

240/TIV.2 - Shipping Planning

10000/148/824

From: Mar '45
To: Aug '45

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/18/32/Tn6

UAG/1ml
2 August 1945

SUBJECT : Materials Needed for the Barges "SUBSEK" and "DOLLY".

TO : Ministero della Marina
Direzione Generale Marine Mercantile
Ispettorato Funzionamento Porti
ROME (Attn: Col. E. Lauricella)

1. Messrs. Compagnia Marittima of Rome, owners of the two coal barges "SUBSEK" and "DOLLY" which are to be used for the transport of coal from Civitavecchia to Piumicino, are in need of the following material:

2 Anchors - 400 meters of approximately 5/8" short-link chain.

2. As this material is absolutely essential, we shall be glad if you will kindly arrange for same to be supplied, advising us as to where and when the items concerned may be collected.

R. M. Hazzanella
R. M. HAZZANELLA
Chief, Ports & Whse. Division

CC: Charlie Ryan, Planning Staff

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 384
TRANSPORTATION SUB-COMMISSION

CTP/om

Ref. 240/10/Tn.2

18 July 1945

SUBJECT: Revision of Program of Italian Requirements.

TO : Ministry of Marine
(Attn. General Matteini).

1. There is one point in connection with your planning work on subject matter which has been neither discussed nor clarified in our previous communications. That is the matter of consideration of equipment and/or installations owned or used by Allied Military units.

2. In computing your requirements please do not consider any United Nations property either of fixed or mobile nature as allocated to be left in Italy. It is quite possible that Pacific operations may necessitate removal from Italy of equipment such as barges, cranes, tugs, dredgers etc.

3. Please do not construe this advice as a notice that removal will take place. Your requirements however should be based upon the assumption that such equipment is not available and requisitions resulting from your requirements will be filled from stocks to be made available either within or outside of Italy.

For the Director

CHARLES RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copy to:

Base Division

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For the Director

CHARLIE AYAR
Chief, Planning Staff
Transportation Sub-Commission

Copy to:

Ports & Whse Division
(Attn. Mr. Hurley).

1087

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 240/9/Tn.2

18 July 1945

SUBJECT: Availability of Electric Motors.

TO : Ministry of Marine
(Attn. Colonel Bordoli).

1. Reference the list of motors which we submitted to you on 9 July 1945 and your letter 10 July 1945.

2. As suggested to you by Maj. Richardson of this office the addresses of the motors should be investigated by you in order to determine if specifications are in keeping with your requirements.

3. Decision on your part should be made known to Industry Sub-Commission, attention Mr. Backhouse, telephone 489081, extension 432.

For the Director

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copy to:

Industry Sub-Commission
(Attn. Mr. Backhouse).

1066

MINISTERO DELLA MARINA
DIREZIONE GENERALE
DELLA MARINA MERCANTILE
UFFICIO TECNICO

Roma, 10 luglio 1945

To: HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION

MEMORANDUM

Argomento: Motori elettrici disponibili -

Riferimento al Memorandum del 9 luglio '45.

Si ritiene che i motori elettrici disponibili se-
gnalati, siano a corrente alternata. Tenuto conto della dif-
ferenza di caratteristiche (voltaggio e frequenza) della re-
te di distribuzione dell'energia elettrica nelle varie regio-
ni dell'Italia, si prega di voler comunicare le caratteristi-
che della corrente di alimentazione dei motori proposti, al-
lo scopo di determinare in quali stabilimenti potrebbero es-
sere eventualmente utilizzati.

IL COLONNELLO DEL G.N.
(Gianguido Bordoli)



1085

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T R A N S L A T I O N

MINISTRY OF MARINE
GENERAL DIRECTORATE
OF THE MERCANTILE MARINE.
Technical Office.

Rome 10 July 1945

TO: HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION

MEMORANDUM

SUBJECT : Electric motors available.

Reference to your memo of 9 July 1945.

We suppose that the electric motors available are of alternate current. Taking into account the different characteristics (voltage and frequency) of the distribution network of electric power in the different regions of Italy, we should be glad to know the characteristics of the current of the proposed motors, so as to determine in which yard they could be utilized.

(signed) COLONELLO DEL G.N.
GIANGUIDO BORDOLI.

1004

Ext. 513

HEADQUARTERS ALLIED COMMISSION

RUC 394

TRANSPORTATION SUB-COMMISSION

CRA/em

Ref. 240/8/Tn.2

17 July 1945

SUBJECT: Requests for Marine Data.

TO: Ministry of Marine
(Attn. General Matteini).

1. Yesterday, 16 July 1945, a meeting was held in my office to discuss failure of the Ministry of Marine to supply us with the information necessary to substantiate the revisions in the 1945 program of Italian requirements. Present were Col. Bordoli, Capt. Tosi, Mr. Hurley (of Ports and Warehouses Division) and the undersigned.

2. It was pointed out most emphatically that Transportation Sub-Commission has experienced keen disappointment due to lack of response on the part of Ministry of Marine to requests for information relative to determination of the Italian needs. The original list of items deemed necessary to import in order that Italian ports and shipping might play their part in the national economy has become obsolete due to recent internal developments. It becomes your responsibility to determine the extent to which the program already in Washington should be revised in order that:

- a. sufficient harbor installation and equipment exists and that sufficient coastwise and inter-island shipping is afloat to handle civil supplies to an extent consistent with the aims of Italian existence and reconstruction.
- b. such industrial production as Italy itself can effect shall not be duplicated by importation to the waste of shipping space and the stagnation of Italian industry. In order that the Allied Commission may endorse the program which you submit it is necessary that we have the harbor and shipping statistics.

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a. sufficient harbor installation and equipment exists and that sufficient coastwise and inter-island shipping is afloat to handle civil supplies to an extent consistent with the aims of Italian existence and reconstruction.

b. such industrial production as Italy itself can effect shall not be dulled by importation to the waste of shipping space and the stagnation of Italian industry. In order that the Allied Commission may enforce the program which you submit it is necessary that we have the harbor and shipping statistics upon which you base your demands. This so that we may correlate your findings with our own knowledge of required movement.

3. Colonel Bordoli mentioned several obstacles to the immediate reply to our demands for statistics, viz: lack of transport, shortage of competent manpower and inability to enter certain ports under military supervision. Such objections seem to me wholly inadequate since the Italian Government retains powers of requisition, census

20

figures show that they are in excess of 80,000 licensed officers of Italian merchant and naval marine who are unemployed or employed in capacities incommensurate with their abilities - certainly a magnificent reservoir of skilled manpower - and information relative to closed ports can be obtained by liaison with military authorities through Allied Commission.

4. Colonel Bordoli has definitely stated that in one week (23 July 1945) he will submit to this office the program of imports decided upon by the Ministry of Marine as the minimum requirements for 1945 covering:

- a. Port installations and equipment.
- b. Harbor craft.
- c. Materials necessary to implement schooner building and repair.

Colonel Bordoli has promised to supply to this office the statistics and available facts upon which the above program is based.

5. We regret the necessity of pointing out that this sudden though belated burst of energy would appear to be the result of our impetus rather than the ambition of the Ministry to conscientiously fulfill its function.

For the Director

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copies to:
Ports & Whse Division
(Attn. Mr. Hurley).
Capt. Tosi.

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

18
CRR/cm

Ref. 240/7/Tn.2

20 June 1945

SUBJECT : Rope Making Industry.

TO : Industry Sub-Commission
(Attn. W. S. Backhouse).

1. Reference our letter 240/5/Tn.2 and yours HCO/405/D same subject.

2. We assume by your report on visit to S.A. Fratelli Robb that the factory has been absolutely destroyed. We refer you to Para. 2 of our letter and request information as to where and how we can contact the owner-manager, Mr. Robb.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

WSB/gd

20 June 1945

Tel. 432

Ref. HCO/405/D

Subject : Rope Making Industry

To : Transportation Sub-Commission HQ. AC. ✓

1. Further reference your letter of 8 June Ref. 240/5/Tn.2.
2. Herewith report from Hemp Control Division Emilia Region in regard to the Firm Fratelli Robb, Casalecchio (Bologna).

W. S. Backhouse

W. S. BACKHOUSE

for W. J. MASKREY
Lieut. Colonel,
Acting Director,
Industry Sub-Commission

1081

6 June 1945

Report on visit to S.A. Fratelli Robb

Casalecchio di Reno (Bologna)

- 1) The above named firm was visited by representatives of Hemp Control Office on 6th June 1945. There was no representative of the firm on the premises. Some information however was obtained from a local workman who had been previously employed by Robb and this together with information previously given by Robb himself is as follows:

where is Robb?

- 2) Prior to the intensive allied bombing of this particular area the Germans carried away a large portion of the machine shop equipment. Later before their departure from the Bologna area they destroyed a large portion of the remaining equipment and part of the buildings with demolition. This destruction was followed up by allied bombing attacks which totally destroyed all that was left of the buildings.

7.20

- 3) In no place is there more than half a wall standing. Throughout the entire property, which was originally quite extensive, the roofs have been completely destroyed. Rubble is everywhere and it is estimated that at least 20 car loads would have to be removed before the site could be cleared and remaining machinery exposed to view.

- 4) A canal which runs immediately adjacent to the length of the factory buildings has recently been cleared of debris and repaired in order to carry water to Bologna for its sewer system. In clearing this canal the rubble etc. was thrown into the factory property which adds to the general mess.

- 5) Various machines are exposed to view sticking out from under piles of broken tile, bricks, mortar etc. There are one or two lathes, some drill presses etc. Each of these machines was observed to be damaged. In addition several units of textile machinery in the course of construction were also to be seen, consisting chiefly of castings and unfinished framework. There are one or two spinning frames, one roving frame, several drawings head attachments for cards and several large card gable castings. These latter might be particularly interesting to a damaged heap mill such as Sant'Arcangelo.

- 6) It is very definitely recommended that no repair materials be made available to this concern to rebuild the plant, as the requirements are tantamount to rebuilding the entire premises.

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6) It is very definitely recommended that no repair materials be made available to this concern to rebuild the plant, as the requirements are tantamount to rebuilding the entire premises. The owner Mr. Robb would like to be supplied with sufficient material to build a small warehouse on the premises in which the salvagable equipment might be stored. In this connection it is considered that he would be wiser to utilize some warehouse property already erected.

18

7) A complete detail of salvageable equipment cannot be furnished until after the removal of the debris.

8) If any assistance is to be given to this firm, it should only be given after a report is received concerning the machinery and equipment that is available and in repairable condition.

my Burt
Head Office
H.Q. A.M.G.
Milvia Region

May 1964
Hemp Office
H.Q. A.M.C.
Guilia Region

6207

13
CRR/em

HEADQUARTERS ALLIED COMMISSION

APO 334

TRANSPORTATION SUB-COMMISSION

8 June 1945

Ref. 240/6/Tn.2.

SUBJECT: Ship Yards of Cantieri Navali Stabiensi,
Castellammare di Stabia (Naples).

TO : Industry Sub-Commission
(Attn. Lt. Col. Maskrey).

1. Reference your AC/5815/149/IND of 31 May 1945.

2. We have received information (Col. Bordoli Ministry of Marine) that the portion of above mentioned installation requisitioned by R.A.F. is the building (s) which house the machinery of the saw-mill and that R.A.F. is employing the space for storage purposes only. Transportation Sub-Commission is in favor of de-requisitioning this installation in order that ship building plans may continue according to programs of imports now in effect.

3. We shall appreciate any action taken by you to effect release of this yard for its real and essential purpose.

4. Attached your file AC/5815/149/IND.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

1078

copies to:

Ministero dell'Industria del Commercio e del Lavoro

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3. We shall appreciate any action taken by you to effect release of this yard for its real and essential purpose.
4. Attached your file AC/5615/149/IND.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

1078

copies to:
Ministero dell'Industria del Commercio e del Lavoro
(Attn. Minister Gronchi)
Air Forces Sub-Commission

HULL/at1

31 May 1945

Tel. 237

Ref. AC/5615/149/IND

SUBJECT : Ship Yards of Cantieri Navali Stabionali, Castellamare di Stabia (Naples).

TO : Transportation Sub-Commission (Attn.: Mr. Ryan).

FROM : Industry Sub-Commission.

1. Attached file, enclosing application made by the Ministry of Industry, Commerce and Labour for the de-requisitioning of the subject ship yards, is passed to you for recommendation and remarks, in view of the fact that your Sub-Commission is responsible for the ship-building program in Italy.

2. If any action to prevent de-requisitioning is carried out by the Industry Sub-Commission, the fullest support must be given by your Sub-Commission before any approach is made to the R.A.F.

Copy to:-
Economic Section

1 Inc.:-
(File AC/5615/149/IND.
as per para. 1 above)

W. J. Maskrey
W. J. MASKREY,
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

1077

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

12
CRR/en

Ref. 240/5/Tn.2

8 June 1945

SUBJECT: Rope Making Industry.

TO : Industry Sub-Commission
(Attn. Lt. Col. Maskrey).

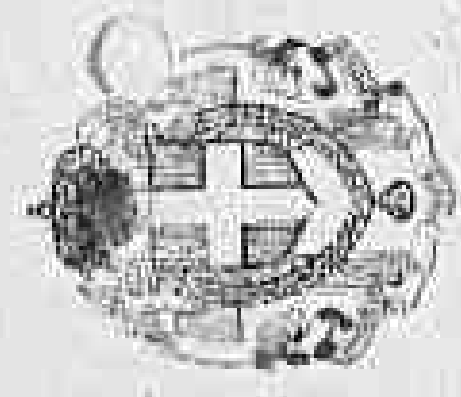
1. Our 1945 Programs include machinery for rope making which we are endeavoring to eliminate from import lists.

2. Can you supply us with a survey report on the firm "Fratelli Robb, Casalecchio (Bologna)". We understand war damage in the area was rather extensive and in the event that this particular installation is demolished we are interested in contacting the owner-manager.

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

1076

12-



PRO-LETICIA

Roma. 3 mag 1945

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Maggiore RICHARDSON
Commissione Alleata
ROMA

Divisione UT/2
Prod. N. 2
Allegati

Risposta al foglio del
Dir. Sec. N. 2

OGGETTO : Richiesta materiali settore trasporti -
Motonavi da carico in costruzione presso il Can-
tiere Tosi di Taranto -

Nel Cantiere navale Franco Tosi di Taranto era in corso
nel settembre 1943 la costruzione di 4 motonavi da carico da 2.500
T.D.W..

La costruzione delle suddette unità è attualmente sospesa
essendo l'attività del cantiere assorbita quasi interamente, dopo il
settembre 1943, dai lavori di riparazioni del naviglio Alleato nel
Mediterraneo. Senonchè, quando tali lavori saranno cessati o saran-
no, come è prevedibile, ridotti, sarà indispensabile assicurare il
lavoro alle numerose maestranze del cantiere (circa 3.500 operai);
ciò si potrebbe realizzare consentendo, non appena possibile, la
ripresa del lavoro di costruzione delle 4 navi.

La maggior parte del materiale siderurgico occorrente si
trova in Cantiere, in parte lavorato e in parte montato, e il quan-
titativo mancante, perchè utilizzato per lavori di riparazioni al
naviglio Alleato, potrà essere approvvigionato in Italia.

E' prevedibile per contro che non saranno disponibili i
motori che si trovavano in costruzione presso gli stabilimenti mec-
canici del Franco Tosi a Legnano (Milano).

Sarebbe pertanto opportuno aggiungere al fabbisogno

Per favore fornire un elenco di materiali e indicare nella risposta il Vostro ufficio di riferimento

Divisione
Aut. V.
Allegati
Proposta al Foglio del
Dir. Soc. N. 2

OGGETTO : Richiesta materiali settore trasporti -
Motonavi da carico in costruzione presso il Cantiere Tosi di Taranto -

Nel Cantiere navale Franco Tosi di Taranto era in corso nel settembre 1943 la costruzione di 4 motonavi da carico da 2.500 T.D.V..

La costruzione delle suddette unità è attualmente sospesa essendo l'attività del cantiere assai quasi interamente, dopo il settembre 1943, dei lavori di riparazioni del naviglio Alleato nel Mediterraneo. Senonchè, quando tali lavori saranno cessati o saranno, come è prevedibile, ridotti, sarà indispensabile assicurare il lavoro alle numerose maestranze del cantiere (circa 3.500 operai); ciò si potrebbe realizzare consentendo, non appena possibile, la ripresa del lavoro di costruzione delle 4 navi.

La maggior parte del materiale siderurgico occorrente si trova in Cantiere, in parte lavorato e in parte montato, e il quantitativo mancante, perchè utilizzato per lavori di riparazioni al naviglio Alleato, potrà essere approvvigionato in Italia.

E' prevedibile per contro che non saranno disponibili i motori che si trovavano in costruzione presso gli stabilimenti meccanici del Franco Tosi a Legnano (Milano).

Sarebbe pertanto opportuno aggiungere al fabbisogno di riparazioni dei materiali per i trasporti anche i quattro apparati

..

Il pannello illustra le varie fasi della costruzione delle navi e delle loro parti, e indica le diverse fasi di lavoro e le diverse fasi di montaggio.

motori suddetti.

Si allega in duplice copia un notamento dei motori e dei macchinari occorrenti.

IL COLONNELLO G.N.



13 bis

SETTORE TRASPORTI

segue Allegato I/g

Materiali	Unità di misura	Quantità necessarie	ANNOTAZIONI
-----------	--------------------	------------------------	-------------

C - Motonavi da carico da 2.500 T.P.L. per il

Cantiere di Taranto

= Apparatì motori N 4

ognuno costituito da:
1 motore Diesel di pro=
pulsione, a due tempi,
semplice effetto, inie=
zione direttamente re=
versibile, avente al=
l'incirca le seguenti
caratteristiche princi=
pali:

Numero dei cilindri..6
Corso delle stantuffo mm.
900-diametro dello stan=
tuffo mm.530 -potenza in
navigazione normale(nodi
12) HP/asse 1450 -numero
dei giri corrispondenti
125 -potenza alle prove
in mare(nodi 13,5) HP/as=
se 2.500 - numero dei gi=
ri corrispondenti 170.

Dimensioni approssimative
del motore:

Lunghezza, compreso cuscinet
to reggispira m.10,60 ca.
altezza sul piano del doppio
fondo m.6,50 circa-larghezza
alla placca di base m.2,90 ca.
Linea d'assi comprensiva di:

tronco reggispira
tronchi intermedi
asse portaelica
astucci di poppa
cuscinetti

elica in bronzo.

Il motore dovrà essere
completo degli ausiliari

1077

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ognuno costituito da:
1 motore Diesel di pro=
pulsione, a due tempi,
semplice effetto, inie=
zione direttamente re=
versibile, avente al=
l'incirca le seguenti
caratteristiche princi=
pali:

Numero dei cilindri..6
Corso dello stantuffo mm.
900-diametro dello stan=
tuffo mm.530 -potenza in
navigazione normale(nodi
12) HP/asse 1450 -numero
dei giri corrispondenti
125 -potenza alle prove
in mare(nodi 13,5) HP/as=
se 2.500 - numero dei gi=
ri corrispondenti 170.

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Linea d'assi comprensiva di:

tronco reggispinna
tronchi intermedi
asse portaelica
astucci di poppa
cuscinetti
elica in bronzo.

Il motore dovrà essere
completo degli ausiliari
necessari al suo funziona=
mento, nonchè dei pezzi di
rispetto regolamentari.

segue 13 bis

segue Allegato I/5

SETORE TRASPORTI

Materiali	Unità di misura	Quantità necessaria	Annotazioni
-----------	--------------------	------------------------	-------------

La fornitura va inoltre completata dai seguenti accessori vari:

- | | | | |
|--|----|---|--|
| a) depuratori per nafta ed olio della capacità di circa 800 Kg./ora, completi di motore elettrico. | M. | 2 | |
| b) Dinamo della potenza di 6 Kw., direttamente comandata dalla linea d'asse, mediante cinghia. | " | 1 | |
| c) Serbatoi per aria compressa di avviamento della capacità complessiva di circa 8.000 litri, per la pressione di esercizio di 30 Kg./cmq. con relativa testata e valvole. | " | 1 | |
| d) caldaia a vapore, tipo cilindrico a ritorno di fiamma, da mq. 90 a 12 atm= sfera di pressione. | " | 1 | |
| e) gruppo elettrogeno Diesel dinamo-compressore da 15 Kw. | " | 1 | |
| f) gruppo elettrogeno da 6 Kw. con motrice (tensione delle dinamo Volta 110 corrente continua | " | 1 | |

La fornitura va inoltre completata dai seguenti accessori vari:

- a) depuratori per nafta ed olio della capacità di circa 800 Kg./ora, completi di motore elettrico.
- b) Dinamo della potenza di 6 Kw., direttamente comandata dalla linea d'asse, mediante cinghia.
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- e) gruppo elettrogeno Diesel dinamo-compressore da 15 Kw.
- f) gruppo elettrogeno da 6 Kw. con motrice (tensione delle dinamo Volta 110 corrente continua

M.

"

"

"

"

2

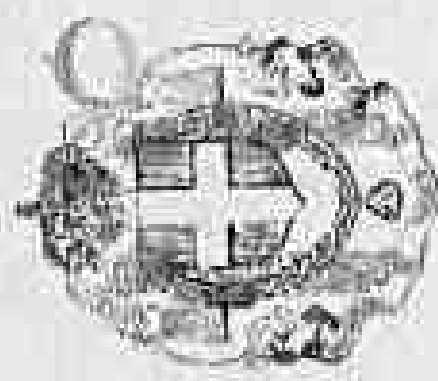
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1073



MARINA

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 3 marzo 1945 19 A

Divisione

Prod. V.P.

Sec.

Allegati

Proposta al Regio del

Gen.

Sec.

Y.C.

OGGETTO Richieste materiali settore trasporti -
Macchinari per corderia.

PRO-MEMORIA

per il Sig. Magg. Richardson
Commissione Alleata Roma

Come è noto in seguito ai danni subiti la produzione attuale della R.Corderia di Castellammare di Stabia è notevolmente ridotta e non è attualmente in grado di sopprimere alle richieste di cordami in genere per la R.Marina, le Marine Alleate e la Marina Mercantile.

In relazione anche al programma di costruzioni navali già concordato con l'A.C. sarebbe opportuno includere nel fabbisogno, per i primi 6 mesi, anche alcune macchine per corderia delle quali si unisce elenco in doppia copia.

IL COLONNELLO DEL GENIO NAVALE
(G.G. Bordoli)

1072

12

IMPORTATION-SPECIFIC MATERIALS NECESSARY FOR MARITIME
TRANSPORTS IN LIBERATED ITALY - 1945 PROGRAM

MACHINERY FOR THE ROPE PLANT AT CASTELLAMARE
DI STABIA

Materials	Unit	Quantity	Remarks
1 - <u>Cordage complete series-</u>			
a) Drying & stretching Machine	ea.	1	
b) Drawing Machine	"	3	
c) Lawson Spinning Machines (or similar)	twis	20	
d) 100 Spindles Flyer machine	"	1	(+)
2 - <u>Strings complete series</u>			
a) Drying & stretching Machine	ea.	1	
b) Drawing Machines	"	3	
c) 100 Spindles Flyer machines	"	1	(+)
3- <u>Waste Thread</u>			
a) Carding Machine (Fine)	ea.	1	
b) " " (coarse)	"	1	
c) 100 Spindles Flyer machines	"	1	(+)

(+) Or more Flyer Machines for the same number of spindles

Rome, 3 March 1945

Fratelli Robb, Casa Riccio, Bologna, inf'd all above machines.

*Mr. Ballou
Rom 6.9 - 5 annex*

1071

12

ABBISOGNO INFORMAZIONI MATERIALI SPECIFICI OCCORRENTI PER I TRA-
SPORTI MARIOTTINI DELL'IRANIA INERATA PER IL PROGRAMMA 1945-

MACCHINARI PER LA CORDERIA DI CASTELLANARE DI STABIA

Materiali	Unità di misura	Quantità necessarie	Annotazioni
<u>1 - Serie completa per corda-</u>			
<u>fio-</u>			
a) Stenditoi	n.	1	
b) Stiratoi	"	3	
c) Filatrici Dawson (o simili)	coppie	20	
d) Filatoi a 100 fusi	"	1	(+)
<u>2 - Serie completa per mi-</u>			
<u>nutenze</u>			
a) Stenditoi	n.	1	
b) Stiratoi	"	3	
c) Filatoi a 100 fusi	"	1	(+)
<u>3 - Filati di secondo taglio</u>			
a) Carde in fino	n.	1	
b) Carde in grosso	"	1	
c) Filatoi a 64 fusi	"	1	(+)

(+) Oppure un numero maggiore di filatoi per lo stesso numero di fusi.

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Materiali	Unità di misura	Quantità necessarie	Adattamenti
<u>1 - Serie completa per corda=</u> <u>gio-</u>			
a) Stenditoi	n.	1	
b) Stiratoi	"	3	
c) Filatrici Lawson (o simili)	coppie	20	
d) Filatoi a 100 fusi	"	1	(+)
<u>2 - Serie completa per ri-</u> <u>nutenze</u>			
a) Stenditoi	n.	1	
b) Stiratoi	"	3	
c) Filatoi a 100 fusi	"	1	(+)
<u>3 - Filati di secondo taglio</u>			
a) Carde in fino	n.	1	
b) Carde in grosso	"	1	
c) Filatoi a 64 fusi	"	1	(+)

(+) Oppure un numero maggiore di filatoi per lo stesso numero di fusi.
1070

Roma, 3 marzo 1945

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION11
GFR/em

Ref. 240/4/In.2

16 May 1945

SUBJECT: Ship-building Program.

TO : Acting Director, Industry Sub-Commission
Lt. Col. Maskrey.

1. Reference is made to our conversation Mr. Ryan/
Lt. Col. Maskrey 15 May 1945 and our 240/2/In.2 same date.

2. Agreement has been reached by Maj. McNaughton-
Wright/Mr. Ryan that Industry Sub-Commission has an interest
in subject matter only in so far as raw materials and their
availability is concerned. In the course of our joint
examination of files in Maj. McNaughton-Wright office, un-
der this general heading, we discovered numerous instances
of correspondence pertinent to Transportation Sub-Commission
activities. Maj. McNaughton-Wright has assured us that he
will winnow these files and forward us those items with
which we are concerned.

3. Above for your information and corroboration with
Maj. McNaughton-Wright.

For the Director

CHARLIE RYAN
Planning Staff
Transportation Sub-CommissionCopies to:
Maj. McNaughton-Wright
Industry Sub-Commission
Maj. Geoffrey
Transportation Sub-Commission

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Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 240/3/Tn.2

15 May 1945

SUBJECT: Construction 4000 Ton Refrigerating Vessel.

TO : Navy Sub-Commission
(Attn. Commodore Zirolli).

1. Reference is to your NSC/2017 of 3 April 1945.
2. Since my last conversation with you on this subject we have at hand (1) request of Italian Ministry of Marine for work-order sufficient to complete hull and materials necessary for completion of project (2) letter from Naval Meccanica stating that space and labor are available at Castellamare. We are awaiting complete details of materials available and necessary and man-hours necessary to float vessel from Taranto to Castellamare.
3. Industry Sub-Commission has advised us that their program deals only with 200-300 Ton coastal vessels so that this project will be entirely a Transportation Sub-Commission problem.
4. Above for your information pending receipt of full data requested by you.

For the Director

CHARLES RYAN
Planning Staff
Transportation Sub-Commission

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Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 240/2/m.2

15 May 1945

FILE MEMORANDUM

Ref: AC/5566/IND of 12 May 1945.

1. Telephoned Lt. Col. Maskrey reference letter above who stated he is not familiar with any Industry Sub-Commission ship-building program and referred me to Maj. Mc Maughton-Wright who prepared letter.

2. Telephoned Maj. Mc Maughton-Wright who stated Industry Sub-Commission had a ship-building program confined to coastal vessels of 200 to 300 Tons and that since he has been assigned to handle this phase of industry, he has confined his activities to replies to correspondence only. Since subject matter relates to 4000 Ton refrigerator ship I suggested that Navy Sub-Commission inquiries affecting such tonnages are outside Industry Sub-Commission province and any action taken by Industry Sub-Commission is unauthorized. No requisition for ship-building material have ever been inaugurated by Industry Sub-Commission. Meeting of clarification set for 1430 hours 16 May 1945.

CR

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

Copies to:

Lt. Col. W. J. Maskrey
Acting Director, Industry Sub-Commission
Maj. Mc Maughton-Wright
Industry Sub-Commission

1087

9

Tel. 391

Ref. AG/5566/DND

AMW/as

12 May 45

SUBJECT : Construction 4,000 ton
Refrigerating Vessel.

✓ TO : Navy Sub-Commission
(Thru: Transportation Sub-Commission). ←

FROM : Industry Sub-Commission.

1. Your NSC/2017 of 3 April 1945, is subject.
2. In view of the fact that the main engine and all refrigerating machinery must be imported into Italy, together with the specialised work of interior fittings required to complete this vessel, this Sub-Commission cannot give any definite assurance as to the procurement of the above machinery.
3. In any case we do not consider the completion of this vessel of any importance at the present time.

Copy to:
Economic Section.

W.J. Maskrey
W.J. MASKREY
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

1060

NAVYALBERCA NICA

MAIN OFFICE

Via D. Morelli, 7

NAPLES

Rome, 30/4/45

To: Allied Commission
Transportation Sub_Commission
Planning Staff

Rome

Reference to the proposal submitted by Marquis Bianchi of the "C.A.P.A.I. WARE" concerning the rig in our Castellamare di Stabia shipyard of a frigorific ship, whose hulk will be delivered floating in the port of Castellamare, we declare that we are in condition to undertake the job, having diminished the works on behalf of the Royal Navy and of the Allied Forces.

Recently the Royal Navy has authorized us to undertake works for the Italian Civil Organizations.

Thus we think it will be granted the authorization to undertake this job.

Best regards

Naval Meccenice
Ltd. Coy.

(sga. illegible)

1005

To: Allied Commission

Transportation Sub_Commission

Planning Staff

Rome

Reference to the proposal submitted by Marquis Bianchi of the "C.A.P.A.I. WARE" concerning the rig in our Castellamare di Stabia shipyard of a frigorific ship, whose hulk will be delivered floating in the port of Castellamare, we declare that we are in condition to undertake the job, having diminished the works on behalf of the Royal Navy and of the Allied Forces.

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Thus we think it will be granted the authorization to undertake this job.

Best regards

Naval Meccanica

Ltd. Coy.

(sgd. illegible)

1005

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

6
FPR/em

MEMO

29 March 1945

Ref. 240/1/Tn.2

SUBJECT: Refrigeration Plant.

TO : Mr. Charles R. Ryan
Planning Staff.

1. Reference previous conversation concerning request for requisition of a refrigerating Plant coils and cables for installation, space 17000 cu. ft., into the 4000 Ton freight ship under construction in the Tosi Yards, Taranto.

2. With the above installation this ship would be capable of carrying 2000 Tons frozen meat and 1700 Tons merchandise each voyage.

3. I explained the situation to Col. W.J. Legg, (Food Sub-Commission) pointing out that this would be the only Italian refrigerator ship operating after withdrawal of the Allies. That there was a refrigerating Plant on the Mainland now being operated by the Allies, which by the time this ship would be in operation (12 - 15 months from now) would be handed back to Italian control.

He considered the proposal and expressed his strong approval, in fact, stated that he was prepared to back the proposal against all opposition.

F. P. RICHARDSON
Major, R. E.,
Planning Staff
Transportation Sub-Commission

1064

5
TR.RB/Tb

RE-ESTABLISHMENT OF TEMPORARY SHIPPING-LINES FOR ESSENTIAL
COMMUNICATIONS

I

Lines connecting ports of liberated regions (Goods and Passengers - Schedule: twice a week - Speed: 12 miles).

1. - Civitavecchia - Olbia - Cagliari - Naples (532 Miles);
carrying capacity for different goods: 1800 tons;
time required for the trip: 14 days;
Cabins for 100 passengers or a larger number on deck according
to the R.I.N. certificate;
4 ships of 3000-3500 gross tons capacity.

2. - Palermo - Messina - Naples - Civitavecchia - Livorno (555 Miles)
carrying capacity for different goods: 1500 Tons;
Cabins for 100 passengers or a larger number on deck according
to the R.I.N. certificate;
4 ships of about 3000 gross tons capacity;
time required for the trip: 14 days.

3. - Cagliari - Trapani - Palermo (234 Miles);
carrying capacity for different goods: 1000 Tons;
cabins for 100 passengers or a larger number on deck according
to the R.I.N. certificate;
2 ships of about 2000 gross tons capacity;
time required for the trip: 7 days.

4. - Bari - Ancona (Miles 190)
carrying capacity for different goods: 1500 tons;
cabins for 100 passengers or a larger number on deck according
to the R.I.N. certificate;
2 ships of about 3000 gross tons capacity;
time required for the trip: 5 days.

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- 2 -

II

Lines for connection with ports in non-liberated regions.
(Goods and passengers - Schedule: twice a week - speed: 12 Miles.)

1. - Genova - Porto Torres - Cagliari (290 Miles);
carrying capacity for different goods: 1500 tons;
cabins for 100 passengers or a larger number on deck according
to the R.I.N. certificate;
2 ships of about 3000 gross tons capacity;
time required for the trip: about 7 days.

2. - Ancona - Venezia - Trieste (192 Miles).
carrying capacity for different goods: 1500 tons;
cabins for 100 passengers or a larger number on deck according
to the R.I.N. certificate;
2 ships of about 3000 gross tons capacity;
time required for the trip: about 7 days.

SHIP REQUIREMENTS

a. - for the first four lines:

4	Ships	of	3000-3500	gross	tons	capacity.
6	"	of	3000	"	"	"
2	"	of	2000	"	"	"

b; - for the other lines:

4	Ships	of	3000	gross	tons	capacity
2	"	as	a	reserve.		

1082

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- 3 -

The lines shown in the above tables will operate according to a time - table, both to meet the requirements of the passenger service and to ensure connections with land communications. It is evident that these lines can cope but a minor part of the traffic requirements which were formerly met by many lines performing a regular service. Even by increasing the number of ships we shall not succeed in establishing a sufficient normalcy of communications.

It is also necessary to point out that the ships to be used on the above lines cannot, for evident reasons, be loaded to a full cargo of the same kind of goods. For this kind of transportation the common tramps are required whenever the necessity arises. Therefore the carrying capacity of the ships must be limited as shown in the tables.

To obtain efficient transportation of commodities it is therefore necessary to make use of about fifty motor-sailers having a carrying capacity of not less than 150 tons, but with an average of 300 tons.

1061

5

TRANSLATIONOPENING OF TEMPORARY LINES FOR INDISPENSABLE COMMUNICATIONS.

1. LINES which connect ports of the regions already liberated (goods and passengers - twice a week - speed 12 knots)
 1. CIVITAVECCHIA - OLBIA - CAGLIARI - NAPLES (532 miles);
Dead weight cargo capacity : 1800 tons
Length of the voyage : 14 days
100 cabin passengers or a higher number of bridge passengers
according to the Registro Navale Italiano certificate
4 steamers of 3000 - 3500 gross registered tonnage.
 2. PALERMO - MESSINA - NAPLES - CIVITAVECCHIA - LEGHORN (555 miles) ;
D.W.C.C. 1800 tons
100 cabin passengers or a higher number of bridge passengers,
according to the R.N.I. certificate;
4 steamers of 3000 G.R.T.
Length of voyage : 14 days.
 3. CAGLIARI - TRAPANI - PALERMO (234 miles) ;
D.W.C.C. 1000 tons
100 cabin passengers or a higher number of bridge passengers,
according to the R.N.I. certificate;
2 steamers of 2000 G.R.T.
Length of voyage : 7 days.
 4. RARI - ANCONA (190 miles) ;
D.W.C.C. 1500 tons
100 cabin passengers of a higher number of bridge passengers,
according to the R.N.I. certificate;
2 steamers of 3000 G.R.T.
Length of voyage : 5 days.
11. LINES for the connection of ports in regions not yet liberated (goods and passengers - twice a week - speed 12 knots)
 1. GENOVA - PORTO TORRES - CAGLIARI (290 miles)
D.W.C.C. 1500 tons
100 cabin passengers or a higher number of bridge passengers,
according to the R.N.I. certificate;
2 steamers of 3000 G.R.T.
Length of voyage : about 7 days.
 2. ANCONA - VENEZIA - TRIESTE (192 miles)
D.W.C.C. 1500 tons
100 cabin passengers or a higher number of bridge passengers,
according to the R.N.I. certificate;
2 steamers of 3000 G.R.T.
Length of voyage : about 7 days.

100 cabin passengers or a higher number according to the R.N.I. certificate;
4 steamers of 3000 G.R.T.
Length of voyage: 14 days.

3. CAGLIARI - TRAPANI - PALERMO (234 miles) :
D.W.C.C. 1000 tons
100 cabin passengers or a higher number of bridge passengers,
according to the R.N.I. certificate;
2 steamers of 2000 G.R.T.
Length of voyage: 7 days.

4. BARI - ANCONA (190 miles) :
D.W.C.C. 1500 tons
100 cabin passengers or a higher number of bridge passengers,
according to the R.N.I. certificate;
2 steamers of 3000 G.R.T.
Length of voyage: 5 days.

11.

LINES for the connection of ports in regions not yet liberated (goods and passengers - twice a week - speed 12 knots)

1. GENOVA - PORTO TORRES - CAGLIARI (290 miles)
D.W.C.C. 1500 tons
100 cabin passengers or a higher number of bridge passengers,
according to the R.N.I. certificate;
2 steamers of 3000 G.R.T.
Length of voyage: about 7 days.

2. ANCONA - VENEZIA - TRIESTE (192 miles)
D.W.C.C. 1500 tons
100 cabin passengers or a higher number of bridge passengers,
according to the R.N.I. certificate;
2 steamers of 3000 G.R.T.
Length of voyage: about 7 days.

STEAMERS REQUIRED

- a) For the first four lines:
4 Steamers from 3000 - 3500 G.T.
6 " " 3000 " "
2 " " 2000 " "
- b) For the other two lines:
4 Steamers from 3000 G.T.
2 " in reserve

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The LINES to be carried out as indicated in this statement must have a timetable which considers the needs of the passengers service and which assures connections with the land services.

These LINES can only, obviously, satisfy the actual traffic needs in a small way. They were assured before by many regular lines and even increasing the number of ships it would not be possible to guarantee normal communications.

It would be a good thing to bear in mind that the steamers destined for service on these lines cannot, for obvious reasons, be employed for the carriage of full cargoes for transport of which the use of the usual tramps is indispensable every time the necessity arises. Therefore the carrying capacity of the steamers must be limited as proposed.

Therefore, with a view, to having a more efficient goods transport service it is necessary to make use of about fifty motor schooners of a dead weight capacity not under 150 tons and of an average carrying capacity of 300 tons.

1059

service it is necessary to make use of about fifty motor schooners of a dead weight capacity not under 150 tons and of an average carrying capacity of 300 tons.

Foot

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