerns in Lombardy.

THE MANAGING NAVAL
Engineering Colonel

s/ Ettore Pareto

for true copy
The Colonel Naval Engineering
s/ Gianguido Bardoli
c/o Ministry of the Navy

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Report of the Committee of inquiry of the C.L.N. for the
Treviso Province, by order of the President of the Cabinet
Council.

COMITATO LIBERAZIONE NAZIONALE

PER LA PROVINCIA DI TREVISO

Treviso, 10 August 1945

REPORT ON THE PROCEEDINGS SHOWN BY THE SOCIETA' CANTIERI NAVALI
DEL LEVANTE DURING THE PERIOD OF THE NAZI-FASCIST OCCUPATION.

The undersigned Committee appointed by the C.L.N.P. in
order to ascertain the proceedings shown by the Cantieri Navali
del Levante during the period of the nazi-fascist occupation
the day 8th of August made an inspection at Casier and interro-
gated the managers and the workers of the shipyard, who were
intentionally called for.

The result was in conformity as follows :

- 1) - The Shipyard worked with an average of 190 workers, of whom
only the 20% was employed on orders of German firms, for the
fitting up (cleaning and painting) of 7 peniches, the hulls
of which were made floating by other firms.
For said works the firm employed more than 10 months,
following a plan agreed upon owners, managers and workers,
in order to delay as much as possible the carryin on of the
works.
- 2) - For fitting up the M/3 "Emilia" almost a year was employed
and the ship was put out of the dock unfinished, thanks to
the sabotage action.
- 3) - In accordance with the partisans in the night of the 17th
December 1944, two units ordered by the Ger
- 4) - In the last time the building of 6 tugs .

2) -

But the Germans were able to get only one of them, which was delivered by the shipyard unfinished.

- 5) - Greases, oil for guns, gasoline and petrol were delivered to the partisans, always with the approval and the consent of the President, Avv. Ulisse Mazzolini, of the Deputy President Viansino Carlo and of the managers.
- 6) - During the occupation period the shipyard sheltered many displaced persons who were engaged as workers disguising their position with permits and passes of the German Command and delivering them from the fascists raking.

All the workers are agreed in praising the action undertaken by the owners and managers of the shipyards during the occupation period. They did their best in protecting the workers and the supreme interest of the Nation.

The workers unanimously ask that their master shall be as soon as possible discharged in order to restart the shipyard's activity.

The Managers and the workers believe that the accusation against the owners were made by local competing industrialists, who taking advantage of a crisis in the shipyard (1) seek to come into possession of the yards.

The undersigned Committee points out that the workers, many of whom were formerly employed by the aforesaid competing industrialists stated that they would not tolerate the passing of the shipyards into the hands of said persons.

The Committee's Members :
 Bonacina Ferruccio
 Voltarello Severino
 Avv. Pantaleoni Clemente
 Dr. Carlo Ettore Semini
 "Lidia" partisan

THE PROVINCIAL C.L.N. COMMITTEE
 The President
 s/ Avv. Costantini

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for true copy :
 The Secretary of the C.L.N.P.
 /s/ Remo Casadei

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3) -

(1) - The present procedure of the Special Court caused this crisis in a very dangerous manner, having placed the most important managers in a position which unable them to follow their activity and to watch the shipyards.

Copy

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Statement of C.L.N.A.I. - Industrial Committee for Shipbuilding

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C.L.N.A.I.
Industrial Committee
for Shipbuilding

Milan July 20th 1945

It is certified that the activity of the CANTIERI NAVALI DEL LEVANTE during the whole time of the German occupation was constantly characterized with the highest resistance against the Germans.

It is well known, that the German Authorities were always threatening the Cantieri Navali del Levante on account of not maintaining the promises in the delivery and execution of works which were ordered.

INDUSTRIAL COMMITTEE
for Shipbuilding

s/ illegible

11

Copy

HH/em

Cable from C.L.N. and the Prefect of Treviso to the Ministry
for the Navy

COMITATO DI LIBERAZIONE NAZIONALE
for the Province of Treviso -

Treviso, 9 August 1945

C A B L E

In reply to phonogram 7 August

In reply to phonogram 7 August signed Cecconi Secretary we
inform that the investigations of the Cantieri Levante made by
this Committee ascertained that no collaboration with nazi-fascists
existed but on the contrary sabotage and help to patriots during
the whole occupation period was given Report follows stop
president on duty C.L.N. Treviso Costantini.

Visa : The Prefetto - s/ Avv. Ramanzini
" : The Secretary - s/ Remo Casadei.

for true copy

s/ Gianguido Bardoli
Colonel of Naval Engineering
c/o Ministry for the Navy

Copy

HH/sm

Cable from Naval Engineering to Ministry for the Navy.

CENTRO RACCOLTA R. MARINA
M. I. L. A. N. O

11th August 1945

TO : MARIMERCANT

ROME

371 Addressee Marimercant Rome stop Attention Venice Navy and General Attorney Venice stop Reference cable 2691 stop According to investigations made at Milan and Cernobbio it results that the Cantieri Navali Levante were not collaborating with Germans stop no naval unit nor material was put on the stocks at Cernobbio on account of German Navy stop According to documents possessed by this Centro Marina it results that Captain Naval Engineering Reserve Carlo Viansino taking part in the management of the Shipyard and at present imprisoned at Venice is absolutely blameless stop Report follows stop.

CENTRO MARINA

for true copy

s/ Gianguido Bardoli
Colonel of Naval Engineering
c/o the Ministry for the Navy.

HH/em

Cable from Naval Engineering to Ministry for the Navy.

CENTRO DI RACCOLTA R. MARINA
M I L A N O

19 August 1945

TO : MINISTRY FOR THE NAVY MARIMERCANT

R O M E

1480 Refers cable 2979 17 August stop Already notified by cable 317 11 August which is repeated stop Refers cable 2691 stop According to investigations made at Milan and Cernobbio it results that the Cantieri Navali Levante were not collaborating with Germans stop No naval unit nor material was put on the stocks at Cernobbio on account of German Navy stop According to documents possessed by this Centro Marina it results that Naval Engineering Reserve Captain Carlo Viasino taking part in the management of the shipyard and at present imprisoned at Venice is absolutely blameless stop Report follows stop signature Centro Marina stop Report forwarded August 12th reference number 1306 stop

NAVALGENIO

for true copy :

s/ Gianguido Bardoli
Colonel of Naval Engineering
c/o Ministry for the Navy.

Copy

HR/sm

Sinking of two German ship sabotage

COMMAND OF BRIGADE GARIBALDI "WLADIMIRO PAOLI"

P R E V I S O

It is certified that the two ship "EMILIA T." and "ERIXA" of about 500 tons gross tonnage were sunk in the wet dock of the Casier Shipyards owned by Soc. CANTIERI NAVALI DEL LEVANTE, during the night of December 16th 1944, by the patriots of the Garibaldi Brigade "Wladimiro Paoli" with the aid of the managers of the Company, and personally by the Avv. ULISSE MAZZOLINI.

THE COMMANDER

s/ Ugo Marino

The Commissary

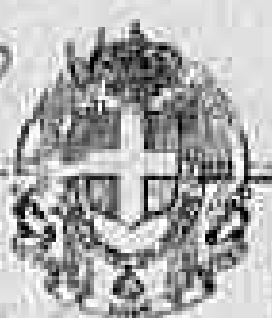
s/ Illegible

HH/sm

OTHER DOCUMENTS AS FOLLOWS :

- DOCUMENTS ISSUED BY THE COMITATO LIBERAZIONE NAZIONALE ALTA ITALIA, COMUNE OF CERNOBBIO
- DOCUMENTS ISSUED BY THE COMITATO LIBERAZIONE NAZIONALE LOMBARDIA
- LETTER OF PROTEST AND FOLLOW UP SHIP WRITTEN BY THE WORKERS OF THE CASIER SHIPYARDS (TREVISO)
- ARE CONCORDLY ATTESTATING THAT THERE WAS NO COLLABORATION WITH THE GERMANS BUT SABOTAGE.

4175/6



Roma

febbraio 1946

Ministero di Giustizia

DIREZIONE GENERALE DEI AFFARI PENALI
DELLE GRAZIE DELLA STATISTICA E DEL CASELLARIO

LA COMMISSIONE ARLENT
Sottocommissione Legale
ROMA

Ufficio I° A.P.

Prot. N° 131.762.2638/45

Rapporto del 3.12.945

Dir. L. AC 12305/11/1

OGGETTO: Esposto di MAZZOLINI Giuseppe.

e per conoscenza:

All'UFFICIO DI COLLEGAMENTO
Gabinetto del Ministro

SEDE

All. 1

Per opportuna conoscenza si trasmette copia di rapporto della Procura Generale di Venezia 20.1.946 che fa seguito alla nota 21 dicembre u.s. n. 12305 precedente inviata a codesta On.le Commissione con lettera 31.1.946, da questo Ministero.

CLO
DCLO
Chief Counsel
CIO
Relia: London
CLERKS

d'ordine del MINISTRO

Rucian

23.2.46.

8

COPIA

PROCURA GENERALE DEL REGNO DI VENEZIA

Venezia, 20 gennaio 1946

N. 857

AL MINISTERO DI GRAZIA E GIUSTIZIA
 Direzione Generale Affari Penali - Uff. Io A.P.

R O M A

OCCETTO: Esposto di MAZZOLINI Giuseppe.

A seguito della mia nota 21 dicembre u.s. n. 12305, trascrivo quanto in merito il capo dell'Ufficio del P.M. presso la Sezione Speciale di Corte di Assise di Venezia riferisce:

1°) In seguito al primo esposto del MAZZOLINI (restituito a codesto Ufficio il 19.12.u.s.) ho fatto subito fissare dal Presidente la discussione della causa, che avrà luogo nell'udienza del 29 G.M..

2°) L'avvocato, che mi supplicò perchè la causa fosse fissata a lunga scadenza, è uno dei difensori del MAZZOLINI e chiamasi, avendolo visto stamani, Raffaello LEVI.

3°) Qualche giorno fa, del P.M. presso la Sezione Speciale di Corte di Assise di Como mi è pervenuta la richiesta di trasmissione degli atti a detto Ufficio per competenza, dato che presso l'ufficio medesimo è pendente analogha denuncia contro il MAZZOLINI ed altri.

Ho risposto che la dichiarazione di incompetenza può essere fatta soltanto dalla Corte, che perciò sarebbe opportuno che quell'ufficio provveda alla immediata trasmissione degli atti in suo possesso a questo ufficio per poter mettere meglio la Corte in grado di esaminare la questione della competenza. """"

Qualora la competenza dell'Autorità Giudiziaria di Como risulti fondata, questo Ufficio sarà lieto di concludere, com'è suo dovere, perchè sia ritenuta l'anzidetta competenza. """"

Le informazioni fornite appaiono esaurienti ed autorizzano a ritenere che il MAZZOLINI - latitante che invoca intervento anche di autorità straniere contro l'operato della Giustizia - mentre apparentemente sembra richiama che il suo processo venga rapidamente esaurito, invece ne ritarda il corso a mezzo dei suoi patroni.

0337

Declassified E.O. 12356 Section 3.3/NND No. 785016

OGGETTO: Deposto di MAZZOLINI Giuseppe.

A seguito della mia nota 21 dicembre u.s. n. 12305, trascrivo quanto in merito al Capo dell'Ufficio del P.M. presso la Sezione Speciale di Corte di Assise di Venezia riferisce:

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Come risulta dalle informazioni trascritte, il processo in parola si discuterà il 29 corr.

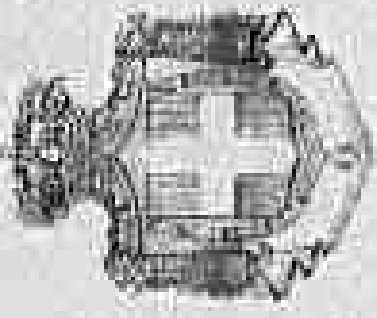
IL PROCURATORE GENERALE
f.to illeggibile

MINISTERO DI GRAZIA E GIUSTIZIA
Direzione Generale Affari Penali - Uff. I°
PER COPIA CONFORME
Roma, lì 20 febbraio 1946

IL DIRETTORE CAPO DELL'UFFICIO I° AFFARI PENALI

0338

4175/6



Ministero di Grazia e Giustizia

DIREZIONE GENERALE DEGLI AFFARI PENALI
DELLE GRAZIE DELLA STATISTICA E DEL CASELLARIO

Roma, 31 Gennaio 1945

ALLA COMMISSIONE ALLIATA
Sottocommissione Legale
R O M A

Al Signor I. A. P. - Prot. N. 131/752/2538/45

4175/6
Risposta al P. N. 40/4087/11/L.
del 3 Dicembre 1945

OGGETTO MAZZOLINI Giovanni - Rapporto circa il procedimento
contro i dirigenti dei cantieri navali del Levante.

2A

Con riferimento al foglio in oggetto in allegato, si porta a conoscenza di codesta O. A. la Commissione Alleata che in Procure Generale del Regno presso la Corte di Appello di Venezia, vi furono trasmessi gli atti e copia di una lettera del Signor Giuseppe MAZZOLINI relativi ad un procedimento contro dirigenti dei Cantieri Navali del Levante e Casier (Treviso), accusati di collaborazionismo, comincia la nota che qui appresso si trasmette: "Comunico quanto mi riferisce in merito il Capo dell'Ufficio del P. M. presso la sezione Speciale di Corte di Assise di Venezia."

Nel restituire l'unito esposto, comunico che la denuncia contro MAZZOLINI Ulisse, QUARENCHI Inciano e VILASINO Carlo (i primi due ancora latitanti) pervenne a questo Ufficio dal nucleo di Polizia Giudiziaria presso questa Corte, con foglio N. 70/1/ del 9/7/1945. I primi atti furono raccolti dal capitano FIOCCIONE, in seguito a diverse denunce pervenutegli.

La istruzione del procedimento venne affidata all'avv. MASCELLA, che ha disimpegnato il suo compito nel miglior modo possibile attraverso infinite difficoltà. Prima che l'istruttoria fosse chiusa il latitante MAZZOLINI mi fece pervenire per il tra-

Ministero di Giustizia

DIREZIONE GENERALE DEGLI AFFARI PENALI
DELLE GRAZIE DELLA STATISTICA E DEL CASELLARIO

LA COMMISSIONE AMICATA

Sottocommissione Legale

R O M A

Uff. I. A. E. - Prot. N. 131/1762/2552/45

4178/6
Risposta al p. n. 4087/11/L.
del 3 Dicembre 1945

OGGETTO MAZZOLINI Giovanni - Esposto circa il procedimento
contro i dirigenti dei cantieri navali del Levante.-

2A

Con riferimento al foglio in oggetto indicato, si porta a conoscenza di codesta On.le Commissione Amicata che il Procuratore Generale del Regno presso la Corte di Appello di Venezia, cui furono trasmessi gli atti e copia di una lettera del Signor Giuseppe MAZZOLINI relativi ad un procedimento contro dirigenti dei Cantieri Navali del Levante e Casier (Treviso), accusati di collaborazionismo, comunica la nota che qui appresso si trascrive: "Comunico quanto mi riferisce in merito il capo dell'ufficio del P.M. presso la sezione Speciale di Corte di Assise di Venezia.-

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La istruzione del procedimento venne affidata all'avv. FRASCIELLA, che ha disimpegnato il suo compito nel miglior modo possibile attraverso infinite difficoltà. Prima che l'istruttoria fosse chiusa il latitante MAZZOLINI mi fece pervenire per il tramite di un suo fratello, un esposto nel quale lamenta che l'avv. FRASCIELLA aveva patrocinato gli interessi di un cantiere concorrente con i cantieri del Levante. Chiamai subito l'avv. FRASCIELLA, il quale mi dimostrò nel modo più convincente che l'affermazione

del MAZZOLINI era definita di ogni fondamento, e ciò non mancò di comunicare al padre del MAZZOLINI venuto nel mio ufficio per chiedere, in un primo tempo, il proscioglimento del figlio ed un secondo tempo la fissazione della causa al più presto possibile.

A questo secondo desiderio aderii senz'altro, ma la fissazione della causa non poté aver luogo perchè il difensore del MAZZOLINI insistenteamente supplicò che la causa fosse fissata a lunga scadenza. E' esatto che la difesa chiese quando l'istituto-ria volgeva al suo termine, che il procedimento fosse rimesso per competenza alla sezione speciale di Corte di Assise di Treviso, la istanza non venne accolta perchè dagli atti risultava che l'attività collaborazionista dei Cantieri del Levante si era svolta prevalentemente a Venezia, dove i Cantieri stessi avevano una sede e un cantiere e dove si erano svolti i più importanti rapporti con le autorità tedesche. Non risulti a questo Ufficio che dei giornali di Venezia siano state fatte pubblicazioni come quelle lamentate. Vi fu una pubblicazione su di un giornale di Milano che fu venna mostrata da un avvocato di cui mi sfuggì il nome.

Ritengo perciò che le indiscrezioni siano partite da persone che occasionalmente si trovavano negli uffici della sede di Venezia allorchè si procedette al sequestro di diversi documenti. Tutti i documenti presentati dalla Difesa furono presi in esame, ma non ritennero sufficienti a vulnerare le altre risultanze istruttorie.

Non credo possibile una riapertura di istruzione, dato che il procedimento si trova presso la Corte di Assise, fin dal 10.10.1945.

Il rapporto è così esente che non ritengo opportuno prendere in merito alcun provvedimento.

di comunicare al padre del MAZZOLINI venuto nel mio ufficio per chiedere, in un primo tempo, il proscioglimento del figlio ed un secondo tempo la fissazione della causa al più presto possibile.

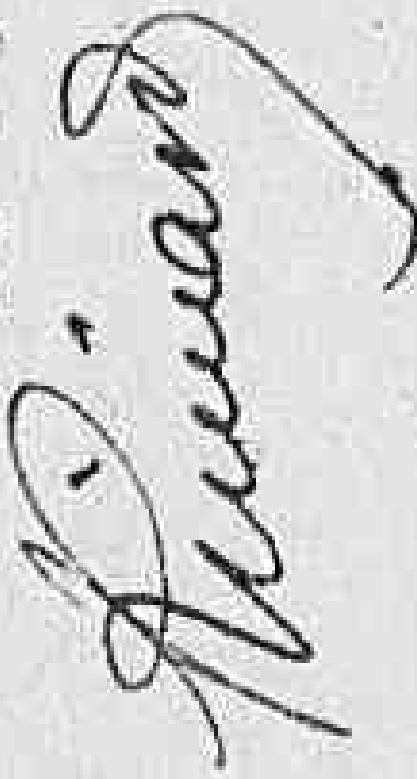
A questo secondo desiderio aderii senz'altro, ma la fissazione della causa non poté aver luogo perchè il difensore del MAZZOLINI inaspettatamente annunciò che la causa fosse fissata a lunga scadenza. Si esultò che la difesa chiese quando l'istruttoria volgeva al suo termine, che il procedimento fosse rimesso per competenza alla sezione speciale di Corte di Assise di Treviso, la istanza non venne accolta perchè degli atti risultava che l'attività collaborazionista dei Cantieri del Levante si era svolta prevalentemente a Venezia, dove i Cantieri stessi avevano una sede e un cantiere e dove si erano svolti i più importanti rapporti con le autorità tedesche. Non risulta a questo ufficio che dei giornali di Venezia siano state fatte pubblicazioni come quelle lamentate. Vi fu una pubblicazione su di un giornale di Milano che mi venne mostrata da un avvocato di cui mi sfuggì il nome.

Ritengo perciò che le incriminazioni siano partite da persone che occasionalmente si trovavano negli uffici della sede di Venezia allorchè si procedette al sequestro di diversi documenti. Tutti i documenti presentati dalla difesa furono presi in esame, ma non ritennero sufficienti a vulnerare le altre risultanze istruttorie.

Non credo possibile una riapertura di istruttoria, dato che il procedimento si trova presso la Corte di Assise, fin dal 10.10.1945.

Il rapporto è così esauriente che non ritengo opportuno prendere in merito alcun provvedimento.

d'ordine del MINISTRO



HEADQUARTERS ALLIED COMMISSION
APO 394
LEGAL SUB-COMMISSION

5A

AC/4175/6/L.

MB/mda.

13 Febbraio 1946.

Signor Giuseppe MAZZOLINI
Grande Albergo - Camera n. 149
ROMA -

Con n/a precedente lettera AC/4175/6/L. in data 14 Gennaio u.s. informavamo la S.V. che il suo esposto era stato inviato al Procuratore Generale di Venezia.

Questa Sottocommissione ha ricevuto recentemente un esauriente rapporto dal detto Procuratore Generale presso la Corte di Appello di Venezia il quale giunge a ritenere l'impossibilita' di una riapertura d'istruzione dato che il processo si trova presso la Corte d'Assise fino dal 10.10.1945.

MUSGRAVE THOMAS,
Italian Branch,
For Chief Legal Advisor.

HEADQUARTERS ALLIED COMMISSION
APO 394
LEGAL SUB-COMMISSION

AP/nda

AC/4175/6/L.

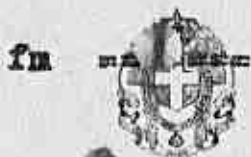
14 Gennaio 1946.

A1 : Signor Giuseppe MAZZOLINI
Grande Hotel - Camera n. 149
ROMA.

Con riferimento alla Sua lettera del 3 Novembre 1945, La informiamo che il Suo esposto e' stato inviato dal Ministero di Grazia e Giustizia in data 9 Gennaio 1946 al Procuratore Generale di Venezia per le informazioni del caso e gli eventuali provvedimenti.

Si riservano pertanto comunicazioni.

MUSGRAVE THOMAS
Italian Branch,
For Chief Legal Advisor.



Ministero di Grazia e Giustizia

DIREZIONE GENERALE DEGLI AFFARI PENALI
DELLE GRAZIE DELLA STATISTICA E DEL CASELLARIOUfficio I° A.P.
Tel. 31.762/2638.45
 Roma, 4 dicembre 1945
 Mod 40
 LA COMMISSIONE ALLEA-
 TA - Sottocommissione Lega-
 le ROMA

 Deposita al fasc. 3.12.945
 Dir. AC 14087/11/1

OGGETTO: Esposto di MAZZOLINI Giuseppe.

e per conoscenza: All'UFFICIO DI COLLEGAMENTO
GABINETTO

L'esposto del MAZZOLINI e gli allegati
 trasmesso con la nota suindicata sono stati in
 pari data inviati al Procuratore Generale di Ve-
 nezia per le informazioni del caso a questo Mi-
 nistero e per gli eventuali provvedimenti.

Si riservano pertanto comunicazioni.

Subcomm. d'ordine del MINISTRO

CLO	
DCLO	
Chief Counsel	
CJO	
Italian	
CL RK	

→ *Adm. Thomas*
 4 JAN 1946

HEADQUARTERS ALLIED COMMISSION
APO 394
LEGAL SUB-COMMISSION

/nda

3 December 1945.

4175/6/L
AG/4007/11/L.

SUBJECT : Cantieri Navali del Levante.
Proceeding for collaboration.

TO : The Minister of Pardon and Justice.

1. Enclosed herewith "per competenza" is a copy of a letter addressed by Sig. Giuseppe MAZZOLINI to the Chief Commissioner with 14 enclosures pertaining to the above subject.

2. It would be appreciated if you would advise this Sub-Commission as to the action taken by you in this matter so that an answer may be given to Sig. MAZZOLINI.

G.G. HANFORD,
Lt.Col.,
Deputy Chief Legal Advisor.

INDUSTRI
 Roma, 3 Novembre 1945

A S. E. L'AMMIRAGLIO STONE ELLERY W.
 GOVERNATORE DELL'ALTA ITALIA

5 NOV 1945

ROMA

Eccellenza,

nell'agosto e settembre 1945 mi permisi presentare un memoriale all'E. V. richiamando la Sua attenzione sopra quanto accadeva ai danni dei dirigenti dei Cantieri Navali del Levante a Casier (Treviso) e cioè che venivano dalla Procura Generale di Venezia accusati di collaborazionismo, mentre che, come da documenti acclusi risulta in maniera indiscutibile, detti dirigenti lavorarono rischiando la vita nell'interesse della vittoria Alleata e della nostra Nazione. Detti dirigenti eseguirono sabotaggi, non consegnarono navi, diedero preziosissime informazioni, così il tutto come risulta da un certificato dello Stato Maggiore, dagli organi tecnici militari della R. Marina, e da unanime dichiarazione dei Comitati di Liberazione di Treviso, degli operai, ecc.-

Queste voci calunniose sono sparse per spirito antipatriotico ed antialleato, di conseguenza, come allora anche oggi, rispettosamente ma con fiducia, i dirigenti si rivolgono all'E. V. perchè in base ai documenti di ineccepibile fede che troverà nel fascicolo annesso alla lettera, potrà intervenire presso il Ministero degli Esteri e di Giustizia perchè cessi questo stato grave ai danni dei dirigenti che meritano lode per la loro opera meritoria al servizio degli Alleati e della Nazione.

In attesa, rispettosissimi ossequi.

Di V. E. Deono

Giuseppe Mazzolini

GIUSEPPE MAZZOLINI
 GRANDE HOTEL - CAMERA N° 149

ROMA

Accluso :
 Raccolta documenti militari
 e tecnici, etc.-

GIUSEPPE MAZZOLINI
 SALPANAVI - PALAZZO ROCCA MOCENIGO
 S. TROVASO 1067

VENEZIA

5553

0367