

0002

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

785016

ACC

10000/143/1275



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10000/143/1275

PORT FIRE SERVICES  
JUN. 1944 - JAN. 1945

Naval Submarine

My sub has your comments on SA reports in brackets in memo to Naval

Admin

1537.19:4

To: Administrative Section -

Comments -

by paragraph 3A. - There is no information attributable in this office.

Re: paragraph 8 - The responsibility for allocating my naval crafts for this purpose is vested in the Commanding-in-Chief, Medetone area. The Naval Sub. Commission has received no information regarding the transfer of fire fighting responsibility in ports to A.C.C. -

It is suggested that request for such craft be submitted, via this office, to the Chief Naval Ordnance in Chief, Medetone area.

Naval Sub. Admin. -  
17 Sept 44

H. L. ...  
Conrad ...

Naval S/C

1. first reference was to page 3A - of the ...
2. Will you please obtain the information asked for

5148

Naval Department  
 The transfer of space  
 from regarding in parts to A.C.C.  
 responsibility in parts that recent for such  
 it is my belief that recent for such  
 craft be submitted, via! This office to the  
 Allied Naval Commander in Chief, Mediterranean.

*[Handwritten signature]*  
 Commanding Officer

Naval Sub-Committee -  
 17 Sept 44

Naval S/C

1. First refer was to para 3A - app. re para.
2. Will you please obtain the information cited for in para 3 of 3A.

*[Handwritten signature]*  
 for CWO.

19 SE 1944

Information requested from Cin C Mediterranean  
 26/9. Will be communicated to Administrative  
 Section upon its receipt.

W.W.  
 Naval Sub-Committee  
 27/9

0006

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11A

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/1563  
25 January 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Public Safety Sub-Commission, Hq. A.C.  
Subject: Fire Fighting in Italian Ports. *BA*  
Reference: (a) Public Safety Sub-Commission ltr ACC/14524/FS  
of 15 September 1944.

1. With reference to the statements contained in reference (a), the Commander-in-Chief, Mediterranean in a letter dated 16 January 1945 has informed the Navy Sub-Commission that it is not at present desired to disturb the arrangements in force for Fire Control in Italian ports as laid down in Allied Force Headquarters Memorandum No. 59, dated 7 June 1944, a copy of which is attached.

*114*  
*A. D. Quoli*  
Commodore, U.S. Navy,  
for Chief, Navy Sub-Commission, AC.

5147

Copy to:  
Chief of Staff, AC.  
Civil Affairs Section, AC.  
(less enclosures).

TO	
COL. CH. P. A.	
COL. Y. B. A.	
LT. COL. W. C. A.	<i>AW 79</i>
MAJ. G. A.	<i>AW 52/45</i>
MAJ. H. A.	
MAJ. I. A.	
CAPT. J. A.	
CHIEF OF STAFF	

*Seen & noted,*  
*[Signature]*  
7/2/45.

711b

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS

CONFIDENTIAL

10 June 1944

AMENDMENT NO. 1

to 11C Par 10

OPERATION MEMORANDUM NO. 58

DATED 7 JUNE 1944

1. Delete Paragraph 10 and substitute:

10. Air Raid Warning

The installation, maintenance and operation of the Air Raid Warning System is the responsibility of the Military Commander. The Air Defense Commander is solely responsible for ordering the sounding of the air raid warning.

By command of General WILSON:

J. G. H. GATHELL,  
Lieutenant General,  
Chief of Staff.

5146

OFFICIAL:

DANIEL NOCE,  
Major General, G.S.C.,  
Assistant Chief of Staff, G-3.

10. Air Raid Warning

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By command of General WILSON:

J. A. H. GAMBELL,  
Lieutenant General,  
Chief of Staff.

5146

OFFICIAL:

DANIEL NOCE,  
Major General, G.S.C.,  
Assistant Chief of Staff, G-3.

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CONFIDENTIAL ALLIED FORCE HEADQUARTERS  
APO 512

7 June 1944

OPERATION MEMORANDUM )

NUMBER 58 )

PASSIVE AIR DEFENSE, CIVIL DEFENSE, AND FIRE DEFENSE1. OBJECT

- a. This memorandum supersedes Operation Memoranda Numbers 40 and 44 and Training Memorandum Number 51, which are hereby rescinded.
- b. The object of this memorandum is to define the responsibility of commanders for the control of Passive Air Defense, Civil Defense, and Fire Defense.

2. DEFINITION

a. Passive Air Defense (PAD) measures cover all passive action which is required to mitigate the effects of enemy air attack, delay-action mines, long-range artillery fire or accidental explosions. It is a military responsibility. PAD includes measures for:

- (1) Reporting air raid or similar damage;
- (2) Pooling of all available resources to combat such damage;
- (3) In British formations, reporting the presence of, and dealing with the effects of gas where necessary. In U.S. formations PAD responsibility is limited to the provision of arrangements for reporting gas incidents to the Chemical Officer.

b. Civil Defense (CD) covers arrangements made and action taken by local civil authorities to mitigate the effects of enemy air attack, delay-action mines, long-range artillery fire or naval bombardment on the civil population and installations required to serve their needs. Civil Defense will be a military necessity in those areas where the failure of the Civil Defense will impede or hinder military operations. Classification of areas is detailed in paragraph 6.

c. Fire Defense is the prevention or extinction of all fires which may be caused by hostile attack or other means. Fire Defense is carried out by Army Fire Service (U.S. Engineer Fire Fighting Units or British Army Fire Service) assisted, when necessary, by other arms and services and by civilian fire services.



long-range artillery fire capability. PAD includes measures for:

- (1) Reporting air raid or similar damage;
  - (2) Pooling of all available resources to combat such damage;
  - (3) In British formations, reporting the presence of, and dealing with the effects of gas where necessary. In U.S. formations PAD responsibility is limited to the provision of arrangements for reporting gas incidents to the Chemical Officer.
- 5120
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### 3. RESPONSIBILITY

- a. Military commanders will be responsible for PAD, Civil Defense, and Fire Defense measures, including planning, in areas under their immediate control.
- b. The Military Commander is responsible for the coordination of PAD, Civil Defense, and Fire Defense with the appropriate Naval and/or Air authorities if present.
- c. When an Air Force or Naval Commander has also been designated as the Military Commander, their responsibilities will include those specified above for the military commander.
- d. It is the responsibility of the Allied Military Government, Allied Military Liaison, Allied Control Administration, or such other Allied organization as has been established to deal with civil affairs, to provide such Civil Defense measures as are required by the military. Hereafter in this paper such organizations will be referred to collectively as "Civil Affairs".

### 4. ORGANIZATION

- a. Army, Task Force, Base, District and Sub-Area ~~Commanders~~ should employ full time PAD Staffs. It is the responsibility of British Commanders to request that PAD personnel be included on their War Establishment as

required. U.S. manning tables and tables of organization do not include personnel specifically for PAD. It is, however, within the responsibility of U.S. Commanders at their discretion to provide personnel for full time PAD work. Full time PAD personnel, when appointed, form the PAD Section of the headquarters, which should work under G-3 (G-Ops).

b. In formations where a special PAD Staff is not authorized, Commanders are responsible that personnel are detailed to carry out necessary PAD work in addition to their other duties.

c. (1) Normally, a Fire Officer will be appointed on the Staffs of Lines of Communications, Communication Zones, Base, Base Sub-Area and Base Section Headquarters.

(2) In every port and town of military importance, all available fire defense agencies, both static and mobile, whenever engaged in fire fighting will be brought under a unified operational control which will normally be the Army Fire Service Officer (British) or Fire Officer (U.S. or RAF).

(3) If called in to assist in extinguishing a fire in a Naval or Merchant vessel, the Army Fire Service Officer in charge will consult with the Commanding Officer or Master as to the steps to be taken and will take charge of the firefighting operations, subject to the control of ship's stability by the Commanding Officer or Master.

(4) Should the fire reach such proportions that the safety of installations or other ships is also endangered, then the Naval Officer in charge, or his representative is responsible for issuing the necessary instructions.

#### 5. FUNCTIONS

a. PAD Staff Officers are responsible for advising the Military Commander on all matters pertaining to PAD Planning, Operations and Training, and for coordination with Civil Defense.

b. The Chief Civil Affairs Officer is responsible to the Military Commander for the reactivation of Civil Defense organizations, for their coordination with PAD, and for the provision of required equipment, subject to such equipment being available and within the limits of transportation allotted by the military to the Civil Affairs.

c. The Army Fire Service Officer (British) or Fire Officer (U.S. or RAF) is responsible for advising the Military Commander on all matters of Fire Defense including Planning, Fire Control and coordination of mutual assistance

to be taken and will take charge of the fire fighting operations, subject to the control of ship's stability by the Commanding Officer or Master.

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c. The Army Fire Service Officer (British) or Fire Officer (U.S. or RAf) is responsible for advising the Military Commander on all matters of Fire Defense including Planning, Fire Control and coordination of mutual assistance between Military and Civil Fire Services.

6. CLASSIFICATION OF AREAS AND DESIGNATION OF RESPONSIBILITY

Army, Task Force, District or Base Section Commanders (in Lines of Communication or Communications Zones) will classify areas within their commands. The following is the basis for the classification of areas, together with the designation of responsibility for PAD and CD measures:

a. Army or Task Force Areas

- (1) Definition: Areas of active operations in which ground fighting is in progress, and no Civil Defense is undertaken except as required for military operations.
- (2) Responsibility - Military Commander.

b. Class 'A' Areas

- (1) Definition: Areas of military importance immediately in rear of Army or Task Force Area, and on the Lines of Communication or in Communication Zones, including bases and centers where organized PAD is a military necessity.

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Operation Memorandum #2. (Cont'd)

- (2) Responsibility - Military Commander. The Chief Civil Affairs Officer for the provision of the maximum available civil assistance.

c. Class 'B' Areas

- (1) Definition: Areas on the Lines of Communication or in Communications Zones where unit PAD will normally be sufficient for military needs, but in which the failure of the local Civil Defense organization is likely to hamper military operations.

- (2) Responsibility - Same as in Class 'A' Areas.

d. Class 'C' Areas

- (1) Definition: Areas in which a breakdown of the local Civil Defense arrangements cannot interfere with military operations.
- (2) Responsibility - Military Commander; through the Chief Civil Affairs Officer.

7. AIR FORCE

The Air Commander-in-Chief, Mediterranean, will ensure that measures are taken for PAD and Fire Defense at all Air Force installations. Plans will be prepared for mutual assistance of Army and Air Force Fire Services and PAD Services.

8. NAVY

Commander-in-Chief, Mediterranean, will ensure that measures are taken for PAD and static fire defense of all ships and naval establishments ashore. Plans will be prepared for mutual assistance of Naval and Army Fire Services and PAD Services.

9. TRAINING

a. The establishment and maintenance of a PAD organization requires special training for PAD personnel and units.

- (1) The training of full time personnel will be supervised or conducted by the PAD Training School of this headquarters.
- (2) Unit training and training of part time personnel will be supervised or conducted by the PAD Staff Officer concerned.

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Commander-in-Chief, Mediterranean, will ensure that measures are taken for PAD and static fire defense of all ships and naval establishments ashore. Plans will be prepared for mutual assistance of Naval and Army Fire Services and PAD Services.

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(2) Unit training and training of part time personnel will be supervised or conducted by the PAD Staff Officer concerned. <sup>11/8</sup>

10. AIR RAID WARNING SYSTEM

*per Amendment No. 17 10/6/44 on 11/8*

The Air Raid Warning System is the responsibility of the Military Commander, who will consult with the Air Defense Commander.

11. BOMB DISPOSAL

Policy as regards the disposal of an unexploded bomb is covered in Operation Memorandum Number 32.

12. AMPHIBIOUS OPERATIONS

During amphibious operations, whenever there is an appreciable delay in the establishment of a Base Section or Base Area, a PAD officer from the Base Section or Base Area should be attached to the Beach Group (or similar U.S. organization). If, however, it is planned that a Beach Group is to operate for a period on its own, a PAD officer should be attached or assigned.

13. ADVICE ON PAD AND CIVIL DEFENSE

The PAD and CD Advisor, AFHQ, will be responsible for giving advice <sup>for giving advice</sup> ~~through the Assistant~~ necessary on all matters of PAD and Civil Defense, working <sup>through the Assistant</sup> ~~through the Assistant~~

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Operation Memorandum No. (Cont'd)

**CONFIDENTIAL**

Chief of Staff, G-3, and normal military channels with regard to military matters, including French Army, and through Civil Affairs with regard to civil matters.

By command of General WILSON:

J. A. H. GAMMELL,  
Lieutenant General,  
Chief of Staff.

OFFICIAL:

*Daniel Noce*  
DANIEL NOCE,  
Major General, G.S.C.,  
Assistant Chief of Staff, G-3.

DISTRIBUTION:

G-3 - 4

10A

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission NSC 374

NSC/11637  
15 November 1944.

oe.

From: Navy Sub-Commission, Hq. Allied Commission.  
 To: Commander-in-Chief, Mediterranean.  
 Subject: Fire Fighting in Italian Ports.  
 Reference: (a) Naval Sub-Commission letter NSC/883 of 22 September 1944.

4A

1. It would be appreciated if an early reply could be given to reference (a) which requested information regarding the possible transfer of responsibility for fire fighting in Italian Ports to the Italian Fire Service and the Allied Commission.

H. W. ZINGLI,  
 Commodore, U.S. Navy,  
 for Chief, Navy Sub-Commission, A.C.

Copy to:  
 Com 8TH Fleet.  
 Civil Affairs Sect. A.C.  
 Public Safety SC. A.C. ✓

*(Handwritten initials)*

TO	INIT	DATE
COL. CHAPMAN		
COL. YOUNG		
LT COL WILCOX		
MAJ Luckman.		
MAJ WISN		
MAJ H. W. BY		
MAJ		
MAJ BALLANCE		
CAPT POWELL		

5143

BEST COPY POSSIBLE



MG.  
Ministry of Interior  
Antifire Gen.Dir.  
5380

27 October 1944

9A

to : A.C. - P.S. Subcommission  
subj. : Antifire portual serv. - es  
reply to: ACC/I4524/PS, date 19/10/1944

8A

Ref to above letter, we inform you :

- 1) We received the return report on the situation of antifire nautic means of the Ancona harbour.  
The one concerning the harbour of Leghorn, has been received on the 10th october ult.
- 2) Untill now we received the statements on the situations of harbours of: Ancona, Bari, Brindisi, Leghorn, Palermo, Salerno, Taranto; the ones concerning Naples and Cagliari are missing.
- 3) Through above mentioned reports, it arises the following situation of antifire nautical means:

Ancona Corps : is completely unprovided of nautical means.  
 Bari " : has 2 moto pump boat, of the smaller type, in efficiency  
 Brindisi " : has 1 moto pump boat, of the smaller type, in efficiency  
 Cagliari " : we conceive that has 1 moto pump boat, of the smaller type, but we don't know, if it is in efficiency.  
 Leghorn " : has 1 moto pump boat, of the mean type, actually out of function  
 Palermo " : has 1 moto pump boat, of the mean type and 1 moto pump boat, of the smaller type, the both in repair.  
 Salerno " : has one motoboat furnished with motopump, in efficiency.  
 Taranto " : has 1 moto pump boat, of the mean type, in efficiency.

Therefore, according to this situation, we do not deem advisable any transfer of nautica means, and we suggest the allotment, for portual antifire service, the following motorboats with motopump:

2	motorboats with moto pump for the harbour of Ancona
1	1 moto2boat with moto pump for the harbour of Bari
1	" " " " " " " " " "
1	" " " " " " " " " "
2	" " " " " " " " " "
3	" " " " " " " " " "
2	" " " " " " " " " "
1	" " " " " " " " " "
1	" " " " " " " " " "

for the Minister

Bari : has 2 moto pump boat, of the smaller type, in efficiency  
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 Taranto : has 1 moto pump boat, of the mean type, in efficiency.

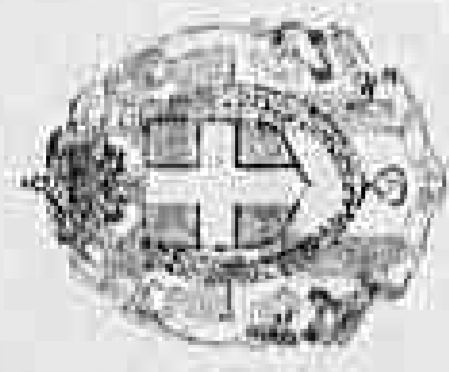
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1	motoboat with moto pump for the harbour of Bari
1	" " " " " " " " " " " " " " " "
2	" " " " " " " " " " " " " " " "
3	" " " " " " " " " " " " " " " "
2	" " " " " " " " " " " " " " " "
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for the Minister

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Roma. 27 ottobre 1944 A



Ministero dell'Interno

DIREZIONE GENERALE DEI SERVIZI ANTINCENDI  
VIA A. BERTOLONI, 27

Alla A. C. C.  
Public Safety Sub-Commission

5380/A.94

ROMA

Divisione III<sup>a</sup> Legale

Proposta al Foglio N. ACC/14524/PS  
Del 19/10/44

OGGETTO Servizio antincendi nei porti.

In riferimento al foglio sopracitato si comunica quanto segue:

- 1) Si é ricevuta la relazione della situazione dei mezzi nautici antincendi, relativa al porto di Ancona.  
Quella relativa al porto di Livorno, é giunta a questo Ministero in data 10 ottobre u.s.
- 2) Sono pervenute, fino a questo momento, le relazioni relative ai porti di: Ancona, Bari, Brindisi, Livorno, Palermo, Salerno e Taranto, mentre mancano ancora quelle relative ai porti di Cagliari e Napoli.
- 3) Dalle suaccennate relazioni, risulta che la situazione dei mezzi nautici antincendi é la seguente:  
Corpo di Ancona: é completamente sprovvisto di mezzi nautici.  
" " Bari: ha in dotazione n. 2 motobarche-pompa, del tipo piccolo, in efficienza.

OGGETTO

Servizio antincendi nei porti.

In riferimentó al foglio sopracitato si comunica quanto

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- 3) Dalle suaccennate relazioni, risulta che la situazione dei mezzi nautici antincendi é la seguente:  
Corpo di Ancona: é completamente sprovvisto di mezzi nautici.  
" " Bari: ha in dotazione n. 2 motobarche-pompa, del tipo piccolo, in efficienza. <sup>51.1</sup>  
" " Brindisi: ha in dotazione n. 1 motobarca-pompa, del tipo piccolo, in efficienza.  
" " Cagliari: si ha motivo di ritenere che abbia in dotazione n. 1 motobarca-pompa, del tipo piccolo, che si ignora peraltro se é, o meno, in efficienza.  
" " Livorno: ha in dotazione n.1 motobarca-pompa, del tipo medio, attualmente fuori servizio.  
" " Palermo: ha in dotazione n.1 motobarcapompa, del t.p.

0021

medio, e n. 1 motobarca-pompa del tipo  
piccolo, entrambe in riparazione.

Corpo di Salerno: ha in dotazione un motoscafo attrezzato,  
con motopompa, in efficienza.

" " Taranto: ha in dotazione n. 1 motobarca-pompa, del  
tipo medio, in efficienza.

Pertanto, in base a questa situazione, non si ritiene opportuno fa-  
re alcun trasferimento di mezzi nautici, e si propone che venga-  
no assegnati, per servizio antincendi nei porti, dei battelli-motore  
con motopompa nelle misure sotto elencate:

N. 2 battelli-motore con motopompa per il porto di Ancona.

"	1	"	"	"	"	"	Bari
"	1	"	"	"	"	"	Brindisi
"	2	"	"	"	"	"	Cagliari
"	3	"	"	"	"	"	Livorno.
"	2	"	"	"	"	"	Palermo
"	1	"	"	"	"	"	Salerno
"	1	"	"	"	"	"	Taranto

PEL M I N I S T R O

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HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Public Safety Sub-Commission  
APO 394

Tel : 473708  
-----  
19 October, 1944.

ACC/14524/PS

SUBJECT : Port Fire Services.

*see 9A*

TO : Ministry of Interior  
(Anti Fire & P.A. Services).

1. Reports on the Port Fire Services at Ancona and Livorno are enclosed for your information.
2. It is assumed that you have already received the reports from Bari, Brindisi, Cagliari, Napoli, Palermo, Salerno and Taranto.
3. A schema of transfers of appliances and an estimate of the required motor-boat fitted with pumps should now be prepared for these ports.

*J.W. Chapman*  
 JOHN W. CHAPMAN  
 Colonel, J.A.C.D.  
 Director Public Safety  
 Sub-Commission.

Encl. Reports.

CHM/G.

5140

*P. Safety*  
*YA*

TO : HQ.ACC.  
FROM : HQ.AMG. Abruzzi-Marche Region  
SUBJECT : Fire Brigade Ancona  
REF : R5/5I4/6  
DATE : 14 October 1944.

*2A*

Reference your ACC/I4524/PS. dated 15 September. 1944.

Attached report from Comandante, 3° Corpo dei Vigili del Fuoco, is forwarded as requested.

*4B*

FOR THE REGIONAL COMMISSIONER :

*S. Pickering*  
S. PICKERING  
Lt. Colonel  
R.P.S.O.

HEADQUARTERS

TO			
DPS			
DDPS			
EX OFFICER			
POLICE			
FIRE & C. D.			
PRISONS			
LIC & REG			
ADM OFFICER			

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Translation RV.

*Handwritten initials: TB*

3rd Fire - Brigade - Ancona  
- Contra Flamma Animus -

N. 1552

Ancona, 9 October 1944

Subject : Port Fire-Services.

To : Ministry of Interior  
Fire-Service & P.A. General HQ. - Rome.

In answer to the letter of that Gen.HQ., with no file number, dated 13 September, which was received by this Hq. on 7 October through Ancona A.M.G., we communicate as follows:

Nautical means : -

The 3rd Corps possessed the following means:

- a) motor-boat by pump, small type, having 100 HP Carraro engine and Bergomi group pump 3000/8, n. 21.VF., with complete launch, lanterns, etc.
- b) service motor-boat, requisitioned from the firm Ceccetti di Porticivitanova ( construction n.166), not yet matriculated at your Hq., length 6.90 mt., 25 HP. motor, with no cabin.
- c) Car-boat, length 4.30 mt., local construction.
- d) sports racing boats, made by the firm Carlesi in Leghorn, with two, four and eight rowers.

a) The 51st bombardment, which took place on 13 April 1944, at about 0930 hrs., destroyed the town and port; the pump motor-boat was bombed and sunk. Up to that accident said boat had always been removed, due to the safety conditions of the moment; a precaution, which has obtained for a long time an efficacious result.

On 13 of April the boat was in a recess of the port, in proximity of the old Military Hospital and was sunk in a deepness of about 1.50/2.00 mt., so as a part of the Command cabin appeared on the surface.

The damages did not seem serious and to the Germans was asked the use of the careening pontoon with hand-rigger (the only port rigging left), in order to try hoisting and the transport on the slip; the careening pontoon was promised, but never delivered.

As in the first days of June the evacuation of the Germans was in view, the Command has given up further requests, considering that the immersion for a lengthier period would not cause irreparable damages, whilst the repair would have certainly exposed the boat to transportation to another port, or at least, to the destruction as has occurred to all other port means.

5138



- 2 -

In the first part of July, the Germans have mined the quays, prohibiting everybody, from that moment, to enter the port.

A strong group of mines of 1000 Kg each has been exploded at about 100 mt. distant of the sunk boat, cutting sharply the quay lengthwise.

The repercussions of the explosion and the back-water have had a serious effect on the boat, which has been displaced of some 10 mt. in deeper waters and probably damaged irreparably.

At present, agreements are in course with the English Authorities and with the rescue office of the Royal Navy (which is here since some days and is organising itself), in order to recover the motor group and pump, if possible.

b) The motor-boat, which at first has been requisitioned by the Germans and lightly damaged in a bombardment, recovered and repaired, has been kept till July 1944.

As up to date it has no longer appeared on the water surface, it is deemed permanently sunk in consequence to the explosion of the mines, by which the Germans have definitively destroyed the ports installations.

The prohibition to enter the port, has hindered to follow the lot of the boat, during the last days of occupation.

c) The Ber boat, in March 1944, was taken away for towing by fishing-boats at the service of the Germans (the same happened to all boats of the port).

d) The racing boats have been hidden and walled up together with those of a sports club in a shelter of the Military Hospital, where they still are and are thought to be in safety.

All the mobile means of the port detachment have been immediately recovered and hidden; they are now at the barracks of the Corps.

#### STAFF :

It is only partly in safety; the selected VF MAGGI Armando (motorist) and the VF BELLUCCI Marine (boatswain), died in Civitavecchia in consequence of bombing.

The VF FUGARELLI Lorenzo has been seriously injured on the head, in the bombardment of 1st November, now he recovered himself after two month of illness.

5137

At the moment the following personnel is present:

Boatswains: Vice Brigadiere NATALUCCI Umberto ( excellent element under every point of view), qualified by the Harbour Office.

VF BALEANI Guido, who is already a skilled sailor, he was obliged to interrupt his course in Rome.

- 3 -

Engineers : F MARINELLI Alfredo, a very capable engineer, civilian sailor, he has had his course in Rome interrupted.  
VF MAGGI Corrado, qualified by the Harbour Office.  
VF FUGAROLI Lorenzo, already attached to the engine staff as a civilian, a capable 2nd engineer, but not in possession of qualifications (he was destined to attend a course at the school).

The staff on board, all being sailors is excellent.

Premises : The port detachment was lodged in the maritime station at the Harbour Office, with a store near the Military Hospital.

During the bombardment of 1st November 1943, the detachment was struck for the first time and has been destroyed due to successive actions.

The staff has been immediately billeted in the Central barracks, as the whole port zone was inhabitable.

At present the port is occupied by the Allied Navy, with the absolute prohibition to admission, VVF. included.

The anti-fire service in the port zone, which is delimited by wire-fence and closures, is performed by the English Fire-Brigade, to which the Corps has lent a motor-pump 500/8, fixing it on a motor-fishing-boat, requisitioned in a near by port.

The present situation of the Anti-Fire service of the 30 Corps, must be considered inefficient for shortage of maritime means, and in any case, out of activity for the impossibility of carrying out services.

The Commander  
of the 3rd Fire-Service Corps  
(Carlo Albertini)

5130

6A

HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
TOSCANA REGION

FILE : R-VIII/PS/10.3 ✓ y/p  
4 October 1944.  
SUBJECT : Port Fire Services, Livorno.  
TO : Public Safety Sub-Commission, HQ. ACC., C.M.F.

1. Reference your letter ACC/14524/PS dated 15th September, 1944, (copy attached) on a/m subject.
2. Herewith is information requested.

*A. W. Rowler*  
A. W. ROWLERSON  
Lieut. Colonel, G. L.,  
Regional Public Safety Officer.

AWR/dr

HEADQUARTERS  
6 OCT 1944

TO	A. C. C.	
BPS		
DD-S		
EX OFFICER		
POLICE	1.	
	2.	
... & C. D.		
... SONS		
... & REG		
... OFFICER		

REGION VIII  
OFFICIAL  
HEADQUARTERS  
1499  
5430

0029

785016

COPY

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Public Safety Sub-Commission  
APO 394

6B

Tel : 478709

15 September 1944.

ACC/14524/PS

SUBJECT : Port Fire Services, LIVORNO.

TO : Headquarters Region VIII  
(R.P.S.O. through R.C.)

1. The Port Fire Services of the whole of Italy are under review by this Headquarters and by the Anti Fire & P.A. Services of the Ministry of Interior.
2. The Ministry is collecting information on this subject for this Headquarters.
3. It is requested that the enclosed letter be handed to the Comandante of LIVORNO Fire Services and that his report, when ready, be forwarded by Region VIII to this Headquarters as soon as possible.

513\*

/s/ G. H. Mason (?), Major, for  
/t/ A. E. YOUNG, COL.,  
Acting Director  
Public Safety  
Sub-Commission.

CHM/G

0030

785016

MG/

45th Firemen Corps - Leighorn

to : Ministry of Interior - Antifire Genr. Dir.  
subj. : Harbour antifire service  
reply : 15/9/1944

20th of September 1944

In reply to letter of that Anti fire Gen. Dir. of 15/9/1944, received through Leighorn AMG, we inform you that :  
The motorboat "Nadia" n. 2556, of 4,51 tons, has been damaged during the air bombing of 20/6/1943 and is actually sunk near Calabrone.  
This H.Qs cannot give further informations, because it has yet been impossible to go there and see what to be done.  
The 6 and 22 february 1943, the 3rd VV. FF. Corps of Ancona, sent to these H.Qs, 2 motorboats, completely equipped, bearing n. VF.107 and VF.108.

On the 10th November 1943, the German H.Qs. have ordered the transport of the motorboat VF 108, to Civitavecchia; there it suffered heavy damages, but now we do not know anything about.  
On July the 10th, the Germans sunk the VF 107, in the ditch of Navicelli. We are now providing to recover it; we got it afloat and have disassembled and carried into barracks the motors and pumps, which are in good condition. The boat's planking, which had been damaged on April the 20, by air bombing, was damaged by Germans, who destroyed the commander cabin and made a big lack on the bottom, by dynamite.

The motorboat, could be repaired here in Leighorn, in a month, but it is necessary that the Allied H.Qs. supply materials and allow to use their, well equipped, workshops.  
The motorboat feature are:  
Wood double planking, - 14,50 ms. length - 3,20 width - 1,70 height - 0,80 m. of draught - full charged II, 500 tons. tonnage - 15 miles speed  
2 gasoline sea motors Carraro 2.5 (n. 1534 - 1531), 200HP power (the both), consuming 60 lt. per H., - 200km. autonomy - 2 pumps ASPI MILANO, sending out 3000lt. a minute each. In order to increase their power, the two pumps can be used with two springs or with 6 little pumps of 70mm. open, or with an engine to mixe froth.

This H.Qs will state the exact need of materials, which have partially been robbed, by Germans, after a careful inventory.

Nautic means driving staff

Fireman Filippi Gino, has attended, with favourable result, the Ist course for pumps motorboat drivers in the

the 20, by air bombing, was damaged by Germans, who destroyed the commander cabin and made a big lack on the bottom, by dynamite.

The motorboat, could be repaired here in Leighorn, in a month, but it is necessary that the Allied H.Q.s. supply materials and allow to use their, well equipped, workshops.

The motorboat feature are:

Wood double planking, -1450 ms. length - 3,20 width - I,70 height - 0,60 M. of draught - full charged II,500 tons. tonnage - 15 miles speed 2 gasoline sea motors Carraro 3.5 (n. I534 -I531), 200HP power (the both) consuming 60 lt. per H., -200km. autonomy - 2 pumps ASPI MILANO, sending out 2000lt. a minute each. In order to increase their power, the two pumps can be used with two springs or with 8 little pumps of 70mm. open, or with an engine to mixe froth.

These H.Q.s will state the exact need of materials, which have partially been robbed by Germans, after a careful inventory.

#### Nautic means drivers' staff

Fireman Filippi Gino, has attended, with favourable result, the 1st course for pumps motorboat drivers, in the C.R.E.M. school (Royal Naval Equipage Capps), at Pola, from 2 June to 12 August 1941 and the other course at Naples in Nov. 1941

The volunteer provisional fireman Spinetti Umberto, assumed the 26th of 3/1941, by circular n. 35 of that Gen. Dir., has the card of boatsman of merchant ship.

Fireman Mori Adolfo, attended, with a good result, the course **5423** pump motor-man of pumps motorboats, at C.R.E.M. school in Pola, from 2 June to 12 August 1941

#### PREMISES

The barracks, of Fortezza Vecchia Square, used for firemen and materials of Leighorn harbour anti fire services, has been destroyed by air bombing.

the commandant  
Mag. Augusto Felice Ambrosetti

# 45° CORPO VIGILI DEL FUOCO - LIVORNO

" in autentica hilores "

Prot. N. .... Allegati N. .... Livorno, li 28 Settembre 1944

OGGETTO: Risposta a nota del 13/9/1944

SERVIZIO ANTINCENDI NEI PORTI

AL MINISTERO DELL'INTERNO

DIREZIONE GENERALE DEI SERVIZI ANTINCENDI

R. C. M. A.

C.P.O. AL COMANDO A.M.G.

L I V O R N O

On.le D.G.S.A., pervenutaci a mezzo dell'A.M.G. di Livorno, questo Comando precisa:

La MOTOBARCA RADIA N° 2559 di matricola della stazza *Sintora* 4,51 è stata danneggiata in seguito ad incursione aerea il 28 Giugno 1943 ed attualmente trovata affondata in località Calabrone. Questo Comando non può dare altre informazioni perché ancora non ha potuto recarsi in detta località per vedere ciò che è possibile fare.

Il 6 e il 22 Febbraio 1943, il 3° Corpo V.P. di Ancona inviava a questo Comando a mezzo ferrovia N° 2 motoscafi attrezzati contrassegnati con i numeri V.P.107 e V.P.108. Il motoscafo V.P.108 il 10 Novembre 1943 d'ordine del comando Germanico veniva fatto partire alla volta di Civitavecchia ove colà restava con avarie piuttosto gravi. Nulla più questo Comando sa di questa imbarcazione.

Il V.P.107 ormeggiato nel fesso dei Mavicelli è stato affondato dai Tedeschi il 10 luglio c.a.. Questo Comando sta provvedendo al recupero: lo ha aggallato ha già montato i motori e le pompe che sono in buono stato e ha portato il tutto in caserma. Il fasciame di detto motoscafo in parte danneggiato in seguito a mitragliamento aereo del

In risposta alla nota 13/9/1944 di Codesta On. le D.G.S.A., permentuaci a mezzo dell'A.M.G. di Livorno, questo Comando è preciso:

La MOTOBARCA MADIA N° 2559 di matricola della stanza *ditana* 4, 1 è stata danneggiata in seguito ad incursione aerea il 20 giugno 1943 ed attualmente trovata affondata in località Calabrone. Questo Comando non può dare altre informazioni perché ancora non ha potuto recarsi in detta località per vedere ciò che è possibile fare.

Il 6 e il 22 febbraio 1943, il 3° Corpo V.V. di Ancona inviava a questo Comando a mezzo ferrovia 19 2 motoscafi attrezzati contrassegnati con i numeri V.F.107 e V.F.108. Il motoscafo V.F.108 il 10 novembre 1943 d'ordine del comando Germanico veniva fatto partire alla volta di Civitavecchia ove colà restava con avarie piuttosto gravi. Nulla più questo Comando sa di questa imbarcazione.

Il V.F.107 ormeggiato nel fesso dei Mavigelli è stato affondato dai Tedeschi il 10 luglio c.a.. Questo Comando sta provando al recupero: lo ha agallato ha già smontato i motori e le pompe che sono in buono stato e ha portato il tutto in caserma. Il fasciame del detto motoscafo in parte danneggiato in seguito a mitragliamento aereo del 20 aprile c.a. ha avuto il maggior danno dall'atto vandalo compiuto dai tedeschi, i quali hanno distrutto completamente la cabina di comando e con dell'esplosivo hanno prodotto una falla a bordo sul fondo. Detti <sup>513</sup> motoscafo può essere riparato qui a Livorno sempre che il Comando alleato venga in contro a questo Comando fornendole gli materiali necessari e soprattutto autorizzandolo a lavorare nelle loro officine ben attrezzate. A questo condizione entro un mese il motoscafo V.F.107 potrebbe riprendere servizio.

Le caratteristiche del motoscafo V.F.107 sono:  
in legno a doppio fasciame, lunghezza massima metri 14,20, larghezza metri 3,20, altezza costruzione metri 1,70, immersione massima metri 0,60, dislocamento a pieno carico tonnellate 11,500 velocità alle prove mg. 12,---, Appareto motori: due motori marini Carraro tipo Z.6. a benzina, (N° 1534 destro N° 1531 sinistro) potenza complessiva C.V.200 consumo orario litri 60,--- per ora, autonomia Km. 200,---. Gruppo pompe ASPI MILANO destra N° 1066 sinistra N° 1065, portata (ad 8 atmosfere) litri 3000.--- al minuto primo per ciascuna pompa. Le due pompe possono essere anche collegate in serie in modo da raddoppiare le pressioni - due spingarde - otto bocchelli di mandata di mm. 70 - premescolatore selettivo per la sciuma.

\*/.



Per il materiale di caricamento in parte asportato dal Terechi questo Comandante si riserva, fatto un accurato inventario di quanto è rimasto, di precisare l'occorrenza.

PERSONALE ADDETTO ALLA CONDIZIONE DEI MEZZI NAUTICI.

Il Vigile permanente ALBERTO GIANI ha frequentato il I° Corso per padrona di motobarconepompia svoltosi presso la scuola del C.A.E.M. di Pola dal 2 giugno al 12 agosto 1941, inoltre il corso svoltosi a Napoli nel Novembre 1941 ottenendo sempre esito favorevole.

Il Vigile volontario PROVVISORIA ROBERTO Umberto assunto il 25/3/1941 con circolare No 15 di Codesta On.le D.C. è in possesso del libretto in qualità di neotono per imbarcazioni aeronautiche.

Il Vigile permanente MORI Adolfo ha frequentato il corso per motoristi di motobarconepompia che ha avuto luogo dal 2 giugno al 12 agosto 1941 presso le scuole del C.A.E.M. di Pola ed ha riportato esito favorevole.

LOCALI.

La casermetta adibita per il ricovero dei Vigili ed i materiali per il servizio antinquinanti nel porto di Livorno sito in Piazza della Fortezza vecchia è completamente distrutta in seguito alle incursioni aeree.

IL COMANDANTE

*Antonio Felici*

28-9-44

6D

### B.17. 45<sup>th</sup> Fire Brigade Livorno

Sub: Situation of the 45<sup>th</sup> Corps V.F.F.  
 The actual force of the 45 Corps V.F.F. is composed of 135 elements of which one officer 18 N.C.O. 116 Finamm They are located in the following detachments,  
 20 Portoferraio, 20 Piombino, 70 Cecina, 75 Livorno.  
 The actual effective vehicles are:

- in Livorno Auto pump with Fiat tank 626 Target V.F. 2543
- Auto pump with Fiat tank 15 Ter Target V.F. 123
- Auto cistern Fiat 621 (capacity 2500 litres)
- Bianchi motor car S.5. equipped Target V.F. 1250
- Command motor car Fiat Balilla Target V.F. 1923
- No.3 Motor pumps 'Peligorini' on trolley
- No.2 Motor pumps stretchers
- Motor van Gilera

Target V.F. 434  
 Target V.F. 920

Detach. Cecina Motor-lorry equipped Bianchi S.9  
 No.1 Motor pump 'Peligorini' on trolley  
 No.1 Motor pump 'Bergomi' stretcher  
 Detach. Piombino

Target V.F. 128  
 Target V.F. 115

Auto pump Fiat 614  
 Auto pump Fiat 515  
 Small Trucks Fiat 1100 equipped  
 No.2 Motor pumps 'Forevabile'

This command needs a building assigned for the siting of the vehicles and personal, in as much as they have had requisitioned the central barracks and the other three de-  
 tachments they had in Livorno. A.F. 10

No. 3 Motor pumps Kellogg on trolley  
 No. 2 Motor pumps stretchers  
 Motor van Gilera

Target V.F. 434  
 Target V.F. 920

Detach. Cicma Motor-lorry equipped Bianchi S.9  
 No. 1 Motor pump Kellogg on trolley  
 No. 1 Motor pump Bergomi stretcher

Target V.F. 128  
 Target V.F. 115

Detach. Pimbrino  
 auto-pump Fiat 614  
 auto pump Fiat 515

Small Trucks Fiat 1100 equipped  
 No. 2 Motor pumps Torvaldi

This command needs a building assigned for the destination of the vehicles and personal, in as much as they have had requisitioned the central barracks and its other three detachments they had in Turono. Actually the personal 5134 on wooden barracks, certainly not indicated to be lived in during the winter season. The vehicles instead are in the open and therefore subject to all the bad weather. If this on. Command could not assign an alternate we beg to be willing at least to assign the necessary material. (Tanned card-board, timber, glass etc.) to arrange in a possible way the barracks above mentioned.

0037

785016

# 45° CORPO VIGILI DEL FUOCO - LIVORNO

*Autopompe Fiat*

"in audientia militarum"

Prot. N. .... Allegati N. .... Livorno, li 28 Settembre 1944

OGGETTO:

Risposta a nota del

SITUAZIONE DEL 45° CORPO V.V.F.

AL COLONNATO A.M.G.

LIVORNO

La forza attuale del 45° Corpo V.V.F. è composta da 133 elementi di cui uno Ufficiale, 18 sottufficiali, 116 Vigili. E' distaccata nei seguenti distaccamenti Portoferraio 20 a Piombino 20 a Cecina 20 a Livorno 75.

Gli automezzi attualmente efficienti sono:

- a LIVORNO
- Autopompa con serbatoio FIAT 626 Targa V.F. 2543
- Autopompa con serbatoio FIAT 15 TRR " V.F. 123
- Autocisterna FIAT 621 (capacità litri 2200)
- Vettura BIANCHI S.5. attrezzata Targa V.F. 1250
- Autovettura comando FIAT BALILLA " V.F. 1923
- N° 3 Motopompe su carrello pellizzari
- N° 2 Motopompe barellabili
- Motofurgone GILERA Targa V.F. 434

- Distacc. CECINA: Autocarro attrezzato BIANCHI S.9 " V.F. 920
- N° 1 Motopompa PELLIZZARI su carrello
- N° 1 Motopompa BERGOMI barellabile

- Distacc. Piombino
- Autopompa FIAT 614 Targa V.F. 128
- Autopompa FIAT 615 " V.F. 115
- Camioncini FIAT 1100 attrezzato
- N° 2 Motopompe rimorchiabili

Necessita a questo Comando che gli vengano

da 115 elementi di cui uno Ufficiale, 18 sottufficiali, 116 Vigili. M. distac-  
cata nei seguenti distaccamenti Portoferraio 20 e Piombino 20 e Cecina 20  
a Livorno 75.

Gli automezzi attualmente efficienti sono:

- a LIVORNO
- Autopompa con serbatoio FIAT 626 Marga V.P. 2543
- Autopompa con serbatoio FIAT 15 TER " V.P. 123
- Autocisterna FIAT 521 (capacità litri 2500)
- Vettura BIANCHI S.S. attrezzata Targa V.P. 1250
- Autovettura comando FIAT FALILBA " V.P. 1923
- N° 3 Motopompe su carrello pellicciari
- N° 2 Motopompe barellabili
- Motofurgone GILERA Targa V.P. 434

- Distacc. CECINA
- Agto. carro attrezzato BIANCHI S.S. " V.P. 920
- N° 1 Motopompa FELLIZZANI su carrello
- N° 1 Motopompa BERGOMI barellabile

- Distacc. Piombino
- Autopompa FIAT 514 Targa V.P. 128
- Autopompa FIAT 215 " V.P. 115
- Camioncini FIAT 1100 attrezzato
- N° 2 Motopompe rimorchiabili

Necessita a questo Comando che gli **515** se-

segnate uno stabile per la sistemazione delle macchine e del personale, in-  
quanto che gli sono stati requisiti e la caserma Centrale e gli altri tre  
distaccamenti che aveva in Livorno. Attualmente il personale è riuoverato  
in una baracca di legno non certamente atta per essere abitata durante la  
stagione invernale. Le macchine sono invece all'aperto e quindi soggetto  
a tutte le intemperie.

Qualora Codesto On. le Comando non potesse  
assegnargli una abitazione si prega di voler almeno assegnare il materiale  
necessario (cartone ostrinato, legname, vetri ecc.) per sistemare in modo  
possibile la baracca sopra accennata.

*W. F. need a building for  
the vehicles and the truck. the  
man at present put in a wood  
barack and the vehicles are on the  
open ground. If they could not get  
the material necessary to better  
the barack they hope*

IL COMANDANTE  
(Ambrogio Felici)  
*Felicio M*

*7mo Brigade - Livorno*

(COPIA)

X

45° CORPO VIGILIA DEL FUOCO - Livorno-

Livorno 28 settembre 1944

OCCETTO:

SITUAZIONE DEL 45° CORPO V.V.F.

AL COMANDO A.M.G.

LIVORNO

La forza attuale del 45° Corpo V.V.F. è composta da 135 elementi di cui uno Ufficiale, 16 Sottufficiali, 116 Vigili. E' dislocata nei seguenti distaccamenti Portoferraio 20 a Piombino 20 a Vecina 20 a Livorno 75.

Gli automezzi attualmente efficienti sono:

- Autopompa con serbatoio FIAT 626 Targa V.F. 2043
- Autopompa con serbatoio FIAT 15 Ter. " V.F. 123
- Autocisterna FIAT 651 (capacità litri 2500)
- Vettura BIANCHI S.5. attrezzata Targa V.F. 1350
- Autoveettura comando FIAT BATTILA " V.F. 1923
- №3 Motopompe su carrello pellinzari
- №2 Motopompe barellabili
- Motofurgone GILERA Targa V.F. 434

DIST. ORCINA

- Autocarro attrezzato BIANCHI S.9 " V.F. 920
- №1 Motopompa PELLIZZARI su carrello
- №1 Motopompa BERGOMI barellabile

5127

DIST. PIOMBINO

- Autopompa FIAT 614 Targa V.F. 138
- Autopompa FIAT 515 " V.F. 115

Costoroini FIAT 1100 attrezzo to

La forza attuale del 45° Corpo V.V. è composta da 135 elementi di cui uno Ufficiale, 18 Sottufficiali, 116 Vigili, 21 dislocata nei seguenti distaccamenti Portoferrato 20 a Piombino 20 a Vecina 20 a Livorno 75.

Gli automezzi attualmente esistenti sono:  
Autopompa con serbatoio FIAT 626 Targa V.V. 2045  
Autopompa con serbatoio FIAT 16 Ter. " V.V. 125  
Autocisterna FIAT 621 (capacità litri 2500)  
Veicolo FIAT 8.3. attrezzata Targa V.V. 3950  
Autoveicolo comando FIAT Balilla " V.V. 1824  
No 3 Motopompe su carrello pelliaccari  
No 2 Motopompe barellabili  
Motoringone MILWA.

Targa V.V. 434

DIST. SACINA

Autocarro attrezzato FIAT S.9 " V.V. 930  
No 1 Motopompa MILITARI su carrello  
No 1 Motopompa BERGOMI barellabile

5120

DIST. PIOMBINO

Autopompa FIAT 614 Targa V.V. 128  
Autopompa FIAT 515 " V.V. 115  
Camioncini FIAT 1100 attrezzato  
No 2 Motopompe rimorchievoli.

Necessita a questo Comando che gli venga assegnata una stabile per la sistemazione delle macchine e del personale, in quanto che gli sono stati requisiti e la Caserma Centrale e gli altri tre distaccamenti che aveva in Livorno. Attualmente il personale è ricoverato in una baracca di legno non certamente atta per essere abitata durante la stagione invernale. Le macchine sono invece all'aperto e quindi soggette a tutte le intemperie.

Qualora ceduto Comando non potesse essere assegnata una abitazione si prege di voler almeno assennare il materiale necessario (cartone calcestruzzo, lamiere, vetri ecc.) per sistemare in modo possibile la baracca sopra accennata.

IL COMANDANTE  
F/te Ambrosetti Reg. Felice)

0040

MG/

Ministry of Interior  
Anti fire Gen. Dir.

13 september 1944

to : VV.FF. Commands of :Ancona - Bari - Brindisi - Cagliari -  
Leghorn - Naples - Palermo - Salerno - Taranto  
subj. : Portual anti- fire service

In order to ascertain the efficiency of portual anti-fire service, and to answer to an application of ACC, we beg ~~You~~ that Command to furnish, as soon as possible, the following news :

a) Nautic means

- 1) Number and type of pomps motorboats, belonging to that Coprs, specifying their state of efficiency and maintenance
- 2) Number and features of antifire motorboats, specifying the type of motorpomps of which they are furnished.
- 3) Complete list of little pomps and of all implements, placed on board of the motorboat

b) Staff

List of staff attached to driving of nautic means - dirvers and mechanics - stating if they have attended the schools of Pola or have been qualified by Harbour - offices

c) Premises

Summary statement of premises belonging to portual units, their place and state of efficiency

We beg that Command to be mostly carefull in stating the answers, in order to allow this Ministry to have an exact idea of actual efficiency of portual anti-fire service.

for the Minister

5125



MG/

Ministry of Interior  
Anti Fire Gen. Dir.

13 September 1944

to : VV.FF. Commands of : Ancona - Bari - Brindisi - Cagliari -  
Leghorn - Naples - Palermo - Salerno - Taranto  
subj. : Portual anti-fire service

In order to ascertain the efficiency of portual anti-fire service, and to answer to an application of ACC, we beg that Command to furnish, as soon as possible, the following news :

a) Nautic means

- 1) Number and type of pompe motorboats, belonging to that Copra, specifying their state of efficiency and maintenance
- 2) Number and features of antifire motorboats, specifying the type of motorpumps of which they are furnished.
- 3) Complete list of little pumps and of all implements, placed on board of the motorboat

b) Staff

List of staff attached to driving of nautic means - drivers and mechanics - stating if they have attended the schools of Pola or have been qualified by Harbour - offices

c) Premises

Summary statement of premises belonging to portual units, their place and state of efficiency

We beg that Command to be mostly carefull in stating the answers, in order to allow this Ministry to have an exact idea of actual efficiency of portual anti-fire service.

5127

for the Minister



*Ministero dell'Interno*

Direzione Generale dei Servizi Antincendi e P.A.

N. ....

Risposta alla lettera

N. .... del .....

OGGETTO

Servizio Antincendi nei Porti -

AL COMANDO DEI CORPI V.V.F. di:

ANCONA - BARI - BRINDISI - CAGLIARI -

LIVORNO - NAPOLI - PALERMO - SALERNO -

TARANTO -

Allo scopo di accertare l'efficienza del servizio antincendi nei porti, su analogia richiesta avanzata dalla A.C.C., si invitano i Comandi in indirizzo a fornire con la massima urgenza i seguenti dati:

a) - mezzi nautici -

1°) - numero e tipo delle motobarche-pompa in dotazione al Corpo, precisando il loro stato di efficienza e di manutenzione;

2°) - numero e caratteristiche dei motoscafi attrezzati per il servizio antincendi, con indicazione del tipo delle motopompe di cui sono dotati;

3°) - elenco completo delle manichette e di tutti gli attrezzi sistemati a bordo dei mezzi nautici di cui ai numeri 1 e 2;

b) - personale -

Elenco del personale addetto alla conduzione dei mezzi nautici -

Roma, 13 settembre 1944.

Allo scopo di accertare l'efficienza dei porti, su analogia richiesta avanzata dalla A.C.C., si invitano i Comandi in indirizzo a fornire con la massima urgenza i seguenti dati:

a) - mezzi nautici -

1°) - numero e tipo delle motobarche-pompa in dotazione al Corpo, precisando il loro stato di efficienza e di manutenzione;  
2°) - numero e caratteristiche dei motoscafi attrezzati per il servizio antincendi, con indicazione del tipo delle motopompe di cui sono dotati;

3°) - elenco completo delle manichette e di tutti gli attrezzi sistemati a bordo dei mezzi nautici di cui ai numeri 1 e 2;

b) - personale -

Elenco del personale addetto alla conduzione dei mezzi nautici - padroni e motoristi - indicando se sono provenienti dalle Scuole di Pola e se abilitati dalle R. Capitanerie di Porto;

c) - locali -

Descrizione sommaria dei locali costituenti i distaccamenti posruariali, loro ubicazione e loro stato di conservazione.

I Comandi in indirizzo sono pregati di mettere ogni loro cura nel fornire i dati richiesti, al fine di consentire a questo Ministero di rendersi un esatto conto dell'efficienza del servizio attualmente in atto per la difesa antincendi dei porti.

P. il MINISTRO  
*[Signature]*

Stampa: 27-4-44  
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*Pub Safety*

TO : HQ.ACC.(for Director, Public Safety, Sub-Commission)

FROM : HQ. Region V, *0.*

SUBJECT : Port Fire Services, Ancona

REF : R5/514/6

DATE : 16 September 1944

*1452405-A*  
*JK*

HEADQUARTERS  
18 SEP 1944

Reference your ACC/14524/PS dated 15 September 1944.

1. Letter from the Ministry of Interior to Comandante, Corpo dei Vigili del Fuoco, Ancona, has been forwarded to AMG. Eighth Army under whose command Ancona is at present.
2. AMG. Eighth Army have been requested to forward the desired report direct to your HQ.

For Regional Commissioner :

*S. Pickering*  
S. PICKERING  
Lt Colonel  
R.F.S.O.

5125

*515*

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Navy Sub-Commission  
APO 394

14524 4A  
sect off  
NSC/883

22 September 1944. ae.

From: Navy Sub-Commission, Hq. ACC.  
To : Commander-in-Chief, Mediterranean.  
Subject: Fire Fighting in Italian Ports. 3A  
Enclosure: (A) Public Safety SC, ACC/14524/PS of 15  
September to Administrative Section, ACC.

1. Confirmation is requested from Commander-in-Chief, Mediterranean, of the statement in enclosure (A) that the entire responsibility for fire control in Italian ports will shortly be transferred to the Italian Fire Service and the Allied Control Commission.

2. In addition, as an aid in enabling the Allied Control Commission to plan for future fire control responsibilities, information is desired in regard to paragraphs 8(b) and 8(c) of enclosure (A), i.e. whether some of the specially equipped fire fighting craft now in use can be turned over to Allied Control Commission supervision or whether the twenty landing craft can be made available for conversion into fire fleets.

Pub. for each information

	DATE
D. P. S.	18/9
D. D. P. S.	25/9
Copy to Cometh Fleet.	
Admin Section, ACC	
Public Safety, SC, ACC.	
Person	2/13
Fire & C. D.	
Reg. & Licensing	
Adm. Officer	
RE WASH	

H. W. ZBOLI,  
Commodore, U.S. Navy,  
for Chief, Navy Sub-Commission, A.C.C.

5124

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Public Safety Sub-Commission  
APO 394

Ref. AGC/14524/PS

15 September 1944

SUBJECT: Fire Fighting in Italian Ports.

TO: Administrative Section.

1. Commander H. J. BURKE, U.S.N., Representative of Bureau SHEPS, Navy Department, Washington, D.C., called at this H.Q. on 7th September to confer with A.C.C. Fire Officer.

2. Commander BURKE stated that the U.S.N. Fire fighting craft had been protecting shipping in the harbours of Italy, but that shortly they would be withdrawn and the entire fire fighting responsibility would fall on A.C.C. and the Italian Fire Service.

3. It was pointed out to Commander Burke that:

- A) most of the Italian Fire Boats had been destroyed or, in some cases requisitioned or otherwise taken by Allied Forces.
- B) The Italians could not possibly find suitable craft for conversion into Fire Floats.

4. Commander Burke said that the craft he had been using and intended to use in other theatres of war were the small landing craft "LCM Prentis 3" and "L.C.V.P."

He suggested that many of these craft - part used and probably slightly damaged, would be left here by the Navy, it not being considered worth while to remove them. It was thought that we might be able to obtain some and convert them easily into Fire Floats.

5. The Port Service specialist of the Italian Government Ing. GAIANI was called to this Headquarters on 12 September and together with the A.C.C. Fire Officer drew up a list of the minimum number of craft which would be needed, taking into consideration the number of Italian Boats still in service. To be on the safe side, it was assumed that we should find no Italian Boats in service in the Northern Ports not yet liberated.

6. The minimum number of these "L.C.M. Prentis 3" or "L.C.V.P." which it is estimated we shall need to 20, to be allocated as under:

Subject: Fire Fighting in Italian Ports.  
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PALESTRO	1	GENOA	5
NAPLES	2	LA SPEZIA	1
TARANTO	1	VENICE	3
LIVORNO	2	FIUME	1
ANCONA	1	TRIESTE	2
		POLA	1

7. The Italian Government has been asked to prepare the crews and necessary equipment for 20 craft. Commander Burke is sending on plans for conversion: Naples would be the port of mobilization.

8. It would be appreciated if application could be made through the proper channels to the Naval Authorities for :

(a) Confirmation that the responsibility for Fire Fighting in ports is passing to this HQ.

(b) the handing over to us of at least some of the special Fire Fighting Craft at present used by the Navy.

(c) or the provision of the 20 craft referred to in this letter (para. 6) for conversion into Fire Floats.

/s/ G. H. Mason, Major.

for A.E. YOUNG, Col.  
Acting Director  
Public Safety  
Sub-Commission.

3A

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Public Safety Sub-Commission  
APO 394.

see 4A

Ref. ACC/14524/FS

15 September, 1944.

SUBJECT : Fire Fighting in Italian Ports.  
TO : Administrative Section.

1. Commander H.J. BURKE, U.S.N., Representative of Bureau SHIPS, Navy Department, Washington, D.C., called at this H.Q. on 7th September to confer with A.C.C. Fire Officer.

2. Commander BURKE stated that the U.S.N. Fire fighting craft had been protecting shipping in the harbours of Italy, but that shortly they would be withdrawn and the entire fire fighting responsibility would fall on A.C.C. and the Italian Fire Service.

3. It was pointed out to Commander Burke that:

- A) most of the Italian Fire Boats had been destroyed or, in some cases requisitioned or otherwise taken by Allied Forces.
- B) The Italians could not possibly find suitable craft for conversion into Fire Floats.

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He suggested that many of these craft - part used and probably slightly damaged, would be left here by the Navy, it not being considered worth while to remove them. It was thought that we might be able to obtain some and convert them easily into Fire Floats.

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To be on the safe side, it was assumed that we should find no Italian Boats in service in the Northern Ports not yet liberated.

6. The minimum number of these "L.C.M. Frentis 3" or "L.C.V.P." which it is estimated we shall need is 20, to be allocated as under:

PALERMO	1	GENOVA	5
NAPLES	2	LA SPEZIA	1
TARANTO	1	VENICE	3
LIVORNO	2	FIGUE	1
ANCONA	1	TRIESTE	2
		POLA	1

7. The Italian Government has been asked to prepare the crews and necessary equipment for 20 craft. Commander Burke is sending on plans for conversion: Naples would be the port of mobilization.

8. It would be appreciated if application could be made through the proper channels to the Naval Authorities for :

(a) Confirmation that the responsibility for Fire Fighting in ports is passing to this HQ.

(b) the handing over to us of at least some of the special Fire Fighting Craft at present used by the Navy.

(c) or the provision of the 20 craft referred to in this letter (para. 6) for conversion into Fire Floats.

*A.E. Young* Major  
 A.E. YOUNG, Col.  
 Acting Director  
 Public Safety  
 Sub-Commission.

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2A

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Public Safety Sub-Commission  
APO 394

Tel : 478709

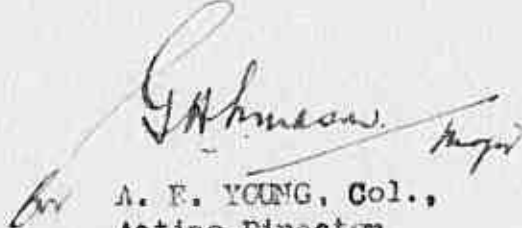
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15 September, 1944.

ACC/14524/PS

SUBJECT : Port Fire Services, ANCONA.

TO : Headquarters Region V  
(R.P.S.O. through R.C.)see 5A  
YA

1. The Port Fire Services of the whole of Italy are under review by this Headquarters and by the Anti Fire & P.A. Services of the Ministry of Interior.
2. The Ministry is collecting information on this subject for this Headquarters.
2. It is requested that the enclosed letter be handed to the Comandante of ANCONA Fire Services and that his report, when ready, be forwarded by Region V to this Headquarters as soon as possible.



A. F. YOUNG, Col.,  
Acting Director  
Public Safety  
Sub-Commission.

CHLM/C.

511J

1A

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Public Safety Sub-Commission  
APO 394

Tel : 478709

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15 September, 1944.

ACC/11524/PS

SUBJECT : Port Fire Services, LIVORNO.

TO : Headquarters Region VIII  
(R.P.S.O. through R.C.)

- 1. The Port Fire Services of the whole of Italy are under review by this Headquarters and by the Anti Fire & P.A. Services of the Ministry of Interior.
- 2. The Ministry is collecting information on this subject for this Headquarters.
- 3. It is requested that the enclosed letter be handed to the Comandante of LIVORNO Fire Services and that his report, when ready, be forwarded by Region VIII to this Headquarters as soon as possible.

*A. E. Young*  
for A. E. YOUNG, Col.,  
Acting Director  
Public Safety  
Sub-Commission.

GHM/C.

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