Declassified E.O. 12356 Section 3.3/NND No. 785021

ACC AC/37/TN6 10000/148/3471 (1 OF 2) H A
SEPT.

Declassified E.O. 12356 Section 3.3/NNB No. 785024

000/142/3471 (1 OF 2) HARBOR CRAFT
SEPT. 1945 - MAR. 1946

PORTS AND

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB-COMMISSION

Tel : 347

UAO/lp
4 March 1946

TO : Mr. E.V. Taylor
c/o British Ministry of War Transport
(Italian Area)
A.F.C. S.551
R O M E

My Dear Taylor,

Referring to telephone conversation of this afternoon, I enclose, herewith, correspondence received from Trieste concerning the Tug "Pordenone".

Can you throw any light on the subject?

Many thanks in advance.

Yours Sincerely

1055

x Harbour Craft x

2M/

939

P.W.

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
TRANSPORTATION DIVISION
APO 394

Tel: 12641 Ext. 2458

28 February 1946

423/N/TR

SUBJECT : German F.Lighters

TO : Commander in Chief Mediterranean

1. I beg to forward herewith letters (copies/originals) which have passed between interested parties in connection with the above subject : -

Marked (A) and (B). Letters from "L'AUSILIARE INTERNAZIONALE" to this Office copies to R.N.C.Venice dated 14 and 11 February; with regard to the repairing and refitting of German F.Lighters numbered F.3 - F.4 - F.5 - F.8 - F.10. It will be noted on the letter of the 11 February (B) that the R.N.C.Venice has agreed with the repairs estimate.

Marked (C) and (D). Letters from "L'AUSILIARE INTERNAZIONALE" to this Office copies to R.N.C.Venice dated 21 and 19 February; with regard to the repairing and refitting of German F.Lighters numbered F.9 - F.11 - F.12. It will be noted in the letter of the 19 February (D) that the R.N.C.Venice has agreed with the repairs estimate.

Marked (E). Letter to this Office from "L'AUSILIARE INTERNAZIONALE" dated 21 February re option to purchase.

Marked (F). Letter to this Office from "L'AUSILIARE INTERNAZIONALE" dated 19 February re bookkeeping.

Marked (G). Letter to "L'AUSILIARE INTERNAZIONALE" from this Office dated 26 February re acceptance of proposed bookkeeping specified in (F). 2054

Marked (H). Letter to this Office from "L'AUSILIARE INTERNAZIONALE" dated 26 February; acknowledging the taking over F.Lighters F.3-F.4-F.5-F.8-F.10-F.9-F.11-F.12.

GF

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. I beg to forward herewith letters (copies/originals) which have passed between interested parties in connection with the above subject :-

Marked (A) and (B). Letters from "L'AUSILIARE INTERNAZIONALE" to this Office copies to R.N.O.Venice dated 14 and 11 February; with regard to the repairing and refitting of German F.Lighters numbered F.3 - F.4 - F.5 - F.8 - F.10. It will be noted on the letter of the 11 February (B) that the R.N.O.Venice has agreed with the repairs estimate.

Marked (C) and (D). Letters from "L'AUSILIARE INTERNAZIONALE" to this Office copies to R.N.O.Venice dated 21 and 19 February; with regard to the repairing and refitting of German F.Lighters numbered F.9 - F.11 - F.12. It will be noted in the letter of the 19 February (D) that the R.N.O.Venice has agreed with the repairs estimate.

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Marked (G). Letter to "L'AUSILIARE INTERNAZIONALE" from this Office dated 26 February re acceptance of proposed bookkeeping specified in (F).

Marked (H). Letter to this Office from "L'AUSILIARE INTERNAZIONALE" dated 26 February; acknowledging the taking over of F.Lighters F.3-F.4-F.5-F.8-F.10-F.9-F.11-F.12.

2054

FOR THE CHIEF LIAISON OFFICER

N.A. SYMONS
Major

COPIES TO : NO.AC.Transportation S/C
None
R.N.O. Venice
N.C.I.O. Trieste
"L'Ausiliaria Internazionale"
[illegible]

Harbour Craft

Declassified E.O. 12356 Section 3.3/NND No. 755021

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

(A)

"L'AUSILIARE INTERNAZIONALE" S.R.L.
ORGANIZZAZIONE TRASPORTI TERRESTRI - FLUVIALI - MARITTIMI - AEREI
SERVIZI AUSILIARI COMMERCIO ED INDUSTRIA

SEDE A V E N E Z I A
Milano - Roma - Genova - Napoli - Bari

Ufficio in Venezia
Fond.della Fenice N.2554
Telef.22-479

Milan, 14 February 1946

To : H.Q. Lombardia Region Liaison Group
Allied Commission Transportation Division
APO 394

Subject: German F.Lighters at Venice, Numbered F.3 - F.4. - F.5. - F.8 - F.10

With reference to our letter of the 11th. instant. we beg to enclose herewith written Approval of "Resident Naval Officer, Venice" confirming expenditure to be incurred to repair and refit the above numbered German F.Lighters.

Our Company has consequently signed undertakings accordingly.

It will be our duty to inform you as soon as the lighters become available for operation.

Yours faithfully

"L'AUSILIARE INTERNAZIONALE"
l'Amministratore Unico
(signed illegibel)

2053

COPY

(B)

"L'AUSILIARE INTERNAZIONALE" S.R.L.

ORGANIZZAZIONE TRASPORTI TERRESTRI - FLUVIALI - MARITTIMI - AEREI
SERVIZI AUSILIARI COMMERCIO ED INDUSTRIA

SEDI A V E N E Z I A
Milano - Roma - Geneva - Napoli - Bari

Ufficio in Venezia
Fond.Della Fenice N.2554
Telef.22-479

Milan/Venice 11th.February 1946

To : H.Q.Lombardia Region Liaison Group
Allied Commission Transportation Division
APO 394

copy to: Resident Naval Officer, Venice

Subject: German F?Lighters at Venice. Numbered F.3 = F.4.= F.5 = F.8 = F.10

We have to inform you that, according to contracts signed, we have in due time commenced repairing and refitting the above German F.Lighters.

We shall feel obliged if you will let us have at your earliest convenience, approval of the Resident Naval Officer, Venice, for the expenditure of Italian Lire 3.425.000.= This figure represents the average amount required per lighter and will have to be advanced by our Company. We have pointed out to Resident Naval Officer, Venice, our risk in establishing a figure owing to present fluctuations of costs of labour and materials, and it has therefore been agreed that we shall be held to produce, on termination of repairs and refitting, supporting vouchers to justify any increase of the above lumpsum.

Yours faithfully

"L'AUSILIARE INTERNAZIONALE"
l'Amministratore Unico
(signed illegibel)

OFFICE OF RESIDENT NAVAL OFFICER
NAVY HOUSE
VENICE
13th February 1946
Approved
signed : illegibel
Commander RNO
RESIDENT NAVAL OFFICER, VENICE

I certify true copy

Declassified E.O. 12356 Section 3.3/NND No. 785021

Fond.Della Fenice N.2554
Telef.22-479

Milan/Venice 11th.February 1946

To : H.Q.Lombardia Region Liaison Group
Allied Commission Transportation Division
APO 394

copy to: Resident Naval Officer, Venice

Subject: German F.Lighters at Venice. Numbered F.3 = F.4.= F.5 = F.8 = F.10

We have to inform you that, according to contracts signed, we have in due time commenced repairing and refitting the above German F.Lighters.

We shall feel obliged if you will let us have at your earliest convenience, approval of the Resident Naval Officer, Venice, for the expenditure of Italian Lire 3.425.000.= This figure represents the average amount required per lighter and will have to be advanced by our Company. We have pointed out to Resident Naval Officer, Venice, our risk in establishing a figure owing to present fluctuations of costs of labour and materials, and it has therefore been agreed that we shall be held to produce, on termination of repairs and refitting, supporting vouchers to justify any increase of the above lumpsum.

Yours faithfully

"L'AUSILIARE INTERNAZIONALE"
l'Amministratore Unico
(signed illegibel)

OFFICE OF RESIDENT NAVAL OFFICER
NAVY HOUSE
VENICE
13th February 1946
Approved
signed : illegibel
Commander RNO
RESIDENT NAVAL OFFICER, VENICE

I certify true copy

H.A.SYMONS, Major

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

"L'AUSILIARE INTERNAZIONALE" S.R.L.
ORGANIZZAZIONE TRASPORTI TERRESTRI - FLUVIALI - MARITTIMI - AEREI
SERVIZI AUSILIARI COMMERCIO ED INDUSTRIA
SEDE A V E N E Z I A
Milano - Roma - Genova - Napoli - Bari

Ufficio in Venezia:
Fond.della Fenice N.2554
Telef.22-479

Milan/Venice 21 February 1946

TO : H.Q.Lombardia Region Liaison Group
Allied Commission Transportation Division
APO 394

SUBJECT : German F.Lighters, Numbered F.9 = F.11 = F.12

With reference to our letter of the 19th.instant, we beg to enclose herewith written Approval of "Resident Naval Officer, Venice" confirming expenditure to be incurred to repair and refit the above numbered German F.Lighters.

Our Company has consequently signed undertakings accordingly.

It will be our duty to inform you as soon as the lighters become available for operation.

Yours faithfully

"L'AUSILIARE INTERNAZIONALE " s.r.l.
l'Amministratore Unico
B.FRANKLIN

2051

Declassified E.O. 12356 Section 3.3/NND No. 763021

COPY

"L'AUSILIARE INTERNAZIONALE" S.R.L.
ORGANIZZAZIONE TRASPORTI TERRESTRI - FLUVIALI - MARITTIMI - AEREI
SERVIZI AUSILIARI COMMERCIO ED INDUSTRIA

SEDE A V E N E Z I A
Milano - Roma - Genova - Napoli - Bari

Ufficio in Venezia:
Fond.della Penice N.2554
Telef.22-479

Milan-Venice 13 February 1946

TO : H.Q.Lombardia Region Liaison Group
Allied Commission
Transportation Division
APO 394

SUBJECT : German F.Lighters. Numbered F.9 = F.11 = F.12

Copy to : Resident Naval Officer, Venice.

We have to inform you that, according to contracts signed, we have in due time commenced repairing and refitting the above German F.Lighters.

We shall feel obliged if you will let us have at your earliest convenience, approval of the Resident Naval Officer, Venice, for the expenditure of Italian Lire 3.325.00.==. This figure represents the average amount required per lighter and will have to be advanced by our Company. We have pointed out to Resident Naval Officer, Venice, our risk in establishing a figure owing to present fluctuations of costs of labour and materials, and it has therefore been agreed that we shall be held to produce, in termination of repairs and refitting, supporting vouchers to justify any increase of the above lumpsum.

Yours faithfully

"L'AUSILIARE INTERNAZIONALE" s.r.l.
l'Amministratore Unico

B.FRANKLIN

OFFICE OF RESIDENT NAVAL OFFICER
NAVY HOUSE VENICE

Approved signed (illegible) H.R.K Bamber

RESIDENT NAVAL OFFICER VENICE

I certify this copy:

Declassified E.O. 12356 Section 3.3/NND No. 765021

Telef.22-479

TO : H.Q.Lombardia Region Liaison Group
Allied Commission
Transportation Division
APO 394

SUBJECT : German F.Lighters. Numbered F.9 = F.11 = F.12

Copy to : Resident Naval Officer, Venice.

We have to inform you that, according to contracts signed, we have in due time commenced repairing and refitting the above German F.Lighters.

We shall feel obliged if you will let us have at your earliest convenience, approval of the Resident Naval Officer, Venice, for the expenditure of Italian Lire 3.325.00.==. This figure represents the average amount required per lighter and will have to be advanced by our Company. We have pointed out to Resident Naval Officer, Venice, our risk in establishing a figure owing to present fluctuations of costs of labour and materials, and it has therefore been agreed that we shall be held to produce, in termination of repairs and refitting, supporting vouchers to justify any increase of the above lumpsum.

Yours faithfully

"L'AUSILIARE INTERNAZIONALE" s.r.l.
l'Amministratore Unico

B.FRANKLIN

OFFICE OF RESIDENT NAVAL OFFICER
NAVY HOUSE VENICE
Approved signed (~~illegible~~ H.R.N Bamber)
RESIDENT NAVAL OFFICER VENICE

I certify true copy:
H.A. Symons
H.A. SYMONS
Major.

Declassified E.O. 12356 Section 3.3/NND No. 759021

COPY

"L'AUSILIARE INTERNAZIONALE"S.R.L.
ORGANIZZAZIONE TRASPORTI TERRESTRI - FLUVIALI - MARITTIMI - AEREI
Servizi Ausiliari Commercio ed Industria
Sede a V E N E Z I A
Milan -.Roma - Genova - Napoli - Bari

++++++++

(E)

UFFICIO IN VENEZIA:
Fond.della Fenice N.2554
Telef.22-479

Milan/Venice 21th.February 46

To : H.Q.Lombardia Region Liaison Group
Allied Commission Transportation Division

SUBJECT : APO 394
Purchase option German F.Lighters numbered F.3. = F.4. = F.5. = F.8 = F.9 = F.10 = F.11 = F.12

Referring to contracts signed with our Company and specifically to paragraphs numbered 11 and 12 and reading respectively as follows :

Para N.11 : It is espressly understood between the parties hereto that the option to purchase is subject to the approval of the appropriate military authorities and that the LEGAL OWNER will undertake to secure this approval. Subsequent to the execution of this agreement, subject to the approval aforesaid, the LESSEE shall have the right and first option to purchase any or all of the crafts described herein, provided that this agreement, or modifications thereof, or further agreements entered into pursuant to paragraph six (6) hereof, are still in force and effect.

Para N.12 : In the event of the exercise of the option in accordance with the preceeding paragraph, the sale price of any craft purchased hereunder shall be determined by adding the COST OF CONDITIONING to the PRE-CONDITIONED COST; the total so determined to be subject to any lien against the craft as provided for in paragraphs five (5) and six (6). It is expresely understood and agreed between the parties hereto that all laborcosts and other charges incurred to effect repairs shall be borne by the LESSEE.

We hereby give notice that we exercise the option to purchase contained therein.

We hold ourselves at your entire disposal for the sale and purchase formalities.

Yours faithfully

Declassified E.O. 12356 Section 3.3/NND No. 785021

Fond.della Fenice N.2554
Telef.22-479

Milan/Venice 21th.February 46

To : H.Q.Lombardia Region Liaison Group
Allied Commission Transportation Division
APO 394

SUBJECT : Purchase option German F.Lighters numbered F.3. = F.4. = F.5. = F.8 = F.9 = F.10 = F.11 = F.12

Referring to contracts signed with our Company and specifically to paragraphs numbered 11 and 12 and reading respectively as follows :

Para N.11 : It is espressly understood between the parties hereto that the option to purchase is subject to the approval of the appropriate military authorities and that the LEGAL OWNER will undertake to secure this approval. Subsequent to the execution of this agreement, subject to the approval aforesaid, the LESSEE shall have the right and first option to purchase any or all of the crafts described herein, provided that this agreement, or modifications thereof, or further agreements entered into pursuant to paragraph six (6) hereof, are still in force and effect.

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We hereby give notice that we exercise the option to purchase contained therein.

We hold ourselves at your entire disposal for the sale and purchase formalities.

Yours faithfully
"L'AUSILIAIRE INTERNAZIONALE" s.r.l.
l'Amministratore Unico
B.Franklin.

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

(F)

"L'AUSILIARE INTERNAZIONALE" S.R.L.
ORGANIZZAZIONE TRASPORTI TERRESTRI - FLUVIALI - MARITTIMI - AEREI
SERVIZI AUSILIARI COMMERCIO ED INDUSTRIA

SEDE A V E N E Z I A
Milano - Roma - Genova - Napoli - Bari

UFFICIO IN VENEZIA:
Fond.della Penice N.2554
Telef.22-479

Milan/Venice 19 February 1946

TO : H.Q.Lombardia Region Liaison Group
Allied Commission
Transportation Division
APO 394

SUBJECT : Contracts German F.Lighters numbered F.3 - F.4 - F.5 - F.8 - F.9 - F.10 - F.11 - F.12

In accordance with above contracts, and with reference to Para 8.8 regarding bookkeeping, we beg to enclose herewith an example page of the books, which subject to your approval, we have been keeping for your reference.

We shall feel grateful if you will let us know at your earliest convenience, if same meets with your approval.

Yours faithfully

"L'AUSILIARE INTERNAZIONALE" s.r.l.
p.Amministratore Unico

B.FRANKLIN

2048

Declassified E.O. 12356 Section 3.3/NND No. 765021

UFFICIO IN VENEZIA:
Fond.della Fenice N.2554
Telef.22-479

Milan/Venice 19 February 1946

TO : H.Q.Lombardia Region Liaison Group
Allied Commission
Transportation Division
APO 394

SUBJECT : Contracts German F.Lighters numbered F.3 = F.4 = F.5 = F.8 = F.9 = F.10 = F.11 = F.12

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Yours faithfully

"L'AUSILIARE INTERNAZIONALE" s.r.l.
24Amministratore Unico

B.FRANKLIN

2048

Declassified E.O. 12356 Section 3.3/NND No. 785021

Motor Barge (Number or Name)

Date of operation	description of operation	Sums Collected or Disbursed

2047

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Codici:
A.B.C. 5th Ed.
Scotts 10th Ed.
Lombard
Boe
Nuovo Boe

L'AUSILIARE INTERNAZIONALE

(H)

L'AUSILIARE

ORGANIZZAZIONE TRASPORTI TERRESTRI, FLUVIALI, MARITTIMI, AEREI.
SERVIZI AUSILIARI COMMERCIO ED INDUSTRIA
S. R. L.

SEDE VENEZIA

MILANO - ROMA - GENOVA - NAPOLI - BARI

19 February 1946

To : Allied Commission
Transportation Division
Milan.

SUBJECT : F.German Lighters taken over on loan.

1. We beg to advise you that German F.Lighters as enumerated in the attached schedule, were taken over by the Ausiliare Internazionale on dates as shown; and are held under the terms of the separate contracts signed in respect of each individual craft.

Fonseis Guseloc
L'AUSILIARE INTERNAZIONALE

2046

1 Enclosure.

Declassified E.O. 12356 Section 3.3/NND No. 785021

19 February 1946

To : Allied Commission
Transportation Division
Milan.

SUBJECT : F.German Lighters taken over on lcan.

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Fonceis Gunebbe
L'AUSILIARE INTERNAZIONALE

2046

1 Enclosure.

Declassified E.O. 12356 Section 3.3/NND No. 765021

Declassified E.O. 12356 Section 3.3/NND No. 785021

(=)

Schedule of German F.Lighters taken over on loan by L'AUXILI

Number	Old Number	Type	Length	Breadth	Depth.	Tonnage	Fuel	Motor Type	Taken ov
F.3	F.1153	Flat deck	49.90 m	6.55 m	2.80 m	220	Diesel	Deutz HP 120/130	Venice
F.4	F. 948	" "	49.90 m	6.55 m	2.80 m	220	"	" " " "	"
F.5	F. 518	Not" "	47.00m	6.50 m	2.30 m	180	"	" " " "	"
F.8	F. 354	" " "	47.00 m	6.50 m	2.30 m	180	"	" " " "	"
F/10	F. 522	" " "	47.00 m	6.50 m	2.30 m	180	"	" " " "	"
9	944	Flat deck	49.8 m	6.55 m	2.75 m	205	"	" " " "	Trieste
11	1167	" "	49.8 m	6.55 m	2.75 m	205	"	" " " "	"
12	1156	" "	49.8 m	6.55 m	2.75 m	205	"	" " " "	"

Declassified E.O. 12356 Section 3.3/NND No. 785021

Schedule of German F.Lighters taken over on loan by L'AUSILIARIA INTERNAZIONALE

...gth	Breadth	Depth.	Tonnage	Fuel	Motor Type	Taken over at	Date taken over
9.90 m	6.55 m	2.80 m	220	Diesel	Deutz MP 120/130	Venice	15 Jan.1946
9.90 m	6.55 m	2.80 m	220	"	" " " "	"	" " "
17.00m	6.50 m	2.30 m	180	"	" " " "	"	" " "
17.00 m	6.50 m	2.30 m	180	"	" " " "	"	" " "
17.00 m	6.50 m	2.30 m	180	"	" " " "	"	" " "
19.8 m	6.55 m	2.75 m	205	"	" " " "	Trieste	15 Febr.46
19.8 m	6.55 m	2.75 m	205	"	" " " "	"	" " "
19.8 m	6.55 m	2.75 m	205	"	" " " "	"	" " "

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

TAS/1,

Tel : 347
Ref : AG/37/71/1n6

26 February 1946

SUBJECT: Dumb barge "CICCIOLINA" of about 450 tons D.W. Lying at Fiumicino.

TO : Prbudni & Co. - FIUMICINO.

1. We attach, hereto, for your information and action copy of reply received from the Rome Representative of British Military of War Transport dated 26 February 1946.

2. We return, herewith, photos of requisition order and certificate of delivery.

For the Director:

CHARLES C. BROOKS, Chief
Port & Waterborne Division

Attachment:
As stated in paras 1 and 2.

2044

Declassified E.O. 12356 Section 3.3/NND No. 785021

OFFICE OF THE

BRITISH MINISTRY OF WAR TRANSPORT

A.P.O. S.551, C.M.F.

Rome,

TELEPHONE 843041. Ex.37

GAB/187/46/R.5b

25th February, 1946.

To H.Q. Allied Commission Transportation Sub Commission - Port & Warehouse Division

From Ministry of War Transport Representative (Italian Area)

Subject: Dumb Barge "CICCIOLINA" at Piombino.

Reference your letter 21st February (AC/37/69/Tn6), the enclosures attached to your letter under reference are returned, and it is suggested that Messrs. Procchi & Co. of Piombino should arrange for their application for the barge to be de-requisitioned to be submitted to the Requisitioning Authority through CO.GE.NA.

G.A.Bell
M.W.T.R.(Italian Area)

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

UAC/1p .

Tel : 347
Ref : AC/37/70/Tn6 — 26 February 1946

SUBJECT: Motor Boat "TANA".

TO : Ministero dei Lavori Pubblici
Corpo Reale del Genio Civile
Ufficio Speciale per il Tevere e per l'Agro Romano
ROME
(Attn: Ing. Giulio Bellomo)

1. Reference your letter No.6856 dated 2 November 1945 on the above subject.

2. We attach,hereto,for your information, copy of reply received from Small Craft Section, Water Division dated 25 Jan. 1946.

For the Director:

CHARLES C. CROCKS, Chief
Ports & Warehouse Division

Attachment:
As stated in para.2.

Declassified E.O. 12356 Section 3.3/NND No. 785021

1893 3457.

(1)?

INFORMAL ROUTING SLIP
WATER DIVISION

File:
Papers attached:

(Number each memo consecutively and draw a line across the page below it)

	Remarks
From Supt. Water Division To Smallcraft ATTENTION Lt. Stevens Subject Derequisition of Boat Date 14 December 1945	HAS THIS BOAT BEEN DEREQUISITIONED AS REQUESTED IN LETTER? IF NOT, IS IT NEEDED FOR OUR USE? W.W. JENNESS, Maj. TC Supt. Water Division
From Small Craft Section To Hq. Allied Com. Rome. Subject Derequisition of Boat. Date 29 January 1946	I am returning these papers to your office as per request of Director of Harbor Craft. I have attached a letter containing all we know about the boat in question. IRVING C. STEVENS 2nd Lt., C.E. OIC Small Craft.

JAN 1946

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of Director of Harbour Craft,
Western Mediterranean.

30th November 1945.

Memorandum :- 10th Port of Embarkation (Naples Detachment),
U. S. Army, NAPLES.

Subject :- Motor Boat " TANA ".

1. The attached correspondence relevant to the above craft is forwarded for your information and necessary action.

2. It is requested that any decision taken in the matter will be communicated direct to Headquarters, Allied Commission, Rome.

for Director of Harbour Craft.

1420

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel 347
Ref AC/37/57/Tn6

UAG/lp
23 November 1945

SUBJECT: Motor Boat "Tana"

TO : Director of Harbour Craft,
Navy House, NAPLES.

1. Reference our letter AC/37/40/Tn6 dated 19 Sept. 45 and your reply HR/DOHC/119 dated 15 October 1945.

2. The information contained in your above letter was duly communicqted to the Chief Engineer of Corpo Reale del Genio Civile and we attach,hereto, for your information and appropriate action translation of reply received from said Office dated 12 November 1945.

3. We would appreciate your further advices on the matter.

For the Chief:

U.A. Ghilardi

U.A. GHILARDI
Operation Branch
Ports and Warehouse Div.

Attachment:
As stated in para.2.

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION

MINISTERO DEI LAVORI PUBBLICI
CORPO REALE DEL GENIO CIVILE

Rome 12 November 1945

8856

Reply to N. AC/37/53/Tn6
dated 31 Oct 1945.

To: H.Q. Allied Commission
Trans. S/C
(attn: Mr. Allman)
Ports Branch - Ports &
Warehouse Division
A.P.O. 394

SUBJECT: Motorboat "Tana"

Referring to your above letter it is pointed out that contrary to communication received by you from the Director of Harbour Craft dated 18 October 1945, the motorboat "Tana" was, in fact, taken delivery of by the signatory of the Requisition Order (1st Lt.Q.M.C. John J. Luddy) administrative officer H.Q. 8th Port of Embarkation Detachment "A" on the 11th June 1944 and at the time of delivery said Officer handed to this Office a declaration of which a copy is enclosed.

In view of the above it would be appreciated if this Sub Commission were to kindly approach competent quarters for further enquiries to be made.

Chief Engineer: (sd) GIULIO BELLOMO

Declassified E.O. 12356 Section 3.3/NND No. 785021

A.C.

(BASIC: Ltr. Hqs. Al[illegible] d C[illegible]mmission. APO 394, U.S. Ar[illegible] T[illegible]nsportation Sub Commission, dtd. 19 Sept/45, Ref. AC/37/40Tn6)

HR/DCHC/119 1st Ind. 18 October 1945.

Allied Force Headquarters, Office of Director of Harbor Craft, Western Mediterranean.

TO: Headquarters Allied Commission, APO 394, U.S. Army, Transportation Sub Commission.

1. Information received from U.S. Army authorities, reveals that the motor-boat "TANA" was not requisitioned by Headquarters EIGHTH Port.

2. Many requests were made for vessels to be requisitioned but these requisitions were not taken up as happened in this instance.

Director of Harbor Craft.

DHC-File.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

ACA/mvm
19 September 1945.

Tel. 394
Ref. AC/37/40Tn6

SUBJECT: Motor Boat "Tana"

TO : Director of Harbor Craft
Navy House
Naples

1. We attach hereto letter (with translation) dated 1 September 1945, addressed to us by the Chief Engineer of Corpo Reale del Genio Civile together with requisition order issued by Headquarters, 8th Port, U. S. Army dated 11 June 1945.

2. As it is unlikely that this craft is now required for U.S. Army operations and the resumption of navigation and other facilities afforded by the Tiber River is a matter of urgency, this Division supports the application of Genio Civile and requests that you will take requisite action to get this motor boat de-requisitioned so that it may return to service of Genio Civile on the Tiber.

3. Please advise us of action taken and outcome thereof.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:
As stated in para 1.

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION

CORPO REALE DEL GENIO CIVILE

ROME

1 September 1945

To : Headquarters Allied Commission
Transportation Sub Commission

Subject : Derequisition of Motorboat "Tana"

1. When Rome was freed, the HQ 8th Port of Embarkation Detachment "A", as per attached note, informed this office of the requisition of the motorboat "Tana" owned by the Ministry of Public Works.

2. As, following on the sinking by the German Armed Forces of all the means at our disposal, we find ourselves absolutely unable to arrange for the inspection of the defense works situated along the Tiber River, we would ask you, if possible, to be so kind as to ask the aforementioned authorities to see if they can now derequisition the said motorboat.

CHIEF ENGINEER

(Giulio Bellomo)

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DETACHMENT #1, HEADQUARTERS
SMALL CRAFT SECTION
10th P.O.E.

ICS/lcc

13 December 1945

(1)

Subject : Motor Boat Tana

To : Headquarters, Allied Commission, Roma

1. There is very little information available in reguard to the above mentioned craft.

2. The boat was requisitioned by the 8th Port about the time Roma was liberated.

3. To the best of my knowledge the boat was being used by the 591st Engr. Regt. at the time the Regt. was deactivated about 18 months ago.

4. The boat is not carried on the records of the STLO as a local launch requisitioned by the Armyand we have no records on her at all.

5. You may be able to locate her at Anzio or Civitavechia.

6. If we can be of any assistance to you in the future don't hesetate to call on us.

Irving C. Stevens

IRVING C. STEVENS
2nd Lt., C.E.
OIC Small Craft

2004

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

Tel : 847
Ref : AC/37/69/Tn6

GAO/lp
21 February 1946

SUBJECT: Dumb Barge "CICCIOLINA" of about 450 Tons d.w. lying at Piombino.

TO : British Ministry of War Transport Representative (Italian Area) - ROME.

1. Messrs Procchi & Company of Piombino owners of the above barge inform us that said craft is lying idle at Piombino and request that it be de-requisitioned to enable them to operated it.

2. We enclose herewith photos of requisition order and certificate of delivery and would appreciate your advising us as to the position and possibility of the craft being de-requisitioned.

3. Your early advices will oblige.

For the Director:

CHARLES C. CROOKE, Chief
Ports & Warehouse Division

Attachment:
As stated in para.2.

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
TRANSPORTATION DIVISION
APO 394

Tel:12641 Ext.2458 18 February 1946

361/M/TN

SUBJECT : German F.Lighters at Trieste

TO : Commander in Chief Mediterranean

Ref. your signal of December 1945 and my letter 109/M/TN dated 15 January 1946.

1. I beg to inform you that the three German F.Lighters at Trieste (numbered 9 - 11 and 12) have now been taken over (please see attached copy of signal from NOIC Trieste).

2. Copies of contracts are attached.

For the Chief Liaison Officer

H.A.SYMONS
Major.

Copy to : Transportation Sub-Commission (copies of contracts attached
HQ Allied Commissione
ROME
NOIC Trieste (copies of contracts not attached)
AUSILIARIA INTERNAZIONALE (copies of contracts not attached
Via Lancetti 36 - Milano.

Enclosures.

+ 2032

Declassified E.O. 12356 Section 3.3/NND No. 755021

361/M/TN

SUBJECT : German F.Lighters at Trieste

TO : Commander in Chief Mediterranean

Ref. your signal of December 1945 and my letter 109/M/TN dated 15 January 1946.

1. I beg to inform you that the three German F.Lighters at Trieste (numbered 9 - 11 and 12) have now been taken over (please see attached copy of signal from NOIC Trieste).

2. Copies of contracts are attached.

For the Chief Liaison Officer

H.A.SYMONS
Major.

Copy to : Transportation Sub-Commission (copies of contracts attached
HQ Allied Commissione
ROME
NOIC Trieste (copies of contracts not attached)
AUSILIARIA INTERNAZIONALE (copies of contracts not attached
Via Lancetti 36 - Milano.

Enclosures.

2032

HAS/vb.

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

MEAV V LRUL NR 439 QVR 3
FROM NOIC TRIESTE 151906
TO C IN C MED
INFO FOIL - ACPT MILAN - G4 MOV TN AFHQ
QQX

RESTRICTED - YOUR 191038A DEC AND ACPT MILAN'S 311030 NOT TO ALL. EX GERMAN LIGHTERS NUMBERS 9, 11 AND 12 HANDED OVER TO AC MILAN TODAY AGAINST SEPARATE RECEIPTS BT 151906

SENT PWB B2
RD 0140 K

2031

Declassified E.O. 12356 Section 3.3/NND No. 785021

THIRTY

THIS AGREEMENT made this ~~SEVENTH~~ day of JANUARY 1946 1945 between Allied Commission, herein called the "LEGAL OWNER" party of the first part and AUSILIARIA INTERNAZIONALE herein called the "LESSEE" party of the second part.

WHEREAS the LEGAL OWNER herein is declared to be the holder of the legal title to the certain war damaged and/or captured enemy craft more particularly described herein, and

WHEREAS it is deemed essential to the economic wellbeing of Italy that such craft be reconditioned, repaired and placed in service to supplement the present inadequate transport facilities within Italy, and

WHEREAS the Lessee is equipped with the facilities and has available sufficient trained personnel to recondition and repair said craft in a manner satisfactory to the legal owner and

WHEREAS, as a part of consideration for reconditioning and repairing said craft, the Legal owner stands ready and willing to

(a) authorize the LESSEE to operate the craft or crafts specifically described herein subject to all provisions hereof, and

(b) to accord the LESSEE the option of purchasing said craft or crafts subject to the terms hereof and the approval of the appropriate military authority, now therefore this agreement

WITNESSETH: that for and in consideration of the covenants and agreements hereinafter contained, the parties hereto hereby agree as follows :

1 - It is hereby determined and declared that the lawful title of the craft or crafts specifically described herein is now and shall at all times hereafter, prior to the final completion

Declassified E.O. 12356 Section 3.3/NND No. 785021

enemy craft more particularly described herein, and

WHEREAS it is deemed essential to the economic wellbeing of Italy that such craft be reconditioned, repaired and placed in service to supplement the present inadequate transport facilities within Italy, and

WHEREAS the Lessee is equipped with the facilities and has available sufficient trained personnel to recondition and repair said craft in a manner satisfactory to the legal owner and

WHEREAS, as a part of consideration for reconditioning and repairing said craft, the Legal Owner stands ready and willing to

(a) authorize the LESSEE to operate the craft or crafts specifically described herein subject to all provisions hereof, and

(b) to accord the LESSEE the option of purchasing said craft or crafts subject to the terms hereof and the approval of the appropriate military authority, now therefore this agreement

WITNESSETH: that for and in consideration of the covenants and agreements hereinafter contained, the parties hereto hereby agree as follows :

1 - It is hereby determined and declared that the lawful title of the craft or crafts specifically described herein is now and shall at all times hereafter, prior to the final completion of the sale authorized hereunder, remain and be vested in the LEGAL OWNER.

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2. Immediately following the execution of this agreement, the LESSEE shall proceed forthwith to recondition the craft or crafts described herein and make all necessary repairs thereto for the purpose of rendering them seaworthy and applicable for the purposes contemplated hereunder.

The LESSEE undertakes and agrees that all work upon said craft or crafts shall be of a quality and in every respect satisfactory to the LEGAL OWNER and that the work thereon shall in every case proceed to completion within a time limit satisfactory to the LEGAL OWNER.

In cases where one or more crafts have been so damaged that they can, with advantage to the LEGAL OWNER, be taken down into component parts and such parts reconditioned and used to repair other crafts or to construct entirely another craft from such parts, the LESSEE may, after first having obtained the written consent of the LEGAL OWNER, proceed to so tear down such damaged crafts and use such parts thereof to repair other craft or to build other craft. Under no conditions will such parts or residue be sold or traded by the LESSEE.

3. - In lieu of the payment by the LEGAL OWNER for the cost of repair and reconditioning contemplated hereunder, the LESSEE will be permitted, under the supervision and control of the LEGAL OWNER, to operate the said craft or crafts for the purpose of transportation of prescribed goods, wares, merchandise, personnel or other permitted articles of value of a commercial nature, at rates prescribed by the Italian Government or the LEGAL OWNER.

2029

4.- The LEGAL OWNER reserves the right at all times to

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The LESSEE undertakes and agrees that all work upon said craft or crafts shall be of a quality and in every respect satisfactory to the LEGAL OWNER and that the work thereon shall in every case proceed to completion within a time limit satisfactory to the LEGAL OWNER.

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3. - In lieu of the payment by the LEGAL OWNER for the cost of repair and reconditioning contemplated hereunder, the LESSEE will be permitted, under the supervision and control of the LEGAL OWNER, to operate the said craft or crafts for the purpose of transportation of prescribed goods, wares, merchandise, personnel or other permitted articles of value of a commercial nature, at rates prescribed by the Italian Government or the LEGAL OWNER.

2029

4.- The LEGAL OWNER reserves the right at all times to establish suitable regulations for the operations of all crafts repaired and operated pursuant to the terms hereof and the LESSEE undertakes and agrees to be bound by such regulations.

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5.- It is agreed that such labour and/or material furnished by the LESSEE for the purpose of repairing and reconditioning said craft or crafts; together with a sum that shall represent profit and overhead, shall constitue a just and proper first lien against said craft or crafts. The sum of profit and overhead shall not exceed 25% of the total cost of labour and material. The total amount of said claim is herein called "COST OF RECONDITIONING".

6.- All monies derived from the operation of such craft or crafts by the LESSEE in the manner contemplated in paragraph3 and 4, shall be accounted for, collected and retained by the LESSEE until such time as the total sum so earned, after deducting operating costs, maintenance cost and insurance premiums, shall equal the COST OF RECONDITIONING. At such time all claim for COST OF RECONDITIONING against said craft or crafts shall be declared fulfilled. Thereupon it shall be open to the parties hereto to continue this contract upon modified or fresh terms to be agreed upon between them.

7.- The LESSEE agrees to secure insurance against fire, theft, damage and accident and will cover the interest of the LEGAL OWNER as well as his own. The insurance coverage must be in a form approved by the LEGAL OWNER, and must be secured immediately upon execution of this contract and before commencing repair work on and/or operating any craft which is the subject hereof. In any event, the LESSEE agrees to indemnify the LEGAL OWNER and hold him harmless against all claims which may arise during the operation of this contract.

2028

8.- The LESSEE shall maintain complete records of the details of all operations contemplated herein, to the end that either of the parties hereto, may, if they so desire, determine daily the extent of all financial interests and responsibilities

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amount of said claim is herein called "COST OF RECONDITIONING".

6.- All monies derived from the operation of such craft or crafts by the LESSEE in the manner contemplated in paragraphs 3 and 4, shall be accounted for, collected and retained by the LESSEE until such time as the total sum so earned, after deducting operating costs, maintenance cost and insurance premiums, shall equal the COST OF RECONDITIONING. At such time all claim for COST OF RECONDITIONING against said craft or crafts shall be declared fulfilled. Thereupon it shall be open to the parties hereto to continue this contract upon modified or fresh terms to be agreed upon between them.

7.- The LESSEE agrees to secure insurance against fire, theft, damage and accident and will cover the interest of the LEGAL OWNER as well as his own. The insurance coverage must be in a form approved by the LEGAL OWNER, and must be secured immediately upon execution of this contract and before commencing repair work on and/or operating any craft which is the subject hereof. In any event, the LESSEE agrees to indemnify the LEGAL OWNER and hold him harmless against all claims which may arise during the operation of this contract.

2028

8.- The LESSEE shall maintain complete records of the details of all operations contemplated herein, to the end that either of the parties hereto, may, if they so desire, determine daily the extent of all financial interests and responsibilities arising out of either the whole or any single operation undertaken hereunder. All records, established and maintained for the pur-

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hereof shall conform to accounting methods and practices which will be laid down by the LEGAL OWNER. These methods and practices will conform generally to the standard accounting useage prevailing in the United States and in the United Kingdom and will discuss fully the details of every transaction wherever financial obligations are to be incurred and imposed. The LEGAL OWNER or his duty authorized representative shall have the right of access at all times to such records for the purpose of inspection and it shall be the duty of the LESSEE to submit for the LEGAL OWNER'S consideration and accommodation complete accounts of all operations hereunder on a monthly basis as of the last day of each month.

9.- All costs of labor and material, pre-conditioned values of craft or crafts and of parts of craft or crafts shall be evaluated in either pounds stirling or dollars, using the legal rate of exchange existant as of the date of this contract.

10.- The LESSEE agrees that the LEGAL OWNER may at its option withhold any or all tariffs arising either directly or indirectly out of the relationship established hereunder, or any payments due or to become due, until any claims arising hereunder shall have been liquidated, and that the LEGAL OWNER may apply such tariffs or other payments in liquidation of such claim or claims. For the purpose hereof, demand upon the LESSEE by the LEGAL OWNER shall entitle the LEGAL OWNER to physical possession of all monies and credits collected or obtained under the provisions of paragraph six (6) above.

2027

11.- It is expressly understood between the parties hereto that the option to purchase is subject to the approval of the appropriate military authorities and that the LEGAL OWNER will

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representative shall have the right of access at all times to such records for the purpose of inspection and it shall be the duty of the LESSEE to submit for the LEGAL OWNER'S consideration and accommodation complete accounts of all operations hereunder on a monthly basis as of the last day of each month.

9.- All costs of labor and material, pre-conditioned values of craft or crafts and of parts of craft or crafts shall be evaluated in either pounds stirling or dollars, using the legal rate of exchange existant as of the date of this contract.

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2027

11.- It is expressly understood between the parties hereto that the option to purchase is subject to the approval of the appropriate military authorities and that the LEGAL OWNER will undertake to secure this approval. Subsequent to the execution of this agreement, subject to the approval aforesaid, the LESSEE shall have the right and first option to purchase any or all of the crafts described herein, provided that this agreement, or modifications

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thereof, or further agreements entered into pursuant to paragraph six (6) hereof, are still in force and effect.

12.- In the event of the exercise of the option in accordance with the proceeding paragraph, the sale price of any craft purchased hereunder shall be determined by adding the COST OF CONDITIONING to the PRE-CONDITIONED COST; the total so determined to be subject to any lien against the craft as provided for in paragraphs five (5) and six (6). It is expressly understood and angreed between the parties hereto that all laborcosts and other charges incurred to effect repairs shall be borne by the LESSEE;

13.- For the purpose of establishing the PRE-CONDITIONED COST of the crafts which are subject to sale hereunder, a representative of the LEGAL OWNER and a representative of the LESSEE shall together view each craft immediately prior to the LESSEE taking possession of said craft and arrive at a figure mutualy agreeable and based on the considerations of paragraph nine (9) above.

14.- The cost of all parts furnished to the LESSEE by the LEGAL OWNER shall be priced at cost to the LEGAL OWNER at time of delivery to the LESSEE.

15.- Whenever the LESSEE shall elect to exercise the option of purchase accorded by paragraph eleven (11) above, he shall give notice thereof in writing to the LEGAL OWNER describing specifically which of said craft he desires to purchase. Immediately upon receipt of the legal notice, the LEGAL OWNER shall fix and establish the sales price or prices of the craft the case may be, pursuant to the provisions of paragraph twelve (12) hereof, and shall forthwith inform the LESSEE with respect to

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to be subject to any lien against the craft as provided for in paragraphs five (5) and six (6). It is expressly understood and angreed between the parties hereto that all laborcosts and other charges incurred to effect repairs shall be borne by the LESSEE;

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accompanied by bond of surety in all respects satisfactory as to form and surety to the LEGAL OWNER, whereunder specific performance of those parts of this contract relating to the right to exercise the option to purchase, is guaranteed to the LEGAL OWNER and such bond shall provide among other things for the payment of the purchase price in the event the LESSEE should default in the payment of same.

16.- In the event of a breach of this contract or any default hereunder by and on the part of the LESSEE, he shall forfeit all the monies invested by him in reconditioning or repairing the crafts described herein, it being understood that the term "invested monies" shall include both labor charges and the cost of all parts purchased for the purpose hereof.

17.- The LEGAL OWNER reserves the right to terminate this agreement or any renewal or modification thereof at any specified time 60 days after the date of mailing or giving written notice to the LESSEE of such termination. Proff of mailing shall be sufficient evidence of the notice upon the LESSEE.

18.- In the event any dispute arises over any of the provisions of this contract because of the existance of th Italian versions of the same, the English version hereof shall always prevail.

19.- The craft which are to be operated hereunder and sold pursuant to the option provided for herein, are as follows : -

2025

NAME or NUMBER	9 (Old number 944)
TYPE	
LENGTH	49.8 m
BREADTH	6.55 m

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payment of same.

16.- In the event of a breach of this contract or any default hereunder by and on the part of the LESSEE, he shall forfeit all the monies invested by him in reconditioning or repairing the crafts described herein, it being understood that the term "invested monies" shall include both labor charges and the cost of all parts purchased for the purpose hereof.

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NAME or NUMBER	9 (Old number 944)
TYPE	
LENGTH	49.8 m
BREADTH	6.55 m
DEPTH	2.75 m
TONNAGE	205
MOTOR SERIAL NUMBER	
TYPE OF FUEL	DIESEL
MOTOR TYPE	DEUTZ

20. - The PRE-CONDITIONED COST has been established at £ 2.125 (two thousand one hundred and twenty-five pounds equal to 850.000 Italian lire) and mutually agreed upon in accordance with para 13 (see attached copy of telegram from H.Q.I.C. Trieste dated 25 January 1946).

Declassified E.O. 12356 Section 3.3/NND No. 765021

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names the day and year first above written.

WITNESSED BY :

OFFICIAL
TRANSPORTATION COMMISSION
MILAN

M.HARRIS
Lt.Col.C.E.

Forneris Giuseppe

AUSILIARIA INTERNAZIONALE
Mr.GIUSEPPE FORNERIS

2024

Declassified E.O. 12356 Section 3.3/NND No. 755021

1431

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COPY

MEAV V LRUL NR 705
FROM NOIC TRIESTE 25121 0A
TO ACTPT MILAN

UNCLASSIFIED . YOUR 111415. SURVEY CARRIED OUT. ASSESSED VALUE OF EACH EX-GERMAN LIGHTER IN PRESENT CONDITION ITALIAN LIRE 850000 COPY SURVEY REPORT FOLLOWING.
BT 25121 0A
SENT PWB EBRB
RD 1015A F.D.G. GA

OFFICIAL
ALLIED MISSION
TRANSPORTATION SUB-COMMISSION
MILAN

I certify true copy
M.A. Symes

THIS AGREEMENT made this THIRTHIETH day of JANUARY 1946 1945 between Allied Commission, herein called the "LEGAL WNER" party of the first part and AUSILIARIA INTERNAZIONALE herein called the "LESSEE" party of the second part.

WHEREAS the LEGAL OWNER herein is declared to be the holder of the legal title to the certain war damaged and/or captured enemy craft more particularly described herein, and

WHEREAS it is deemed essential to the economic wellbeing of Italy that such craft be reconditioned, repaired and placed in service to supplement the present inadequate transport facilities within Italy, and

WHEREAS the Lessee is equipped with the facilities and has available suffieient trained personnel to recondition and repair said craft in a manner satisfactory to the legal owner and

WHEREAS, as a part of consideration for reconditioning and repairing said craft, the Legal Owner stands ready and willing to

(a) authorize the LESSEE to operate the craft or crafts specifically described herein subject to all provisions hereof, and

(b) to accord the LESSEE the option of purchasing said craft or crafts subject to the terms hereof and the approval of the approppriate military authority, now therefore this agreement

WITNESSETH: that for and in consideration of the convenants and agreements hereinafter contained, the parties hereto hereby agree as follows :

2022

1 - It is hereby determined and declared that the lawful title of the craft or crafts specifically described herein is now

Declassified E.O. 12356 Section 3.3/NND No. 785021

of the legal title to the certain war damaged and/or captured enemy craft more particularly described herein, and

WHEREAS it is deemed essential to the economic wellbeing of Italy that such craft be reconditioned, repaired and placed in service to supplement the present inadequate transport facilities within Italy, and

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2022

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2. Immediately following the execution of this agreement, the LESSEE shall proceed forthwith to recondition the craft or crafts described herein and make all necessary repairs thereto for the purpose of rendering them seaworthy and applicable for the purposes contemplated hereunder.

The LESSEE undertakes and agrees that all work upon said craft or crafts shall be of a quality and in every respect satisfactory to the LEGAL OWNER and that the work thereon shall in every case proceed to completion within a time limit satisfactory to the LEGAL OWNER.

In cases where one or more crafts have been so damaged that they can, with advantage to the LEGAL OWNER, be taken down into component parts and such parts reconditioned and used to repair other crafts or to construct entirely another craft from such parts, the LESSEE may, after first having obtained the written consent of the LEGAL OWNER, proceed to so tear down such damaged crafts and use such parts thereof to repair other craft or to build other craft. Under no conditions will such parts or residue be sold or traded by the LESSEE.

3. - In lieu of the payment by the LEGAL OWNER for the cost of repair and reconditioning contemplated hereunder, the LESSEE will be permitted, under the supervision and control of the LEGAL OWNER, to operate the said craft or crafts for the purpose of transportation of prescribed goods, wares, merchandise, personnel or other permitted articles of value of a commercial nature, at rates prescribed by the Italian Government or the LEGAL OWNER.

4.- The LEGAL OWNER reserves the right at all times to

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2021

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3. - In lieu of the payment by the LEGAL OWNER for the cost of repair and reconditioning contemplated hereunder, the LESSEE will be permitted, under the supervision and control of the LEGAL OWNER, to operate the said craft or crafts for the purpose of transportation of proscribed goods, wares, merchandise, personnel or other permitted articles of value of a commercial nature, at rates prescribed by the Italian Government or the LEGAL OWNER.

2021

4.- The LEGAL OWNER reserves the right at all times to establish suitable regulations for the operations of all crafts repaired and operated pursuant to the terms hereof and the LESSEE undertakes and agrees to be bound by such regulations.

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5.- It is agreed that such labour and/or material furnished by the LESSEE for the purpose of repairing and reconditioning said craft or crafts; together with a sum that shall represent profit and overhead, shall constitue a just and proper first lien against said craft or crafts. The sum of profit and overhead shall not exceed 25% of the total cost of labour and material. The total amount of said claim is herein called "COST OF REC'NDITIONING".

6.- All monies derived from the operation of such craft or crafts by the LESSEE in the manner contemplated in paragraph3 and 4, shall be accounted for, collected and retained by the LESSEE until such time as the total sum so earned, after deducting operating costs, maintenance cost and insurance premiums, shall equal the COST OF RECONDITIONING. At such time all claim for COST OF RECONDITIONING against said craft or crafts shall be declared fulfilled. Thereupon it shall be open to the parties hereto to continue this contract upon modified or fresh terms to be agreed upon between them.

7.- The LESSEE agrees to secure insurance against fire, theft, damage and accident and will cover the interest of the LEGAL OWNER as well as his own. The insurance coverage must be in a form approved by the LEGAL OWNER, and must be secured immediately upon execution of this contract and before commencing repair work on and/or operating any craft which is the subject hereof. In any event, the LESSEE agrees to indemnify the LEGAL OWNER and hold him harmless against all claims which may arise during the operation of this contract.

8.- The LESSEE shall maintain complete records of the [illegible] operations contemplated herein, to the end that

2020

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amount of said claim is herein called "COST OF RECONDITIONING".

6.- All monies derived from the operation of such craft or crafts by the LESSEE in the manner contemplated in paragraphs 3 and 4, shall be accounted for, collected and retained by the LESSEE until such time as the total sum so earned, after deducting operating costs, maintenance cost and insurance premiums, shall equal the COST OF RECONDITIONING. At such time all claim for COST OF RECONDITIONING against said craft or crafts shall be declared fulfilled. Thereupon it shall be open to the parties hereto to continue this contract upon modified or fresh terms to be agreed upon between them.

7.- The LESSEE agrees to secure insurance against fire, theft, damage and accident and will cover the interest of the LEGAL OWNER as well as his own. The insurance coverage must be in a form approved by the LEGAL OWNER, and must be secured immediately upon execution of this contract and before commencing repair work on and/or operating any craft which is the subject hereof. In any event, the LESSEE agrees to indemnify the LEGAL OWNER and hold him harmless against all claims which may arise during the operation of this contract.

8.- The LESSEE shall maintain complete records of the details of all operations contemplated herein, to the end that either of the parties hereto, may, if they so desire, determine daily the extent of all financial interests and responsibilities arising out of either the whole or any single operation undertaken hereunder. All records, established and maintained for the purpose

2020

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hereof shall conform to accounting methods and practices which will be laid down by the LEGAL OWNER. These methods and practices will conform generally to the standard accounting useage prevailing in the United States and in the United Kingdom and will discuss fully the details of every transaction wherever financial obligations are to be incurred and imposed. The LEGAL OWNER or his duly authorized representative shall have the right of access at all times to such records for the purpose of inspection and it shall be the duty of the LESSEE to submit for the LEGAL OWNER'S consideration and accommodation complete accounts of all operations hereunder on a monthly basis as of the last day of each month.

9.- All costs of labor and material, pre-conditioned values of craft or crafts and of parts of craft or crafts shall be evaluated in either pounds stirling or dollars, using the legal rate of exchange existant as of the date of this contract.

10.- The LESSEE agrees that the LEGAL OWNER may at its option withhold any or all tariffs arising either directly or indirectly out of the relationship established hereunder, or any payments due or to become due, until any claims arising hereunder shall have been liquidated, and that the LEGAL OWNER may apply such tariffs or other payments in liquidation of such claim or claims. For the purpose hereof, demand upon the LESSEE by the LEGAL OWNER shall entitle the LEGAL OWNER to physical possession of all monies and credits collected or obtained under the provisions of paragraph six (6) above.

11.- It is expressly understood between the parties hereto that the option to purchase is subject to the approval of the appropriate military authorities and that the LEGAL OWNER will

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to be incurred and imposed. The LEGAL OWNER or his duly authorized representative shall have the right of access at all times to such records for the purpose of inspection and it shall be the duty of the LESSEE to submit for the LEGAL OWNER'S consideration and accommodation complete accounts of all operations hereunder on a monthly basis as of the last day of each month.

9.- All costs of labor and material, pre-conditioned values of craft or crafts and of parts of craft or crafts shall be evaluated in either pounds stirling or dollars, using the legal rate of exchange existant as of the date of this contract.

10.- The LESSEE agrees that the LEGAL OWNER may at its option withhold any or all tariffs arising either directly or indirectly out of the relationship established hereunder, or any payments due or to become due, until any claims arising hereunder shall have been liquidated, and that the LEGAL OWNER may apply such tariffs or other payments in liquidation of such claim or claims. For the purpose hereof, demand upon the LESSEE by the LEGAL OWNER shall entitle the LEGAL OWNER to physical possession of all monies and credits collected or obtained under the provisions of paragraph six (6) above.

11.- It is expressly understood between the parties hereto that the option to purchase is subject to the approval of the 2019 appropriate military authorities and that the LEGAL OWNER will undertake to secure this approval. Subsequent to the execution of this agreement, subject to the approval aforesaid, the LESSEE shall have the right and first option to purchase any or all of the crafts described herein, provided that this agreement, or modifications

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thereof, or further agreements entered into pursuant to paragraph six (6) hereof, are still in force and effect.

12.- In the event of the exercise of the option in accordance with the proceeding paragraph, the sale price of any craft purchased hereunder shall be determined by adding the COST OF CONDITIONING to the PRE-CONDITIONED COST; the total so determined to be subject to any lien against the craft as provided for in paragraphs five (5) and six (6). It is expressly understood and angreed between the parties hereto that all laborcosts and other charges incurred to effect repairs shall be borne by the LESSEE;

13.- For the purpose of establishing the PRE-CONDITIONED COST of the crafts which are subject to sale hereunder, a representative of the LEGAL OWNER and a representative of the LESSEE shall together view each craft immediately prior to the LESSEE taking possession of said craft and arrive at a figure mutualy agreeable and based on the considerations of paragraph nine (9) above.

14.- The cost of all parts furnished to the LESSEE by the LEGAL OWNER shall be priced at cost to the LEGAL OWNER at time of delivery to the LESSEE.

15.- Whenever the LESSEE shall elect to exercise the option of purchase accorded by paragraph eleven (11) above, he shall give notice thereof in writing to the LEGAL OWNER describing specifically which of said craft he desires to purchase. Immediately upon receipt of the legal notice, the LEGAL OWNER shall fix and establish the sales price or prices of the craft, as the case may be, pursuant to the provisions of paragraph twelve (12) hereof, and shall forthwith inform the LESSEE with respect to

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to be subject to any lien [illegible]
paragraphs five (5) and six (6). It is expressly understood and engreed between the parties hereto that all labercosts and other charges incurred to effect repairs shall be borne by the LESSEE;

13.- For the purpose of establishing the PRE-CONDITIONED COST of the crafts which are subject to sale hereunder, a representative of the LEGAL OWNER and a representative of the LESSEE shall together view each craft immediately prior to the LESSEE taking possession of said craft and arrive at a figure mutualy agreeable and based on the considerations of paragraph nine (9) above.

14.- The cost of all parts furnished to the LESSEE by the LEGAL OWNER shall be priced at cost to the LEGAL OWNER at time of delivery to the LESSEE.

15.- Whenever the LESSEE shall elect to exercise the option of purchase accorded by paragraph eleven (11) above, he shall give notice thereof in writing to the LEGAL OWNER describing specifically which of said craft he desires to purchase. Immediately upon receipt of the legal notice, the LEGAL OWNER shall fix and establish the sales price or prices of the craft, as the case may be; pursuant to the provisions of paragraph twelve (12) hereof, and shall forthwith inform the LESSEE with respect to same, whereupon the LESSEE shall have a period of 5 days either to accept or reject said sale price or prices. If the said 2018 price, in any case, is accepted, the acceptance thereof shall be

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accompanied by bond of surety in all respects satisfactory as to form and surety to the LEGAL OWNER, whereunder specific performance of those parts of this contract relating to the right to exercise the option to purchase, is guaranteed to the LEGAL OWNER and such bond shall provide among other things for the payment of the purchase price in the event the LESSEE should default in the payment of same.

16.- In the event of a breach of this contract or any default hereunder by and on the part of the LESSEE, he shall forfeit all the monies invested by him in reconditioning or repairing the crafts described herein, it being understood that the term "invested monies" shall include both labor charges and the cost of all parts purchased for the purpose hereof.

17.- The LEGAL OWNER reserves the right to terminate this agreement or any renewal or modification thereof at any specified time 60 days after the date of mailing or giving written notice to the LESSEE of such termination. Proff of mailing shall be sufficient evidence of the notice upon the LESSEE.

18.- In the event any dispute arises over any of the provisions of this contract because of the existance of the Italian versions of the same, the English version hereof shall always prevail.

19.- The craft which are to be operated hereunder and sold pursuant to the option provided for herein, are as follows : -

NAME or NUMBER	11 (Old number 1167)
TYPE	
LENGTH	49.8 m
BREADTH	6.55 m

2017

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payment of same.

16.- In the event of a breach of this contract or any default hereunder by and on the part of the LESSEE, he shall forfeit all the monies invested by him in reconditioning or repairing the crafts described herein, it being understood that the term "invested monies" shall include both labor charges and the cost of all parts purchased for the purpose hereof.

17.- The LEGAL OWNER reserves the right to terminate this agreement or any renewal or modification thereof at any specified time 60 days after the date of mailing or giving written notice to the LESSEE of such termination. Proff of mailing shall be sufficient evidence of the notice upon the LESSEE.

18.- In the event any dispute arises over any of the provisions of this contract because of the existance of the Italian versions of the same, the English version hereof shall always prevail.

19.- The craft which are to be operated hereunder and sold pursuant to the option provided for herein, are as follows : -

NAME or NUMBER	11 (Old number 1167)
TYPE	
LENGTH	49.8 m
BREADTH	6.55 m
DEPTH	2.75 m
TONNAGE	205
MOTOR SERIAL NUMBER	
TYPE OF FUEL	DIESEL
MOTOR TYPE	DEUTZ

2017

20.- The PRE-[illegible] COST has been established at £ 2.125 (two thousand one hundred and twenty-five pounds equal to 850.000 Italian lire) and mutually agreed upon in accordance with para 13 (see attached copy of telegram from A.C.I.C. Trieste dated 25 January 1946).

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IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names the day and year first above written.

WITNESSED BY :

OFFICIAL

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ITALY

Aurelio Bianchi

Luigi Preceg

M.HARRIS
Lt.Col.C.E.

Forneris Giuseppe

AUSILIARIA INTERNAZIONALE
Mr.GIUSEPPE FORNERIS

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COPY

MEAV V IRUL NR 705

FROM NOIC TRIESTE 25121 GA

TO ACTPT MILAN

UNCLASSIFIED . YOUR 111415. SURVEY CARRIED OUT, ASSESSED VALUE OF EACH EX-GERMAN LIGHTER IN PRESENT CONDITION ITALIAN LIRE 850000 COPY SURVEY REPORT FOLLOWING.

MT 25121 GA

SENT PWB BEEB

RD 1915A F.D.G. GA

TRANSCRIPTION COMMISSION

I certify true copy

N. A. Symonds Maj

2015

12

THIS AGREEMENT made this THIRTIETH ~~SEVENTH~~ day of JANUARY 1946 between Allied Commission, herein called the "LEGAL OWNER" party of the first part, and AUSILIARIA INTERNAZIONALE herein called the "LESSEE" party of the second part.

WHEREAS the LEGAL OWNER herein is declared to be the holder of the legal title to the certain war damaged and/or captured enemy craft more particularly described herein, and

WHEREAS it is deemed essential to the economic well-being of Italy that such craft be reconditioned, repaired and placed in service to supplement the present inadequate transport facilities within Italy, and

WHEREAS the Lessee is equipped with the facilities and has available sufficient trained personnel to recondition and repair said craft in a manner satisfactory to the Legal owner and

WHEREAS, as a part of consideration for reconditioning and repairing said craft, the Legal Owner stands ready and willing to

(a) authorize the LESSEE to operate the craft or crafts specifically described herein subject to all provisions hereof, and

(b) to accord the LESSEE the option of purchasing said craft or crafts subject to the terms hereof and the approval of the appropriate military authority, now therefore this agreement

WITNESSETH: that for and in consideration of the convenants and agreements hereinafter contained, the parties hereto hereby agree as follows :

1 - It is hereby determined and declared that the lawful title of the craft or crafts specifically described herein is now and shall at all times hereafter, prior to the final completion

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of the legal title to the certain war damaged and/or captured enemy craft more particularly described herein, and

WHEREAS it is deemed essential to the economic well-being of Italy that such craft be reconditioned, repaired and placed in service to supplement the present inadequate transport facilities within Italy, and

WHEREAS the Lessee is equipped with the facilities and has available sufficient trained personnel to recondition and repair said craft in a manner satisfactory to the legal owner and

WHEREAS, as a part of consideration for reconditioning and repairing said craft, the Legal Owner stands ready and willing to

(a) authorize the LESSEE to operate the craft or crafts specifically described herein subject to all provisions hereof, and

(b) to accord the LESSEE the option of purchasing said craft or crafts subject to the terms hereof and the approval of the appropriate military authority, now therefore this agreement

WITNESSETH: that for and in consideration of the convenants and agreements hereinafter contained, the parties hereto hereby agree as follows :

I - It is hereby determined and declared that the legal title of the craft or crafts specifically described herein is now and shall at all times hereafter, prior to the final completion of the sale authorized hereunder, remain and be vested in the LEGAL OWNER.

2014

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2. Immediately following the execution of this agreement, the LESSEE shall proceed forthwith to recondition the craft or crafts described herein and make all necessary repairs thereto for the purpose of rendering them seaworthy and applicable for the purposes contemplated hereunder.

The LESSEE undertakes and agrees that all work upon said craft or crafts shall be of a quality and in every respect satisfactory to the LEGAL OWNER and that the work thereon shall in every case proceed to completion within a time limit satisfactory to the LEGAL OWNER.

In cases where one or more crafts have been so damaged that they can, with advantage to the LEGAL OWNER, be taken down into component parts and such parts reconditioned and used to repair other crafts or to construct entirely another craft from such parts, the LESSEE may, after first having obtained the written consent of the LEGAL OWNER, proceed to so tear down such damaged crafts and use such parts thereof to repair other craft or to build other craft. Under no conditions will such parts or residue be sold or traded by the LESSEE.

3. - In lieu of the payment by the LEGAL OWNER for the cost of repair and reconditioning contemplated hereunder, the LESSEE will be permitted, under the supervision and control of the LEGAL OWNER, to operate the said craft or crafts for the purpose of transportation of prescribed goods, wares, merchandise, personnel or other permitted articles of value of a commercial nature, at rates prescribed by the Italian Government or the LEGAL OWNER.

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The LESSEE undertakes and agrees that all work upon said craft or crafts shall be of a quality and in every respect satisfactory to the LEGAL OWNER and that the work thereon shall in every case proceed to completion within a time limit satisfactory to the LEGAL OWNER.

In cases where one or more crafts have been so damaged that they can, with advantage to the LEGAL OWNER, be taken down into component parts and such parts reconditioned and used to repair other crafts or to construct entirely another craft from such parts, the LESSEE may, after first having obtained the written consent of the LEGAL OWNER, proceed to so tear down such damaged crafts and use such parts thereof to repair other craft or to build other craft. Under no conditions will such parts or residue be sold or traded by the LESSEE.

3. - In lieu of the payment by the LEGAL OWNER for the cost of repair and reconditioning contemplated hereunder, the LESSEE will be permitted, under the supervision and control of the LEGAL OWNER, to operate the said craft or crafts for the purpose of transportation of prescribed goods, wares, merchandise, personnel or other permitted articles of value of a commercial nature, at rates prescribed by the Italian Government or the LEGAL OWNER.

2013

4.- The LEGAL OWNER reserves the right at all times to establish suitable regulations for the operations of all crafts repaired and operated pursuant to the terms hereof and the LESSEE undertakes and agrees to be bound by such regulations.

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5.- It is agreed that such labour and/or material furnished by the LESSEE for the purpose of repairing and reconditioning said craft or crafts; together with a sum that shall represent profit and overhead, shall constitue a just and proper first lien against said craft or crafts. The sum of profit and overhead shall not exceed 25% of the total cost of labour and material. The total amount of said claim is herein called "COST OF RECONDITIONING".

6.- All monies derived from the operation of such craft or crafts by the LESSEE in the manner contemplated in paragraphs and 4, shall be accounted for, collected and retained by the LESSEE until such time as the total sum so earned, after deducting operating costs, maintenance cost and insurance premiums, shall equal the COST OF RECONDITIONING. At such time all claim for COST OF RECONDITIONING against said craft or crafts shall be declared fulfilled. Thereupon it shall be open to the parties hereto to continue this contract upon modified or fresh terms to be agreed upon between them.

7.- The LESSEE agrees to secure insurance against fire, theft, damage and accident and will cover the interest of the LEGAL OWNER as well as his own. The insurance coverage must be in a form approved by the LEGAL OWNER, and must be secured immediately upon execution of this contract and before commencing repair work on and/or operating any craft which is the subject hereof. In any event, the LESSEE agrees to indemnify the LEGAL OWNER and hold him harmless against all claims which may arise during the operation of this contract.

8.- The LESSEE shall maintain complete records of the details of all operations contemplated herein, to the end that either of the parties hereto, may, if they so desire, determine daily the extent of all financial interests and responsibilities

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amount of said claim is herein called "COST OF RECONDITIONING".

6.- All monies derived from the operation of such craft or crafts by the LESSEE in the manner contemplated in paragraphs 3 and 4, shall be accounted for, collected and retained by the LESSEE until such time as the total sum so earned, after deducting operating costs, maintenance cost and insurance premiums, shall equal the COST OF RECONDITIONING. At such time all claim for COST OF RECONDITIONING against said craft or crafts shall be declared fulfilled. Thereupon it shall be open to the parties hereto to continue this contract upon modified or fresh terms to be agreed upon between them.

7.- The LESSEE agrees to secure insurance against fire, theft, damage and accident and will cover the interest of the LEGAL OWNER as well as his own. The insurance coverage must be in a form approved by the LEGAL OWNER, and must be secured immediately upon execution of this contract and before commencing repair work on and/or operating any craft which is the subject hereof. In any event, the LESSEE agrees to indemnify the LEGAL OWNER and hold him harmless against all claims which may arise during the operation of this contract. 112

8.- The LESSEE shall maintain complete records of the details of all operations contemplated herein, to the end that either of the parties hereto, may, if they so desire, determine daily the extent of all financial interests and responsibilities arising out of either the whole or any single operation undertaken hereunder. All records, established and maintained for the purpose

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hereof shall conform to accounting methods and practices which will be laid down by the LEGAL OWNER. These methods and practices will conform generally to the standard accounting useage prevailing in the United States and in the United Kingdom and will discuss fully the details of every transaction wherever financial obligations are to be incurred and imposed. The LEGAL OWNER or his duty authorized representative shall have the right of access at all times to such records for the purpose of inspection and it shall be the duty of the LESSEE to submit for the LEGAL OWNER'S consideration and accommodation complete accounts of all operations hereunder on a monthly basis as of the last day of each month.

9.- All costs of labor and material, pre-conditioned values of craft or crafts and of parts of craft or crafts shall be evaluated in either pounds stirling or dollars, using the legal rate of exchange existant as of the date of this contract.

10.- The LESSEE agrees that the LEGAL OWNER may at its option withhold any or all tariffs arising either directly or indirectly out of the relationship established hereunder, or any payments due or to become due, until any claims arising hereunder shall have been liquidated, and that the LEGAL OWNER may apply such tariffs or other payments in liquidation of such claim or claims. For the purpose hereof, demand upon the LESSEE by the LEGAL OWNER shall entitle the LEGAL OWNER to physical possession of all monies and credits collected or obtained under the provisions of paragraph six (6) above.

2011

11.- It is expressly understood between the parties hereto that the option to purchase is subject to the approval of the appropriate military authorities and that the LEGAL OWNER will undertake to secure this approval. Subsequent to the execution of

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representative shall have the right of access at all times to such records for the purpose of inspection and it shall be the duty of the LESSEE to submit for the LEGAL OWNER'S consideration and accommodation complete accounts of all operations hereunder on a monthly basis as of the last day of each month.

9.- All costs of labor and material, pre-conditioned values of craft or crafts and of parts of craft or crafts shall be evaluated in either pounds stirling or dollars, using the legal rate of exchange existant as of the date of this contract.

10.- The LESSEE agrees that the LEGAL OWNER may at its option withhold any or all tariffs arising either directly or indirectly out of the relationship established hereunder, or any payments due or to become due, until any claims arising hereunder shall have been liquidated, and that the LEGAL OWNER may apply such tariffs or other payments in liquidation of such claim or claims. For the purpose hereof, demand upon the LESSEE by the LEGAL OWNER shall entitle the LEGAL OWNER to physical possession of all monies and credits collected or obtained under the provisions of paragraph six (f) above.

2011

11.- It is expressly understood between the parties hereto that the option to purchase is subject to the approval of the appropriate military authorities and that the LEGAL OWNER will undertake to secure this approval. Subsequent to the execution of this agreement, subject to the approval aforesaid, the LESSEE shall have the right and first option to purchase any or all of the crafts described herein, provided that this agreement, or modifications

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thereof, or further agreements entered into pursuant to paragraph six (6) hereof, are still in force and effect.

12.- In the event of the exercise of the option in accordance with the proceeding paragraph, the sale price of any craft purchased hereunder shall be determined by adding the COST OF CONDITIONING to the PRE-CONDITIONED COST; the total so determined to be subject to any lien against the craft as provided for in paragraphs five (5) and six (6). It is expressly understood and angreed between the parties hereto that all laborcosts and other charges incurred to effect repairs shall be borne by the LESSEE;

13.- For the purpose of establishing the PRE-CONDITIONED COST of the crafts which are subject to sale hereunder, a representative of the LEGAL OWNER and a representative of the LESSEE shall together view each craft immediately prior to the LESSEE taking possession of said craft and arrive at a figure mutualy agreeable and based on the considerations of paragraph nine (9) above.

14.- The cost of all parts furnished to the LESSEE by the LEGAL OWNER shall be priced at cost to the LEGAL OWNER at time of delivery to the LESSEE.

15.- Whenever the LESSEE shall elect to exercise the option of purchase accorded by paragraph eleven (11) above, he shall give notice thereof in writing to the LEGAL OWNER describing specifically which of said craft he desires to purchase. Immediately upon receipt of the legal notice, the LEGAL OWNER shall fix and establish the sales price or prices of the craft, as the case may be, pursuant to the provisions of paragraph twelve (12)

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CONDITIONING to the PRE-CONDITIONED COST; the total so determined to be subject to any lien against the craft as provided for in paragraphs five (5) and six (6). It is expressly understood and angreed between the parties hereto that all laborcosts and other charges incurred to effect repairs shall be borne by the LESSEE;

13.- For the purpose of establishing the PRE-CONDITIONED COST of the crafts which are subject to sale hereunder, a representative of the LEGAL OWNER and a representative of the LESSEE shall together view each craft immediately prior to the LESSEE taking possession of said craft and arrive at a figure mutualy agreeable and based on the considerations of paragraph nine (9) above.

14.- The cost of all parts furnished to the LESSEE by the LEGAL OWNER shall be priced at cost to the LEGAL OWNER at time of delivery to the LESSEE.

15.- Whenever the LESSEE shall elect to exercise the option of purchase accorded by paragraph eleven (11) above, he shall give notice thereof in writing to the LEGAL OWNER describing specifically which of said craft he desires to purchase. Immediately upon receipt of the legal notice, the LEGAL OWNER shall fix and establish the sales price or prices of the craft, as the case may be, pursuant to the provisions of paragraph twelve (12) hereof, and shall forthwith inform the LESSEE with respect to same, whereupon the LESSEE shall have a period of 5 days either to accept or reject said sale price or prices. If the sales price, in any case, is accepted, the acceptance thereof shall be

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accompanied by bond of surety in all respects satisfactory as to form and surety to the LEGAL OWNER, whereunder specific performance of those parts of this contract relating to the right to exercise the option to purchase, is guaranteed to the LEGAL OWNER and such bond shall provide among other things for the payment of the purchase price in the event the LESSEE should default in the payment of same.

16.- In the event of a breach of this contract or any default hereunder by and on the part of the LESSEE, he shall forfeit all the monies invested by him in reconditioning or repairing the crafts described herein, it being understood that the term "invested monies" shall include both labor charges and the cost of all parts purchased for the purpose hereof.

17.- The LEGAL OWNER reserves the right to terminate this agreement or any renewal or modification thereof at any specified time 60 days after the date of mailing or giving written notice to the LESSEE of such termination. Proff of mailing shall be sufficient evidence of the notice upon the LESSEE.

18.- In the event any dispute arises over any of the provisions of this contract because of the existance of the Italian versions of the same, the English version hereof shall always prevail.

19.- The craft which are to be operated hereunder and sold pursuant to the option provided for herein, are as follows: 2009 -

NAME or NUMBER	12 (Old number 1156)
TYPE	
LENGTH	49.8 m
BREADTH	6.55 m

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16.- In the event of a breach of this contract or any default hereunder by and on the part of the LESSEE, he shall forfeit all the monies invested by him in reconditioning or repairing the crafts described herein, it being understood that the term "invested monies" shall include both labor charges and the cost of all parts purchased for the purpose hereof.

17.- The LEGAL OWNER reserves the right to terminate this agreement or any renewal or modification thereof at any specified time 60 days after the date of mailing or giving written notice to the LESSEE of such termination. Proff of mailing shall be sufficient evidence of the notice upon the LESSEE.

18.- In the event any dispute arises over any of the provisions od this contract because of the existance of the Italian versions of the same, the English version hereof shall always prevail.

19.- The craft which are to be operated hereunder and sold pursuant to the option provided for herein, are as follows: 4009 -

NAME or NUMBER	12 (Old number 1156)
TYPE	
LENGTH	49.8 m
BREADTH	6.55 m
DEPTH	2.75 m
TONNAGE	205 ton.
MOTOR SERIAL NUMBER	
TYPE OF FUEL	DIESEL
MOTOR TYPE	DEUTZ

20.- The PRE-CONDITIONED COST has been established at £ 2.125 (two thousand one hundred and twenty-five pounds equal to 8502000 Italian Lire) and mutually agreed upon in accordance para 13 (see attached copy of telegram from M.O.I.C. Trieste dated 25 January 1946).

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IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names the day and year first above written.

WITNESSED BY :

M.HARRIS
Lt.Col.C.E.

AUSILIARIA INTERNAZIONALE
Mr.GIUSEPPE FORNERIS

OFFICIAL

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1471

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COPY

MEAV V LRUX NR 705

FROM NOIC TRIESTE 25121 OA

TO ACTPT MILAN

UNCLASSIFIED . YOUR 111415. SURVEY CARRIED OUT. ASSESSED VALUE OF EACH EX-GERMAN LIGHTER IN PRESENT CONDITION ITALIAN LIRE 850000 COPY SURVEY REPORT FOLLOWING.

BT 25121 OA

SENT PWB BBBB

RD 1915A F.D.G. GA

I certify true copy

OFFICIAL

TRIESTE - OCCUPATION COMMISSION

MILAN

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB-COMMISSION

Tel. 347
Ref. AC/37/68/Tn.6

UAC/1b
Rome, 20 February 1946

SUBJECT: Spare Parts for Harbour Craft and Plant.

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti - Rome.
(attn. Col. E. Lauricella)

1. Further to our letter AC/37/67/Tn.6 of 16 February 1946 and referring to our letter AC/37/64/Tn.6 of 4 February 1946 addressed to Director of Transportation (Br) Main, we attach hereto in duplicate the descriptive notes on the working characteristics of the various items of Transportation Plant Supplied and included in the Port Disposal Projects.

2. We enclose also descriptive manuals covering the following Tn.Cranes:-

a) Coles Utility 5 ton
b) Colon E.M.A. 3/5 ton
c) Coles E.M.A. 3 ton
d) R & R 6 ton
e) R.& R 3½/5 ton
f) Hyster "Harry" Crane 3/5 ton
g) Jones "Super" Cranes 1/2 ton

1 copy each.

3. Please acknowledge receipt.

For the Director:

CHARLES C. CROOKS
Chief Ports & Warehouses Div.

Attachment:-
As stated in paras 1 & 2

Copy to : Director of Transportation (Br) Main - C.M.F.

2006

Declassified E.O. 12356 Section 3.3/NND No. 785021

Transportation (Br) Main,
C.M.F.
Tel : - Firebox 9328

Tn.A.2/15/5.

15 Feb 46.

Subject :- Spares for Cranes
of Tn. Provision.

To :- H.Q. Allied Commission —
Tn. & Shipping Sub-Commission,
Ports & Warehouse Division.

Copy to :- 325 T.S.D. (For information only.)

1. Further to our letter of even file dated 7 Febry. and your AC/37/64/TN6 of 4 Febry. 1946.

2. We attach herewith in duplicate the descriptive notes on the working characteristics of the various items of plant of Tn. supply, which have been included in the Port Disposal Projects. Para 3 (b) of your afore quoted letter refers.

3. We are also enclosing the following descriptive manuals, covering the Tn. cranes, which are held by the Civilian Port Authorities.

(a) Coles Utility 5 ton
(b) Coles E.M.A. 3/5 ton
(c) Coles E.M.A. 3 ton
(d) R & R 6 ton
(e) R & R 3.½/5 ton
(f) Hyster "Karry" Crane 3/5 ton
(g) Jones 'Super' Cranes 1/2 ton.

1. copy each.

Please acknowledge receipt.

Encls.

R.L. GRIFFITHS, Capt.,
for Brigadier,
Director of Transportation.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject: Spares for Italian Civilian Port Authorities.

Transportation (Br.) Main,
C.M.F.
Tel. Firebox 9328

Tn.A.2/23
15 Feb. 46.

To: 325 T.S.D.

Copy to: H.Q. Allied Commission —
Tn. & Shipping Sub-Commission,
Port and Warehouse Division.

File TN.A.2/15/5

1. Further to our letters Tn.A.2/15/5 of 7th and 15th Feb. 46 regarding the issue of bulk spares to the Civil Port Authorities.

2. At the time of handing over these spares; will you please make available one copy each of the following Makers Instruction Manuals, which you hold surplus to your own requirements. These Manuals should be included on the vouchers and a signature obtained for them in the normal way.

(a) Coles 5 ton Utility
(b) Coles 3/5 ton E.M.A. Mk. V
(c) Coles 3 ton E.M.A. Mk. III
(d) R. & R. 6 ton Standard
(e) R. & R. 3.1/2 - 5 ton Super
(f) Jones 1/2 ton Super
(g) Hyster 3/5 ton Karry.

3. We also enclose three copies of the latest Hyster Manual 2004 received at this H.Q. This manual becomes effective with Machine No. K.C. 839 upwards.

4. Please acknowledge receipt.

R.L. GRIFFITHS, S/Capt.,
for Brigadier,
Director of Transportation.

Encls.

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

Tel : 247
Ref : AC/57/57/Tn6

TAS/1p
16 February, 1946

SUBJECT: Spare parts for Harbour Craft and Plant.

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti - ROMA
(Attn: Col. A. Lauricella)

1. Reference your letter 7899/b VIII of 7 Jan. 1946 we attach, hereto, copy of letter received from Director of Transportation (Lr) Main which is self-explanatory.

2. We enclose also detailed list in duplicate of the spares which are being supplied by-that each type of Th.crane.

For the Director:

CHARLES C. CROCKE, Chief
Ports & Warehouse Division

Copy to :
Director of Transportation (Lr) Main G.H.Q.

Attachment:
As stated in para.2.

2000

[illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785021

Transportation (Br) Main,
C.M.F.
Tel : - Firebox 9328

Tn.A.2/15/5.

7 Feb 46.

Subject :- Spare Parts for Cranes of Tn. Provision.

To :- H.Q. Allied Commission
Tn. & Shipping Sub-Commission
Ports & Warehouse Division.

Copy to:- 325 T.S.D.

1. Reference your letter AC/37/64/TN6 dated 4 Febry. 1946 in reply to ours of even file dated 15 December 1945.

2. Instructions will be issued to our 325 T.S.D. Modugno Bari to the effect that they are to hand over, on signature, all the bulk spares allocated to the civil authorities to the Captain of the Port at Bari.

3. Will you please instruct the Direzione Generale Marina Mercantile to ensure that their representative at Bari is present when the spares are handed over.

4. As requested in your para 3 (a), we enclose herewith in triplicate copies of the detailed lists of spares being supplied against each type of Tn. crane. At this stage it is impossible to give a detailed list showing the contents of each case, but inside each case you will find a packing slip listing the actual contents.

5. The descriptive note on characteristics of each crane is now being prepared by our technical branch and will be forwarded to you in due course. Your para 3 (b) refers.

Encls.

R.L. GRIFFITHS, ~~S/Capt.~~,
for Brigadier,
Director of Transportation.

PORT PROJECT.

LISTS OF CRANE SPARES.

Item No.	Description of Part.	Part No.	Quantity Supplied.
.	Ransome Rapier 3½/5/6 Ton.		
1.	Axle Front.	74728/2	2
2.	Axle Rear Wheel.	74569/8	1
3.	Bush.	74795/3	2
4.	Ball Bearing	MS 18.	25
5.	Bearings Roller MS 18	74576/4	6
6.	Bushes Pinion Slewing	206/2214	1
7.	Bushes Hoist Pulley.	206/1322	1
8.	Bushes.	MS 8	2
9.	Blocks Snatch 3½/5		2
10.	Brake Linings Front Wheel.	Trav.	100
11.	Bush "A" Frame.	66399/9	2
12.	Brake Lining. H & D.	73556	130
13.	Bushes, Brake Drum.	74567/2	20
14.	Brushes Starter Motor Ins.		50
15.	Bush	73044/11	5
16.	Bush for Derrick Pulley.	206GB/265	6
17.	Bushes Worm Shaft H&D.	73044/7	15
18.	Ball Bearing.	MS 13½	4
19.	Ball Bearing	RM 822A	2
20.	Ball Bearing	¼ 4 CD	1
21.	Brushes Main Generator		200
22.	Ball Bearing	MS 2	4
23.	Ball Bearing MS 18	74576/3	20
24.	Bearing Roller	22	10
25.	Bar W/Brush Holder.	Travel	15
26.	Brushes Travel Motor.	"	175
27.	Brake Cams Left Hand	74567/11	1
28.	" " Right "	74767/10	1
29.	Brake Shoes	73056/104	2
30.	Ball Bearing 3½ inch MS 12½	7 2603/17	3
31.	Boxes Derrick Limit Switch	75577/1	1
32.	Bevel Wheel	66586/10	3
33.	Bevel Pinion	60586/8	3
34.	Bushes for Pulley	206GB305	3
35.	Brake Rod Ends	7 3056/N10	6
36.	Brake Linings Slew	73404	50
37.	Brushes Starter Motor Method		35
38.	Bushes Front Wheel	74567/2	5
39.	Bushes H&D	2 5/ /1442	30
40.	Bushes Worm Box Steering Gear	74106/4	50
41.	Brushes Dynamo.		50
42.	Bearing Thrust Hoffman	D9	1
43.	Bushes Slew Pinion.	74795/6	5
44.	Bush Slew Gear Covers Ind.	74795/7	10
		Gen.	15

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7.	Bushes Hoist Pulley.	206/2214	1
8.	Bushes.	306/1322	1
9.	Blocks Snatch 3½/5	[illegible] 8	2
10.	Brake Linings Front Wheel.		2
11.	Bush "A" Frame.	Trav.	100
12.	Brake Lining. H & D.	56599/9	2
13.	Bushes, Brake Drum.	73656	130
14.	Brushes Starter Motor Ins.	74567/2	20
15.	Bush		50
16.	Bush for Derrick Pulley.	73044/11	5
17.	Bushes Worm Shaft End.	2066B/265	6
18.	Ball Bearing.	73044/7	15
19.	Ball Bearing	MS 132	4
20.	Ball Bearing	RM 822A.	2
21.	Brushes Main Generator	M 4 CD	1
22.	Ball Bearing		200
23.	Ball Bearing MS 18	MS 2	4
24.	Bearing Roller	74576/3	20
25.	Bar W/Brush Holder.	22	10
26.	Brushes Travel Motor.	Travel	15
27.	Brake Cams Left Hand	"	175
28.	" " Right "	74567/11	1
29.	Brake Shoes	74767/10	1
30.	Ball Bearing 3½ inch MS 12½	73056/104	2
31.	Boxes Derrick Limit Switch	7 2603/17	3
32.	Bevel Wheel	75577/1	1
33.	Bevel Pinion	60586/10	3
34.	Bushes for Pulley	60586/8	3
35.	Brake Rod Ends	2096B305	3
36.	Brake Linings Slow	7 3056/M10	6
37.	Brushes Starter Motor Earthed	73404	50
38.	Bushes Front Wheel		35
39.	Bushes H&D	74567/2	3
40.	Bushes Worm Box Steering Gear	2 5/ /1442	30
41.	Brushes Dynamo.	7410[illegible]/4	50
42.	Bearing Thrust Hoffman		50
43.	Bushes Slow Pinion.	D9	1
44.	Bush Slow Gear Covers End.	74795/6	5
45.	Bar with Brush Holder Main.	74795/7	10
46.	Brushes Hoist & Derrick.	Gen.	15
47.	Bar with Brush Holder		150
48.	Brushes Slow	H&D	10
49.	Axle Dust Cover.		20
50.	Cover Dust.	74567/5	1
51.	Column & Nuts	73044/4.	1
52.	Castor Wheel Hubs.	60586/9	1
53.	Contacts Moving Universal.	74569/1	1
54.	Coupling Rubbers Slow		100
55.	Coupling Rubbers H&D	SD145/4SD	50
56.	Contacts Fixed Universal	104/19/4	200
57.	Control Boxes.	813	60
58.	Castor King Post Nuts.	56908/3 6344	2
59.	Derrick Ropes. 43/48 ft.	74568/3	1
		60592/2	12

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Item No.	Description of Part.	Part No.	Quantity Supplied.
60.	Finger Tips & Screws.		100
61.	Fingers Controllers.		50
62.	Fulcrum Pins.	74567/3	2
63.	Starter Motor (Generator)	VT31671	1
64.	Hook & Nuts (6 ton)	60594/3	1
65.	Hub & Drake Drum.	74726/10	1
66.	Hoist Ropes 182 ft x 1⅜"		6
67.	Hoist Ropes 162 ft x 1¼"		3
68.	King Posts (6 ton)	74565/1	2
69.	" " (3½/5 Ton)		4
70.	King Post Bush	206/GD/2021	3
71.	King Post Collar	74568/16	1
72.	Limit Switch Derrick.		2
73.	Limit Switch Hoist.		2
74.	Motors Slew.		1
75.	Motors H&D		2
76.	Nuts for Front Axle.	74567/6	3
77.	Nuts Steering Column.	64199/9	2
78.	Nuts Castor King Post.	74560/3	6
79.	Nuts for Rear Axle.	72903/13	2
80.	Pinion.	74573/9	2
81.	Pulley.	73041/17	2
82.	Pinion 2nd Motion.	73048/4	4
83.	Pinion Rack.	62368/1	3
84.	Pinion	74569/15	6
85.	Plates Tufnol.	72992/18	4
86.	Plunger Supplementary.	75815/10	40
87.	Plunger Hoist Switch Box.	72992/22	2
88.	Plunger Derrick Switch	72992/5	2
89.	Pins Coupling	6D/145/33	12
90.	Pins Coupling with nuts (8 per set.)	3D104B3	70
91.	Pulley Hoist Guide.	74869/4	2
92.	Pulley Jib Tail.	74869/1	2
93.	Pulley.	74869/3	2
94.	Pulley Return.	53177/3	1
95.	Pulley Wheels	74869/5	4
96.	Pulley Jib Tail Derrick.	73041018	2
97.	Pulleys Jib Head W/Bush.	60592/14	2
98.	Pulley Jib Head.	53217/16030	2
99.	Pulley Hoist Guide.	60599/17	1
100.	Pulley Hoist.	74574/5	1
101.	Rivets Copper Brake Linings ¼ inch.	Travel.	4000
102.	"--ditto---- 3/16 inch.	H&D	1000
103.	Rivets Brake Lining ⅜"	Slew.	1000
104.	Rear Hub (6 ton)	74569/1	400
105.	Rope Guards (6 ton)	72951/1	1
106.	Rings Contact W/Screw (24 per set)	VT31640	1
107.	Screws for contacts		100
108.	Spur Rings 2nd Reduction.	74569/7	600
			2
			6

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71.	King Post Collar	74568/16	1
72.	Limit Switch Derrick.		2
73.	Limit Switch Hoist.		2
74.	Motors Slew.		1
75.	Motors H&D		2
76.	Nuts for Front Axle.	74567/6	3
77.	Nuts Steering Column.	64199/9	2
78.	Nuts Castor King Post.	74568/3	6
79.	Nuts for Rear Axle.	72903/13	2
80.	Pinion.	74573/9	2
81.	Pulley.	73041/17	2
82.	Pinion 2nd Motion.	73048/4	4
83.	Pinion Rack.	62368/1	3
84.	Pinion	74569/15	6
85.	Plates Tufnol.	72992/18	4
86.	Plunger Supplementary.	75815/10	40
87.	Plunger Hoist Switch Box.	72992/22	2
88.	Plunger Derrick Switch	72992/5	2
89.	Pins Coupling	SD/165/35	12
90.	Pins Coupling with nuts (3 per set.)	SD/0433	70
91.	Pulley Hoist Guide.	74869/4	2
92.	Pulley Jib Tail.	74869/1	2
93.	Pulley.	74869/5	2
94.	Pulley Return.	53177/3	1
95.	Pulley Check	74869/3	4
96.	Pulley Jib Tail Derrick.	73041/13	2
97.	Pulleys Jib Head W/Bush.	60592/14	2
98.	Pulley Jib Head.	53217/16030	2
99.	Pulley Hoist Guide.	60599/17	1
100.	Pulley Hoist.	74576/5	1
101.	Rivets Copper Drake Linings ¼ inch.	Travel.	4000
102.	---ditto----3/16 inch.	H&D	1000
103.	Rivets Drake Lining ⅜"	Slew.	400
104.	Rear Hub (6 ton)	74569/1	1
105.	Rope Guards (6 ton)	72951/1	1
106.	Rings Contact W/Screw (24 per set)	VTS1640	100
107.	Screws for contacts		600
108.	Spur Rings 2nd Reduction.	74569/7	2
109.	Springs for Contacts Flat.	72992/13	6
110.	Springs Travel Motor.	VTS.2940	4
111.	Springs Drake H&D		8
112.	Springs Bush Holder H&D		60
113.	Springs Fingers		70
114.	Springs Generator Brush.	VTS. 1665	100
115.	Spring Brush Starter Motor. (4 per set)	VTS 2927	50
116.	Springs	72992/18	8
117.	Solinoid. H2.	75815	2
118.	Steering Column.	74573/11	1

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Item No.	Description of Part.	Part No.	Quantity Supplied.
119	Shaft 2Nd Motion.	73048/2	2
120	Springs Supplementary Plunger.		8
121	Springs Tension Travel Brake.	73027/13	80
122	Springs Brush Holder	Travel	20
123	Springs Solinoid.	72820/1	2
124.	Switch Box Cover.	75577/3	2
125.	Studs for Hardy Discs.	72986/9	100
126.	Switch Plunger.	72992/9	1
127.	Springs Brush Dynamo.		20
128.	Shaft Second Motion 6 ton.	74569/9	8
129.	Springs Compression.	73056	50
130.	Shafts Steering Worm.	73040/3	1
131.	Spur Wheel 1st Reduction.	74569/10	1
132.	Shafts Second Motion 7463	74634/3	2
133.	Slow Pinions.	74573/9	4
134.	Switch Support.	73041/4	2
135.	Springs Contact Bent.	72992/14	10
136.	Spring Contact Flat.	72992/13	5
137.	Studs Wheel [illegible]/Nut	60585/2	8
138.	Studs nut & Washer 16 per set	74569/9	100
139.	Brush Starter Motor.	VBS 2935	40
140.	Springs Field Controller	VBS 1639	15
141	Steering Worm Wheel.	74568/2	2
142.	Tanks Petrol.	73027/16	1
143.	Travel Motor Pinion.	74569/15	85
144.	Tubes Tufnol.	72992/11	4
145.	Travel Motor.	65065	2
146.	Worm Wheel Hub	75065/4	1
147.	Washer Fixing.	73048/10	8
148.	Worm Shaft.	53218/1	2
149.	Worm Shaft.	73048/1	1
150.	Washer for King Post 6 Ton.	74568/4	4
151.	Worm Wheel Rim & Centre.		2

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Sheet.1.

Item No.	Description of Part.	Part No.	Quantity Supplied.
	Colos 5 Ton Utility.		
1.	Anchor Rope.	7516	1
2.	Bearings Super Large.	6534	1
3.	Bearings Large.	6600	1
4.	Bearings Drum Spindle.	7638/2	1
5.	Bearings Stub Axle.	5347	1
6.	Bearings Small.	6599	1
7.	Bearings Main.	7504/2	1
8.	Bushes Self Oiling.	7504/4	1
9.	---- do --------	7504/3	1
10.	Bushes.	4249	1
11.	Bushes.	6267	2
12.	Bushes.	4247	1
13.	Bushes King Pin Upper.	6601	1
14.	Bushes Barrell Bracket.	7145	1
15.	Bushes King Pin Lower.	7450	1
16.	Bushes	7108	2
17.	Bushes Brass 2½ inch.		10
18.	Bushes Brass Shackle Pin 2½"		2
19.	Bushes Brass Derrick Shaft.		1
20.	Bushes Derrick Rope Anchor.		1
21.	Bushes Derrick Sheave 4 inch.		2
22.	Bushes Oilite.		2
23.	Bushes Shackle Pin.	5267	20
24.	Brushes Rotary Collector.		15
25.	Bushes Derrick Sheave.		5
26.	Brushes Hoist.	VT30223	16
27.	Brush Holder Travel.		2
28.	Brush Holder.	Simple	5
29.	Brush Holder Double.	Double	2
30.	Brush Holder Main Generator.	4202/5	3
31.	Brush Holder Hoist & Slew.	4205/6	12
32.	Brushes Main Generator.	4204/5	40
33.	Brushes Slew Motor.	4203/5	10
34.	Rocks Hand Brake Lever.		4
35.	Brake Linings Hoist.	4136/25	8
36.	Brake Linings Slew.		10
37.	Bar & Brush Holder Hoist.	4206/6	4
38.	Bar & Brush Holder Derrick.	4200/5	4
39.	Brushes Derrick Motor.	4206/5	8
40.	Barrel Hoist.	5045	1
41.	Brake Linings Large.	Large.	2
42.	Brake Linings Small.	4135/24	4
43.	Brake Shoes Springs.		4
44.	Brake Shoes & Linings.	5444	20
45.	Brake Shoe Pull-off shoe-sprg.	3120	12
46.	Brake Shoe Pull-off Spring.	Red.	2
47.	Brake Shoe Pull-off Spring.	Black.	4
48.	Bush "." Frame Rope Sheave.	2½"	2
49.	Bush	2"	2
50.	Carriage Spring.		3
51.	Carriage Bracket	4136/27	10

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12.	Bushes.	4247	1
13.	Bushes Ring Pin Upper.	6001	1
14.	Bushes Derrell Bracket.	7145	1
15.	Bushes Ring Pin Lower.	7450	1
16.	Bushes	7100	2
17.	Bushes Brass 2½ inch.		10
18.	Bushes Brass Shackle Pin 2½"		2
19.	Bushes Brass Derrick Shaft.		1
20.	Bushes Derrick Rope Anchor.		1
21.	Bushes Derrick Sheave 4 inch.		2
22.	Bushes Oilite.		2
23.	Bushes Shackle Pin.	5207	20
24.	Brushes Rotary Collector.		15
25.	Bushes Derrick Sheave.		5
26.	Brushes Hoist.	VT33223	16
27.	Brush Holder Travel.		2
28.	Brush Holder.	Single	5
29.	Brush Holder Double.	Double	2
30.	Brush Holder Main Generator.	4202/6	3
31.	Brush Holder Hoist & Slow.	4203/6	12
32.	Brushes Main Generator.	4204/5	40
33.	Brushes Slew Motor.	4203/5	10
34.	Racks Hand Brake Lever.		4
35.	Brake Linings Hoist.	4130/25	8
36.	Brake Linings Slew.		10
37.	Bar & Brush Holder Hoist.	4206/6	4
38.	Bar & Brush Holder Derrick.	4206/5	4
39.	Brushes Derrick Motor.	4205/5	8
40.	Derrol Hoist.	5045	1
41.	Brake Linings Large.	Large.	2
42.	Brake Linings Small.	4135/24	4
43.	Brake Shoes Springs.		4
44.	Brake Shoes & Linings.	544	20
45.	Brake Shoe Pull-off Shoe-spr.	8120	12
46.	Brake Shoe Pull-off Spring.	Red.	2
47.	Brake Shoe Pull-Off Spring.	Black.	4
48.	Bush "L" Frame Rope Sheave.	3"	6
49.	Bush	2"	2
50.	Carriage Spring.		3
51.	Control Box Coil.	4136/27	10
52.	Coils Compole Generator.	4201/4	1
53.	Coils Field Generator.	4201/3	1
54.	Coil Hoist Brake Operating.	4136/27 4135/27	4
55.	Circlips	6505	16
56.	Cotter Pins.	6503	6
57.	Contact Segments. Small	Fixed	60
58.	Contact Segments. Large	Fixed	60

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Item No.	Description of Part.	Part No.	Quantity Supplied.
59.	Contact Pillar Assembly.	4201/10	6
60.	Contact Bands.		10
61.	Contact Rocker Arm Assembly.	420105	4
62.	Derrick Rope Anchor Pin.		2
63.	Derrick Rope 43ft.	7520B	1
64.	Distanced Piece.	6604	1
65.	Derrick Rope. 65 ft x 2 in.		3
66.	Derrick Screw Nut.	[illegible]	2
67.	Derricking Screw & Bush.		3
68.	Derricking Split Collar.	[illegible]	2
69.	Finger Contact.	7633/9	2
70.	Fingers Spring Clips.		40
71.	Fingers Control Complete.	4203020	60
72.	Finger Pipe.	4203/5	60
73.	Flexible Joint.		1
74.	Hubs,	6649	1
75.	Hoist Ropes.	100'x2"	7
76.	Hand Brake Lever.		5
77.	Hooks.	4304	1
78.	King Posts.		1
79.	Limit Switch Box Cover.	420105	1
80.	Limit Switch Box Cover.	4201B3	1
81.	Limit Switch Box Covers.	7022/5	1
82.	Limit Switch Box.	7022/1	1
83.	Levers.	7022/39	1
84.	Levers.	4201/39	1
85.	Lever Dull Crank.		1
86.	Limit Switch Pillar Assembly.		4
87.	Hoist Limit Switch.	420101	2
88.	Limit Switch Universal.		3
89.	Nuts Conical.	6670	4
90.	Nuts Lock.	6677	8
91.	Nuts Corking.	6542	1
92.	Nuts Wheel.		35
93.	Oil Seal.	6598	1
94.	Oil Seal.	6586.	2
95.	Oil Seal.	4157	1
96.	Copper Pipe 1/4 inch.	5446	2
97.	Copper Pipe 5/16 inch.	5447	2
98.	Pinions Chain.	6994	1
99.	Pillar Links.	4201010	1
100.	Pawl Ratchet.	5293.	1
101.	Pinion Generator.	7306	1
102.	Pins Roller.	4021/4177	3
103.	Pins.	5265	4
104.	Slewing Pinions,	6652.	5
105.	Pin Front Axle Swivel.		7
106.	Quadrants.		4
107.	Rollers Slewing.	4026.	4
108.	Racks Ratchet.	5294.	2
109.	Ring Worm Wheel D.P.	421303	1
110.	Rivets Steel Hook.	4136B26	30

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71.	Pinion Control Complete.	4208/20	60
72.	Pinion Pins.	4208/5	60
73.	Flexible Joint.		1
74.	Hubs.	6249	1
75.	Hoist Ropes.	100'x2"	7
76.	Hand Brake Lever.		5
77.	Locks.	4304	1
78.	King Posts.		1
79.	Limit Switch Box Cover.	420135	1
80.	Limit Switch Box Cover.	4201D3	1
81.	Limit Switch Box Covers.	7022/5	1
82.	Limit Switch Box.	7022/1	1
83.	Levers.	7022/39	1
84.	Levers.	4201/39	1
85.	Lever Roll Crank.		1
86.	Limit Switch Pillar Assembly.		4
87.	Hoist Limit Switch.	420101	2
88.	Limit Switch Universal.		3
89.	Nuts Conical.	6670	4
90.	Nuts Lock.	6677	8
91.	Nuts Corking.	6542	1
92.	Nuts Wheel.		35
93.	Oil Seal.	6598	1
94.	Oil Seal.	6586.	2
95.	Oil Seal.	4157	1
96.	Copper Pipe 1/4 inch.	5446	2
97.	Copper Pipe 5/16 inch.	5447	2
98.	Pinions Chain.	6994	1
99.	Piller Links.	4201010	1
100.	Pawl Ratchet.	5293.	1
101.	Pinion Generator.	7506	1
102.	Pins Roller.	4021/4177	3
103.	Pins.	5215	4
104.	Slewing Pinions.	6652.	5
105.	Pin Front Axle Swivel.		7
106.	Pulleys.		4
107.	Rollers Guiding.	4020.	4
108.	Knocks Ratchet.	5294.	2
109.	Rims Worm Wheel D.D.	421303	1
110.	Rivets Slew Brake.	4136326	30
111.	Rivets Hoist.	4135/25	20
112.	Throttle Receiver.		1
113.	Stud Generator Brush.	4204/7	3
114.	Springs Generator Brush.	VTS 5136.	8
115.	Sheave Rope.	4301	1
116.	Springs Operating.	4201023	1
117.	Springs Trigger Hand Lever.	5004	1
118.	Studs.	6501	4
119.	Springs Clutch.	7185/10	1
120.	Springs.	7654	2

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Item No.	Description of Part.	Part No.	Quantity Supplied.
121.	Seal Oil.	6586	1
122.	Spring Brush Slew Motor.	VTS 3229	8
123.	Spring Brush Hoist Motor.	VTS 3225	8
124.	Spring Brush Derrick Motor.	VTS 3221.	8
125.	Shackles.	5212.	1
126.	Swivel Cotter Pins.		7
127.	Stub Axle Pins.	6578	10
128.	Springs Finger.	4200/4	30
129.	Slew Brake Spring Internal.	4135/28	5
130.	Slew Brake Spring External.	4135/29	4
131.	Springs Front Road.	5063.	2
132.	Springs Hoist Internal.	4136/24	3
133.	Springs Hoist External.	4136025	3
134.	Shields Arc.	4200/19	10
135.	Springs Brake.	4214/6	1
136.	Shaft Derricking Worm;	5621.	1
137.	Studs Wheel.	5635.	50
138.	Shaft Flexible Drive.		2
139.	Shaft Propellor Travel.	Travel.	2
140.	Shaft Propellor Hoist.	Hoist.	1
141.	Track Rods or Tie Rods.	6597.	6
142.	Tube Nut Internal.	"	3
143.	Wheel Chain.	6993	1
144.	Wheel Road.	6588	1
145.	Yoke Brush Slew.	4205/8	1

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Item No.	Description of Part.	Part No.	Quantity Supplied.
	Cobes "W14." 5 Ton.		
1.	Back Plate with Shoes.	8095	1
2.	Bush for Gear Case.	5031	2
3.	Buffer Retainer.	5123.	1
4.	Bush Shackle Pin.	5267	6
5.	Bearing Wheel shaft.	4213813	1
6.	Bearing Roller.	5196	1
7.	Buffer Rubber.	4418	1
8.	Bearing Roller.	5194	1
9.	Bearing King Pin.	5347	2
10.	Bush Slewing Roller.	4146	32
11.	Bearing Hub Small.	6599	1
12.	Brush Holders.	6660/6	4
13.	Clocks Ratch Complete.	WS2786	1
14.	Bearing Roller.	5193	1
15.	Bearing Roller.	5195	1
16.	Brushes for Generator.	4294/5	12
17.	Bearing Worm Shaft.	4213814	1
18.	Bush for Lever.	6486	2
19.	Bush King Upper.	7450	2
20.	Bush King Pin Lower.	6601	2
21.	Bearing Hub Large.	6660	1
22.	Brushes.	6660/5	20
23.	Bearings Large.	6584	10
24.	Bush Guide.	4250	1
25.	Centre Idler Gear	5038	1
26.	Couplings Split.	5383	1
27.	Circlips.	6505	2
28.	Chain Sprocket.	5090	1
29.	Collars Split.	5135	2
30.	Cross Head for Derrick Nut.	5016	1
31.	Cam Shoe Operating.	5445	1
32.	Coils Operating.	4135/27	2
33.	Contactor Rocker.	4213815	2
34.	Couplings Engine Side.	6530	1
35.	Centre Worm Wheel Upper.	4214/4	1
36.	Centre Worm Wheels Lower.	4214/16	1
37.	Derrick Limit Switch.	42818	1
38.	Disc Flex Coupling.	5428	5
39.	Extension Shaft.	6638	2
40.	Flange Companion.	4062	1
41.	Finger Contact Assembly.	5760/9	16
42.	Gear Spur Idler Wheel.	4125	1
43.	Hoist Worm Reduction Unit.	4213816	1
44.	Hooks & Nuts.	5340/6	1
45.	Hubs Front.	6549	1
46.	Lever Crank.	6256	2
47.	Lining Brake.	4135/24	4
48.	Lining Brake.	4136/25	4
		4201810	2

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7.	Buffer Rubber.	5198	1
8.	Bearing Roller.	4418	1
9.	Bearing King Pin.	5194	1
10.	Bush Slewing Roller.	5347	2
11.	Bearing Hub Small.	4146	32
12.	Brush Holders.	6599	1
13.	Blocks Snatch Complete.	6560/6	4
14.	Bearing Roller.	VTS2700	1
15.	Bearing Roller.	5193	1
16.	Brushes for Generator.	5195	1
17.	Bearing Worm Shaft.	4204/5	12
18.	Bush for Lever.	4213614	1
19.	Bush King Upper.	6406	2
20.	Bush King Pin Lower.	7450	2
21.	Bearing Hub Large.	6601	2
22.	Brushes.	6660	1
23.	Bearings Large.	6660/5	20
24.	Bush Oilite.	6584	10
25.	Centre Idler Gear	4250	1
26.	Couplings Split.	5038	1
27.	Circlips.	5303	1
28.	Chain Sprocket.	6585	2
29.	Collars Split.	5090	1
30.	Cross Head For Derrick Nut.	5135	2
31.	Cam Shoe Operating.	[illegible]	1
32.	Coils Operating.	5445	1
33.	Contact on Rocker.	4135/27	2
34.	Couplings Engine Side.	420185	2
35.	Centre Worm Shafts Upper.	6539	1
36.	Centre Worm Shafts Lower.	4214/14	1
37.	Derrick Limit Switch.	4214/16	1
38.	Disc Flex Coupling.	42018	1
39.	Extension Shaft.	5448	1
40.	Flange Companion.	6638	2
41.	Finger Contact Assembly.	4062	1
42.	Gear Spur Idler Wheel.	5768/9	16
43.	Hoist Worm Reduction Unit.	4125	1
44.	Hooks & Nuts.	42138	1
45.	Hubs Front.	5346/8	1
46.	Lever Crank.	6549	1
47.	Lining Brake.	6258	2
48.	Lining Brake.	4135/24	4
49.	Link Contact.	4136/25	4
50.	Lever Vee	4201D10	2
51.	Nuts Wheel Studs.	4201D39/701	1
52.	Nut Derrick Screw.	6677	10
53.	Nuts Locking.	5010/1	1
54.	Nuts Conical for Wheel Studs.	5462	2
55.	Oil Seal OS 1750.	6670	40
56.	Oil Seal OS 2500.	5192	2
57.	Pinion & Key. 7625VTS33.	5191	2
58.	Pawl.	4013	2
		5293	3

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Item No.	Description of Part.	Part. No.	Quantity Supplied.
59.	Pin Lever.	5960	2
60.	Pins For Roller with Lock. (4021)	4177	16
61.	Pins for Disc.	5945	8
62.	Pins Shackle.	5265	8
63.	Pinion Bevel. 18 tooth	4139	1
64.	Pinion Spur.	4122	1
65.	Pillar Contact Assembly.	4201D40	2
66.	Pawls Pins.	5970	2
67.	Pawls.	5967	2
68.	Rear Hub.	6484	1
69.	Roller Crank Lever.	41557	2
70.	Rivets.	4136/25	40
71.	Roller Slow.	4020	16
72.	Ropes Hoist. 80ft.	6650	4
73.	Ring Contact.	5760/21.	12
74.	Rocks Ratchet.	5294	4
75.	Rivets for Linings.	4135/25	20
76.	Seal Oil. Barrel Bracket.	4157	2
77.	Seal Oil.	6590	2
78.	Springs Pull Off	5757.	4
79.	Springs Clutch.	4214/10	12
80.	Shaft Worm.	42131	1
81.	Shaft Propeller.	5363	1
82.	Seal Oil.	6506	1
83.	Shaft Worm.	4214/2	2
84.	Shoe c/w Lining Left Hand.	5765	1
85.	Shoe c/w Lining Right Hand.	5765	3
86.	Screw Derrick.	6657	3
87.	Switch Box Cover.	4201D3	2
88.	Switch Box	4201D1	1
89.	Spider Drum.	5768	1
90.	Spring Finger.	4208/4	1
91.	Spring Operating.	4201.23	6
92.	Segment Contacts.	4208/1	2
93.	Seal Oil.	5190	24
94.	Spring Shoe Pull-off.	5444/4	2
95.	Shoe Brake.	5424	2
96.	Spring Tension,	5078	1
97.	Spring Pawl Rod.	5508	1
98.	Tips Finger.	4208/3	2
99.	Studs Wheel.	8063	12
100	Wheel Bevel.	4138	40
101.	Wheel for Chain.	5069	1
102.	Wheel Front.	VT56568	1
103.	Wheels Rear.	VT56567	1
104.	Washers Spherical.	6579	1
105.	Wheels Worm.	4214309	2
106.	Wheels Worm.	4214/3	1

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Sheet.1.

KORE PROJECT.

LIST OF SPARE PARTS.

Item No.	Description of Part.	Part. Part	Quantity supplied.
	JUNIOR STEAM MD 2 Ton.		
1.	Adapters Battery Plate.	60 13	12
2.	Bushes Main Bearing.	MD 66	10
3.	Bushes 1422E1.	1422E1	2
4.	Chain.	6913 2	3
5.	Chain Roller Triple, 8' 1½"	7713	2
6.	Clutch Lining.	85E1.	3
7.	Clutch Collar.	96E1	30
8.	Collars Clutch Split.	7673	4
9.	Collars Sliding.	6803	4
10.	Derrick Rope. ½" x 110'		8
11.	Derrick Rope ½" x 140'		1
12.	Grease Nipples. Assorted.	Offset.	30
13.	Hoist Ropes. 100ft x 5/8"		5
14.	Hooks Safety.	975E1	10
15.	Links Inner.	3/4"	4
16.	Links Inner.	1"	4
17.	Links Outer.	1. 3/4"	4
18.	Links Simplex Outer.	1/2"	8
19.	Links Simplex Inner.	3/4"	10
20.	Links Simplex Outer.	3/4"	10
21.	Links Simplex Inner.	1"	2
22.	Links Simplex Outer.	1"	2
23.	Links Simplex Inner.	1. 3/4"	2
24.	Links Simplex Outer.	1. 3/4"	6
25.	Links Simplex Inner.	2"	18
26.	Links Simplex Outer.	2"	18
27.	Links Triplex Inner.	1/2"	2
28.	Links Triplex Outer.	1/2"	2
29.	Links Triplex Inner.	3/4"	20
30.	Links Triplex Outer.	3/4"	20
31.	Lining Brake Travel.	5613 2	20
32.	Lining Brake.	6013 2	16
33.	Lever Arm.	975E1.	3
34.	Nuts Steering.	4003 1.	3
35.	Pins Eccentric.	5603 1.	16
36.	Pins for Steering Roller.	5573 1	8
37.	Pins Ball Drag Link.	5413 1	6
38.	Pinion Bevel Travel.	5153	2
39.	Rivets for Linings.	0453 1	136
40.	Rivets for Lining Travel Brake.	5613 2	220
41.	Roller Small.	5503 1	8
42.	Screws Steering.	6033 1	2
43.	Shaft Steering.	19924.	1
44.	Springs.	609E1	6
45.	Steering Chain.	7403 3	1
46.	Studs Shaft Rear.	741E1.	24

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36.	Arms Decontrols.	5/8"	57C031.
37.	Arms for shooting Action.		53723
38.	Arms Hold Open Links.		54151
39.	Athlon Naval Groups.		51511
40.	Rivets for Lighting.		04501
41.	Rivets for Lighting Reveal Hdc.		56112
42.	Allen Small.		55031
43.	Screws Assorting.		C5311
44.	Shaft Assorting.		M1924.
45.	Screws.		C0961
46.	Steering Chain.		74A035
47.	Studs Hood Lower.		7A131.
48.	Studs Hood Front.		7153A.
49.	Spring.		67A21
50.	Tubing Recess 3/4"		55783
51.	Trashcan Steer Roller.		51582
52.	Wheel Navel Travel.		17371
53.	Wheels.		57A31
54.	Wire Assorted.		5C031.
55.	Wire Decorated.		4C03A.
56.	Wire Decorating.		57B01.
57.	Clutch Caliper.		90E1
58.	Coilers Clutch Split.		76T31
59.	Coilers Plating.		C0A1.
60.	Decrtak Rope. 3/8" x 140'		
61.	Decrtak Rope 3/4" x 140'		
62.	Groove Nipples. Assorted.		
63.	Hatch Rope. 100ft x 5/8"		
64.	Hooks Safety.		9T53A
65.	Links Inner.	3/4"	
66.	Links Inner.	1"	
67.	Links Outer.	1"	
68.	Links Plug Lock Outer.	1". 3/4"	
69.	Links Plug Lock Inner.	1/2"	
70.	Links Plug Lock Outer.	3/4"	
71.	Links Plug Lock Outer.	1"	
72.	Links Plug Lock Inner.	1"	
73.	Links Plug Lock Outer.	1". 3/4"	
74.	Links Plug Lock Inner.	2"	
75.	Links Plug Lock Inner.	2"	
76.	Links Plug Lock Outer.	1". 3/4"	
77.	Links Plug Lock Inner.	1/2"	
78.	Links Triplex Outer.	1/2"	
79.	Links Triplex Inner.	3/4"	
80.	Links Triplex Outer.	3/4"	
81.	Linking Delta Travel.	3/4"	5C112
82.	Lighting Dock.		6C112
83.	Lower Arm.		97BC1.
84.	Nuts Assorting.		4C03A.
85.	Pins Decorated.		57C03A.
86.	Pins for Shooting Action.		53723
87.	Pins Hold Open Links.		54151
88.	Athlon Naval Travel.		51511
89.	Rivets for Lighting.		04501
90.	Rivets for Lighting Reveal Hdc.		56112
91.	Allen Small.		55031
92.	Screws Assorting.		C5311
			M1924.
			C0961
			74A035
			7A131.
			7153A.
			67A21
			55783
			51582
			17371

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93.	Wire Assorted.		57C03A.
94.	Wire Decorating.		53723
95.	Arms Decorated.		54151
96.	Arms for Shooting Action.		51511
97.	Arms Hold Open Links.		04501
98.	Athlon Naval Travel.		56112
99.	Rivets for Lighting.		55031
100.	Rivets for Lighting Reveal Hdc.		C5311
101.	Allen Small.		M1924.
102.	Screws Assorting.		C0961
103.	Shaft Assorting.		74A035
104.	Screws.		7A131.
105.	Steering Chain.		7153A.
106.	Studs Hood Lower.		67A21
107.	Studs Hood Front.		55783
108.	Spring.		51582
109.	Tubing Recess 3/4"		17371
110.	Trashcan Steer Roller.		
111.	Wheel Navel Travel.		
112.	Wheels.		
113.	Wire Assorted.		
114.	Arms Decorated.		
115.	Arms for Shooting Action.		
116.	Arms Hold Open Links.		
117.	Athlon Naval Travel.		
118.	Rivets for Lighting.		
119.	Rivets for Lighting Reveal Hdc.		
120.	Allen Small.		
121.	Screws Assorting.		
122.	Shaft Assorting.		
123.	Screws.		
124.	Steering Chain.		
125.	Studs Hood Lower.		
126.	Studs Hood Front.		
127.	Spring.		
128.	Tubing Recess 3/4"		
129.	Trashcan Steer Roller.		
130.	Wheel Navel Travel.		
131.	Wheels.		

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

Tel : 347 UAC/lp
Ref : AC/57/34/Tn6 4 February 1946

SUBJECT: Spare parts for the Harbour Craft and Plant.

TO : Director of Transportation (Br) Main
C.M.F.

1. Reference your letter Tn. A.A/15/5 dated 15 Dec.45 on the above subject.

2. For your guidance, the Direzione Generale Marina Mercantile (Ispettorato Funzionamento Porti) has confirmed to us that the cases containing the spare parts in question are to be handed over to the Captain of the Port of Bari.

3. To enable the said Direzione Generale to issue necessary instructions to the Captain of the Port of Bari, the following data is requested:

a) detailed list of the material contained in each case with indication of the relative type of crane or craft.

b) a descriptive note of the characteristics of the cranes and craft delivered at each port.

4. Your early advices will be appreciated.

For the Director:

U. U. Uncles, Chief
Ports & Warehouse Div.

Copy to:
Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti - ROME
(attn: Col. L. Lauricella)

1992

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject: Spares for Plant 1946.

Transportation (Br.) Main,
G.H.Q.
Tel. Firebox 95969
Tn.A.2/15/5
2 Feb. 46.

To: A.C. Tn. Sub Commission H.Q.
Ports and Warehouse Division.

Copy to: Tn. 5 Mech.

1. Please let this H.Q. have a reply to our letter Tn.A.2/15/5 dated 11 Jan. 46.

2. As you are aware no other spares will now be made available for cranes under para 2.

Charles E. Robson
L.E. ROBSON, Major,
D.A.D.Tn.(Stores),
for Brigadier,
Director of Transportation.

1491

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION.

Tel : 347
Ref : AC/37/63/Tn6

UAG/lp
4 February 1946

SUBJECT: Spare parts for harbour craft and plant.

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti - ROMA
(Attn: Col. E. Lauricella)

1. Reference our letter AC/37/63/Tn6 dated 23 Dec. 1945 and yours 7899/L.VIII of 7 January 1946.

2. We attach hereto, for your attention and action copy of communication Tn.A.4/10/3 dated 11 Jan.1946 received from Director of Transportation (Br) Main, which is self-explanatory.

3. We would draw your special attention to para 4. of the above communication and will appreciate your sending us, as promptly as possible, detailed lists of the spares required for the items in question to enable us to submit to Transportation (Br) Main, relative indent to cover the period Jan - March 1946. In this respect, as you will have noted, the indent is to include only spares required for light maintenance work and not carrying out major repairs and overhauls.

4. Your early advices will oblige.

For the Director:

G. A. Uncles, Chief
Ports & Warehouse Liv.

Attachment:
As stated in para.2.

Copy to :
Director of Transportation (Br) Main
C.C.C.

1991

1990

Transportation (Br) Main,
C.M.F.
Tel : - Firebox 9328

Tn.A.2/15/5.

11. Jan 46.

Subject :- Spares for Plant
Maintenance 1946.

To :- A.C. Tn. Sub-Commission H.Q.
Ports and Warehouse Division.

Copy to :- Tn.5 Mech.

(4)

1. Further to ours of even file dated 15 December and your A.C./37/63 Tn.6 dated 28 December to Direzione Generale Marina Mercantile Ispettorato Funzionamento Porti Roma, copy to this H.Q., regarding the issue of Bulk Spares from our 325 T.S.D. Modugno Bari.

2. For your information these spares cover the following Tn. Provision Cranes only. Rand R 3.1/2-5-6 ton Coles 'Utility' 5 ton Coles 'EMA' 3 ton Jones 'Super 40' 2 ton.

3. The spares as previously stated are ready for your collection and we shall be glad to receive your disposal instructions as soon as possible.

4. You are now required to prepare a bulk indent for spares for the following items of Other Services plant to cover the period Jan - March 1946.

(a) Lister Auto Trucks.
(b) Tracked Cranes (All types)
(c) Lorry Mounted Cranes

The completed indents should be passed to this H.Q. for screening, prior to being forwarded to the service concerned by us. Your indent should only include spares required for light maintenance work and not for carrying out major repairs and overhauls. Prompt action in this matter will be appreciated.

5. The question of spares for maintenance of Harbour Craft is one for further discussion and a War Office ruling is awaited. As soon as this has been communicated to us, you will be notified of the procedure to be adopted.

R.L. GRIFFITHS, S/Capt.,
for Brigadier,
Director of Transportation.

Declassified E.O. 12356 Section 3.3/NND No. 765021

1. Further to ours of even file dated 15 December and your A.C./37/63 Tn.6 dated 28 December to Direzione Generale Marina Mercantile Ispettorato Funzionamento Porti Roma, copy to this H.Q., regarding the issue of Bulk Spares from our 325 T.S.D. Modugno Bari.

2. For your information these spares cover the following Tn. Provision Cranes only. Rand R 3.1/2-5-6 ton Coles 'Utility' 5 ton Coles 'EMA' 3 ton Jones 'Super 40' 2 ton.

3. The spares as previously stated are ready for your collection and we shall be glad to receive your disposal instructions as soon as possible.

4. You are now required to prepare a bulk indent for spares for the following items of Other Services Plant to cover the period Jan - March 1946.

(a) Lister Auto Trucks.
(b) Tracked Cranes (All types)
(c) Lorry Mounted Cranes

The completed indents should be passed to this H.Q. for screening, prior to being forwarded to the service concerned by us. Your indent should only include spares required for light maintenance work and not for carrying out major repairs and overhauls. Prompt action in this matter will be appreciated.

5. The question of spares for maintenance of Harbour Craft is one for further discussion and a War Office ruling is awaited. As soon as this has been communicated to us, you will be notified of the procedure to be adopted.

R.L. GRIFFITHS, S/Capt.,
for Brigadier,
Director of Transportation.

1989

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ISPETTORATO [illegible]

Divisione Sez.
Prot. N.° 7899 D.VII Allegati

556

Roma, 7 GENNAIO 1946

Al H.Q.A.C. TRANSPORTATION
SUB. COMMISSION
PORTS & WAREHOUSE DIVISION
ROMA

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Parti di ricambio per gru mobili e motogalleggianti

Riferimento alla lettera Tn A.2/Is/o in data Io dicembre 1945 della Transportation (Br) Main indirizzata a codesto ufficio e qui rimessa per conoscenza.

Si conferma che le casse contenenti i pezzi di ricambio di cui all'argomento date in consegna dalle Autorità Militari Alleate alle Capitanerie di Porto siano affidate alla Capitaneria di Porto di Bari.

Allo scopo di poter dare le opportune istruzioni a quel Comandante del Porto si prega rimettere un dettagliato elenco dei materiali contenuti in ogni cassa con la precisa indicazione del tipo di gru o galleggiante per i quali i pezzi di ricambio devono servire, nonché un elenco descrittivo delle caratteristiche delle gru e dei natanti consegnati in ogni porto.

1988

Declassified E.O. 12356 Section 3.3/NND No. 755021

ISPETTORATO FUNZIONAMENTO PORTI

SUB. COMMISSION
PORTS & WAREHOUSE DIVISION

ROMA

Risposta al Foglio del
Div. Sez. N.°

Divisione
Pol. T. 7899/D.VIII Sa. Allegati

OGGETTO Parti di ricambio per gru mobili e motogalleggianti

Riferimento alla lettera Tn A.2/Is/b in data 15 dicembre 1945 della Transportation (Br) Main indirizzata a codesto ufficio a qui rimessa per conoscenza.

Si conferma che le casse contenenti i pezzi di ricambio di cui all'argomento date in consegna dalle Autorità Militari Alleate alle Capitanerie di Porto siano affidate alla Capitaneria di Porto di Bari.

Allo scopo di poter dare le opportune istruzioni a quel Comandante del Porto si prega rimettere un dettagliato elenco dei materiali contenuti in ogni cassa con la precisa indicazione del tipo di gru o galleggiante per i quali i pezzi di ricambio devono servire, nonché un elenco descrittivo delle caratteristiche delle gru e dei natanti consegnati in ogni porto.

1388

Enrico LAURICELLA
Colonnello di Porto Ispettore

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

Tel : 347
Ref : AC/37/63/Tn6

UAG/lp
28 December 1945

SUBJECT: Spare parts for harbor craft and plant.

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti
ROMA
(attn: Col. L. Lauricella)

1. Reference letter DDS/2211 dated 6 October 1945 from Transportation (Br) Main D.D. Tn. (Docks) and our reply AC/37/47/Tn6 of 11 October on the above subject. (copies enclosed).

2. We draw your attention to a further communication received from Transportation (BR) Main, Ref Tn.A. 2/15/5 dated 15 December 1945 (copy of which has been forwarded to you).

3. Your advices and concurrence to sub-paras 3, 4 and 5 are awaited to enable us to reply to said letter.

4. Your prompt attention will be greatly appreciated.

For the Chief:

U.A. GALLARDI
Operations Branch
Ports & Warehouse Liv.

Attachment:
As stated in para.1.

Copy to :
Director of Transportation (Lr) Main
C.M.F.

1987

Declassified E.O. 12356 Section 3.3/NND No. 785021

Transportation (Br) Main,
C.M.F.
Tel : Firebox 9328

Tn.A.2/15/5.

15 Dec 45.

Subject :- Spare Parts for Plant held by Civilian Authorities.

To :- H.Q. Allied Commission
Tn. Sub-Commission
Ports and Warehouse Division.

Copy to:- Inspettorato Funzionamento Porti,
Direzione Generale
Marina Mercantile,
Ministero della Marina.
(Att: Col. E.Lauricella.)

(4)

1. Reference your letter AC/37/47 Tn.6 dated 11 October 1945 regarding the spare parts for Tn. Plant handed over to the Italian Civil Authorities for Port Working.

2. Contact has been made with the Direzione Generale Marina Merc antile in an effort to obtain consigning instructions for those spares which are now ready at our Bari Depot.

3. We are informed that no Central Authority or Depot has yet been organised, and we have been requested to hand the spares over to the Captain of the Port of Bari.

4. Will you please confirm that this is in accordance with your instructions and that you will take the necessary steps to ensure that the Italian Ministry of Marine is aware of the fact that the cases of crane spares are for use at all ports now under civilian control, and that once this issue has been made to them no further indents for spares for Cranes can be accepted by us. It is therefore a matter for them to decide upon an equal distribution throughout the Italian Ports.

5. These points were discussed today with a representative from Colonel Lauricella's department, and it was decided that you should be informed of the request to hand over the spares to the Captain of Bari Port.

6. Please communicate with us further and confirm you approve the suggestions contained in this letter.

R.L. GRIFFITHS, S/Capt.,
for Brigadier,
Director of Transportation.

1986

150-11

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. ACA/37/47/Tn6

ACA/mvm
11 October 1945

SUBJECT: Spare Parts for Harbor Craft and Plant

TO : D. D. Tn. (Docks)
Transportation (Br) Main
C. M. F.
(Att: Colonel H. C. Pottle)

1. Your letter, ref. DD5/2211 of 6 October 1945, has been duly received and contents noted.

2. We have been in telephonic communication with the Italian Ministry of Marine and have explained to them the position, as set out in para 3 and 4 of your letter, and which they appreciate.

3. The Central Authority to whom such spares can be handed over in bulk and to whom application by the various Port Authorities (Captains of Ports) could then be made as required would be the Ispettorato Funzionamento Porti, Direzione Generale Marina Mercantile, Ministero della Marina (Att: Col. M. Lauricella).

4. The Ministry of Marine asks that we obtain from you a list of these spare parts, together with advice of their location, when they will inform us of the arrangements they can make for collection and future distribution as and when required.

For the Chief:

A. C. ALLMAN
Ports Branch
Ports & Warehouse Division

1985

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject:- Spare Parts for Craft and Plant.

D.D.Tn. (Docks),
Transportation (Br) Main,
C.M.F.

Tele: Firebox 9356.
Outside line. 843428.
DD5/2211.

6 Oct. 45.

(1)

To:- Tn. Sub-Commission,
Ports & Warehouses Division,
HQ Allied Commission,
RC&E.

1. This service holds a certain number of spare parts for the craft and plant which is in use in the various Italian ports.

2. It has been our practice, when the craft and plant has been handed over to the Captain of the Port, to hand over to him such main items of spares as were held by the Military Unit previously responsible for their maintenance.

3. There are, however, other items of spares held in our Stores Depots which are not in sufficient quantity to enable them to be split up in proportion to the number of craft and plant handed over in each port. At the same time it is considered that a fair proportion of these spares should be made available to the Italian Authorities to enable them to carry out such repairs as become necessary whilst you are formulating demands and obtaining supplies through civil channels.

4. We should be glad to know, therefore, whether there is some Central Authority to whom such spares could be handed over in bulk and to whom application could be made for them, as required, by the Italian Authorities responsible for the maintenance and repair of the various items of craft and plant in each port.

H.G. Pottle.
Colonel,
D.D.Tn. (Docks).
(H.G. POTTLE).

ALLIED COMMISSION
APO 394

Office of the Senior Transportation Officer - Venice

15 Jan. 46

TO A.D.S. & T. (Water Transport)
86 Army Area

FROM : Allied Commission
Transportation Officer Venice

FILE : ACVEN/TR/13.11

In view of the nature of the work carried out by this office, it is necessary to have some means of Water Transport.

Therefore would you be so kind enough to allot one Motor-Boat for thi purpose.

Thanking for an early reply.

W. EVANS, Lt. R.E.
ACV Tptn. Venice

Copy to : HQ Allied Commission - Roma

1983

Declassified E.O. 12356 Section 3.3/NND No. 785021

TO A.D.S. & T. (Water Transport)
86 Army Area

FROM : Allied Commission
Transportation Officer Venice

FILE : ACVEN/TN/13.11

In view of the nature of the work carried out by this office, it is necessary to have some means of Water Transport.

Therefore would you be so kind enough to allot one Motor-Boat for thi purpose.

Thanking for an early reply.

W. EVANS, Lt. R.E.
AC> Tptn. Venice

Copy to : HQ Allied Commission - Roma

1985

AC/37

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

Tel : 347
Ref: ~~AC/24.1/1067/Tn6~~ AC/37

UAC/lp
8 January 1946

SUBJECT: Steel Floating Dock "C.C. 12"

TO : Headquarters Allied Military Government
13 Corps
(Attn: Lt. Col. D.S. Bickerstaff, Economics)

1. Reference your letter 130/AMG/Ec.47 dated 7 December 1945 on the above subject.

2. Your request was duly submitted to the Office of the Commander-in-Chief, Mediterranean Station for consideration and the reply received is to the effect that the transfer of the Floating Dock C.C.12 from Taranto to Monfalcone is not practicable at present.

For the Director:

C. C. CROOKE, Chief,
Ports & Warehouse Division.

Copy to : Industry & Utilities S/C.
M.M.T.S. (Italian Area) - ROME.

1982

1504

Declassified E.O. 12356 Section 3.3/NND No. 785021

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

2nd January, 1946.

No.F.O.I.L.488/17.

TRANSPORTATION AND SHIPPING SUB COMMISSION,
H.Q. ALLIED COMMISSION.

STEEL FLOATING DOCK G.O.12.

With reference to the Headquarters Allied Military Government, 13 Corps' letter No.13C/AMG/Ec.47, dated 7th December, 1945, the Commander-in-Chief, Mediterranean Station agrees that the transfer of the Floating Dock G.O.12 from Taranto to Monfalcone is not practicable at present.

for REAR-ADMIRAL.

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

FILE REF: 13C/AMG/Ec.47
SUBJECT Steel Floating Dock "G.O.12"

Date Dec.7th 45

TO A.C. ROME

I beg to enclose herewith a copy of the Cantieri Riuniti dell'Adriatico memo about the Steel floating Dock "G.O.12" now at Taranto, which we would like to transfer to Trieste (Monfalcone).

The drydocks in Trieste are not adequate for the number of ships that have to be docked in this port.

It is, therefore of the greatest importance that the above floating dock be transferred from Taranto to Trieste at the earliest possible moment.

At present the following ships await repairs which have to be carried out in drydock :

Motor tanker	"ANTONIO ZOTTI"	9000	tons D.W.
Motor ship	" LUCIANO MANARA"	9000	" " "
Steamship	" GOFFREDO MAMELI"	4370	" gross
Motor ship	" CITTA' di MARSALA"	2480	" " "
Motor tanker	" KONSTANZ "	9000	" D.W.

and a number of smaller vessels.

All these vessels have extensive bottom damages which can only be repaired in drydock.

Your assistance in obtaining authority for the moving of this dock is required.

For. S.C.A.O.
D.S. BICKERSTETH
LIEUT COLONEL
ECONOMICS

Copy to : Industry
" " M.W.T.

1380

CANTIERI RIUNITI DELL'ADRIATICO
TRIESTE

23/11/45

THE STEEL FLOATING DOCK "G.O.12"

Of all the floating docks given on lease to Cantieri Navali Scoglio Ulivi of Pola by the Italian Navy after the First World War, the steel floating Dock "G.O.12"was the largest.It was also the largest of all floating docks in the Adriatic until its transfer to Taranto,in 1939.

Its construction runs back to 1911 and was carried out at Pola in the former Arsenale (Scoglio Olivi) of the Austrian Navy,to the design and plans prepared by the British architect Mr. Clark.

Its length is 170 meters on the chocks and its initial lifting power was 22.000 tons.The centre body and the two side walls are continuous,therefore not self-docking,so that for ordinary maintenance and bottom cleaning operations the dock had to be brought into a suitable basin (existing at the Cantiere Scoglio Olivi)which served also as building berth during its construction.

The original draining plant of the compartments consisted of six sets of centrifugal pumps fitted to the main collector pipes arranged in the bottom of the side compartments;the pumps were driven by six twin cylinder steam engines arranged on the engine room platform under deck. The steam plant consists of ten Babcock & Wilcox boilers.

The sluice valve control gear of the filling and draining lines of the various compartments is of the hydraulic type and arranged in a single control cabin.

Up to the end of the first World War,the former Austrian Navy used this floating dock to dock her dreadnoughts of the "Viribus Unitis"type.Successively the Cantiere Navale Scoglio Olivi,which got the dock on lease,used it for the docking of naval and merchant ships with displacements varying between 10.000 and 20.000 tons.

In 1932,the Cantiere Navale Scoglio Olivi carried out,for account of the Royal Italian Navy,extensive repairs to the steel structures of the dock and renewed the draining plant by replacing the old horizontal steam engines with 6 modern sets of "Tosi" turbines of 180 HP each.The boilers and the centrifugal pumps remained the same.

After these repairs and in consideration of the general conditions of all structures,the lifting power limit of the floating dock was fixed at 20.000 tons.

During the time the floating dock was on lease at the Cantiere Navale Scoglio Olivi,i.e. up to the year 1939,the same served to dock the largest ships of the Upper Adriatic merchant fleet,as well as a number of foreign ships and naval vessels of medium tonnage.

There were thus docked,both for ordinary bottom cleaning as well as for repairs,the motor liners "Saturnia" "Vulcania" "Oceania" "Neptunia" " Victoria" " Batory " " Pilsudski" " the steamship "Ausonia" "Conte Rosso" "Conte Verde" "Presidente Wilson" and other

1375

Declassified E.O. 12356 Section 3.3/NND No. 785021

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There were thus docked, both for ordinary bottom cleaning as well as for repairs, the motor liners "Saturnia" "Vulcania" "Oceania" "Neptunia" " Victoria" " Batory " " Pilsudski" " the steamship "Ausonia" "Conte Rosso" "Conte Verde" "Presidente Wilson" and other smaller vessels, as well as the Italian cruisers of the 10.000 ton class.

In 1934 the floating dock "G.C.12" was towed to the San Marco Shipyard in Trieste which used it to dock the battleship "Cavour" (after removal) of all superstructures, turrets and guns) when her bow had to be lengthened during the large conversion work carried out on that ship.

This operation was repeated in 1937-1938 in connection with similar work carried out on the battleship "Andrea Doria".

In 1939 the Italian Navy decided to transfer the dock to some other place and had it towed to Taranto.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Contract Conditions :

The contract conditions stipulated between the Royal Italian Navy and the Cantiere Navale Scoglio Olivi of Pola, for the use and hire of the floating dock "G.0.12" of 20.000 tons lifting power, were :

a) Rent per annum : Lire 60.000.-
b) Discount of 35% on the docking tariffs for all vessels of the Royal Italian Navy.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

FLAG OFFICER ITALY & LIAISON
Date 16 DEC 1945
No F.595/1488

DATE: 15 DEC 1945

FROM: NAVY SUB-COMMISSION, HQ. AC.

TO : FLAG OFFICER ITALY & LIAISON.

FORWARDED FOR APPROPRIATE ACTION

for [illegible], Navy S/C.

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB COMMISSION

Tel 347
Ref AC/37/57/In6

UAG/lp
23 November 1945

SUBJECT: Motor Boat "Tana"

TO : Director of Harbour Craft,
Navy House, NAPLES.

1. Reference our letter AC/37/40/In6 dated 19 Sept. 45 and your reply HM/DCHC/119 dated 18 October 1945.

2. The information contained in your above letter was duly communicated to the Chief Engineer of Corpo Reale del Genio Civile and we attach,hereto, for your information and appropriate action translation of reply received from said Office dated 16 November 1945.

3. We would appreciate your further advices on the matter.

for the Chief:

U.A. GUILLARD
Operation Branch
Ports and Warehouse Div.

Attachment:
As stated in para.2.

W 1978

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI LAVORI PUBBLICI

CORPO REALE DEL GENIO CIVILE

UFFICIO SPECIALE
PER IL TEVERE E PER L'AGRO ROMANO

Roma, li 12 NOV 1945
Via Monzambano

N. di protocollo 8856 Allg. 1

Risposta alla nota N. AC/37/53/ Tn6
del 31/10/1945

All HEADQUARTERS ALLIED
COMMISSION TRASPORTATION
SUB. COMMISSION
(Att: Mister. A. C. Allman
Ports Branch-Ports & Warehouse
Division A P.O. 394

OGGETTO: Motorboat " Tana "

Con riferimento al foglio sopradistinto si fa presente che contrariamente a quanto ha comunicato a codesto Headquartes il Direttore dell'Harbor Craft con la nota del 18 ottobre 1945, il motoscafo " Tana " fu di fatto preso in consegna dal firmatario del foglio di requisizione 1st.Lt. Q.M.C. John J. Luddy, Administrative officer dell'Headquartes 8 TH " Port of. Embarkation- Detachment " A " il giorno 11 giugno 1944 e che all'atto della presa in consegna il predetto ufficiale provvide a rilasciare a questo Ufficio la dichiarazione che s'allega in copia.

1977

M.M

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Tanto premesso si prega codesto Headquarters di voler compiacersi interessare nuovamente l'ufficio competente per le ricerche del caso.

Si ringrazia.

L'INGEGNERE CAPO

(Giulio Bellomo)

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION

MINISTERO DEI LAVORI PUBBLICI
CORPO REALE DEL GENIO CIVILE

Rome 12 November 1945

6856

To: H.Q. Allied Commission
Trans. S/C
(attn: Mr. Allman)
Ports Branch - Ports &
Warehouse Division
A.P.O. 394

Reply to N. AC/37/53/Tns
dated 31 Oct 1945.

SUBJECT: Motorboat "Tana"

Referring to your above letter it is pointed out that contrary to communication received by you from the Director of Harbour Craft dated 18 October 1945, the motorboat "Tana" was, in fact, taken delivery of by the signatory of the Requisition Order (1st Lt.Q.M.C. John J. Luddy) administrative officer H.Q. 8th Port of Embarkation Detachment "A" on the 11th June 1944 and at the time of delivery said Officer handed to this Office a declaration of which a copy is enclose.

In view of the above it would be appreciated if this Sub Commission were to kindly approach competent quarters for further enquieres to be made.

Chief Engineer: (sd) GIULIO BELLONO

1976

[5 | 6]

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/53/Tn6

CCC/mvm
31 October 1945

SUBJECT: Motorboat "Tana"

TO : Corpo Reale del Genio Civile
Roma
(Att: L'Ingegnere Capo Giulio Bellomo)

1. Reference your letter dated 1 September 1945, together with your enclosure, copy of requeet by HQ, 8th Port of Embarkation, U. S. Army.

2. We quote below letter dated 18 October 1945, from the Director of Harbor Craft, advising that the "Tana" was not requisitioned by Headquarters, 8th Port:

> "Information received from U. S. Army authorities, reveals that the motor-boat 'TANA' was not requisitioned by Headquarters EIGHTH Port.
>
> Many requests were made for vessels to be requisitioned but these requisitions were not taken up as happened in this instance."

For the Chief:

A. C. ALLMAN,
Ports Branch
Ports & Warehouse Division

1975

Declassified E.O. 12356 Section 3.3/NND No. 785021

(BASIC: Ltr. Hqs. Allied Commission, APO 394, U.S. Army, Transportation Sub Commission, dtd. 19 Sept/45, Ref. AC/37/40Tn6)

HR/DCHC/119 1st Ind. 18 October 1945.

Allied Force Headquarters, Office of Director of Harbor Craft, Western Mediterranean.

TO: Headquarters Allied Commission, APO 394, U.S. Army, Transportation Sub Commission.

1. Information received from U.S. Army authorities, reveals that the motor-boat "TANA" was not requisitioned by Headquarters EIGHTH Port.

2. Many requests were made for vessels to be requisitioned but these requisitions were not taken up as happened in this instance.

for Director of Harbor Craft.

1974

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/40/Tn6

ACA/mvm
19 September 1945

SUBJECT: Motor Boat "Tana"

TO : Director of Harbor Craft
Navy House
Naples

1. We attach hereto letter (with translation) dated 1 September 1945, addressed to us by the Chief Engineer of Corpo Reale del Genio Civile together with requisition order issued by Headquarters, 8th Port, U. S. Army dated 11 June 1945.

2. As it is unlikely that this craft is now required for U. S. Army operations and the resumption of navigation and other facilities afforded by the Tiber River is a matter of urgency, this Division supports the application of Genio Civile and requests that you will take requisite action to get this motor boat de-requisitioned so that it may return to service of Genio Civile on the Tiber.

3. Please advise us of action taken and outcome thereof.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:
As stated in para 1.

1973

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

TRANSLATION

CORPO REALE DEL GENIO CIVILE

ROME

1 September 1945

To : Headquarters Allied Commission
Transportation Sub Commission

Subject : Derequisition of Motorboat "Tana"

1. When Rome was freed, the HQ 8th Port of Embarkation Detachment "A", as per attached note, informed this Office of the requisition of the motorboat "Tana" owned by the Ministry of Public Works.

2. As, following on the sinking by the German Armed Forces of all the means at our disposal, we find ourselves absolutely unable to arrange for the inspection of the defense works situated along the Tiber River, we would ask you, if possible, to be so kind as to ask the aforementioned authorities to see if they can now derequisition the said motorboat.

CHIEF ENGINEER

(Giulio Bellomo)

1372

1321

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

CORPO REALE DEL GENIO CIVILE

ROME

1 September 1945

Al: L'Headquarters Allied Commission
Transportation Sub Commission

Oggetto: Derequisizione motoscafo "Tana"

All'atto della liberazione di Roma, l'Headquarters 8th Port of Embarkation Detachment "A" come risulta dall'unito foglio, comunicava a questo Ufficio l'avvenuta requisizione del Motoscafo "Tana" di proprieta del Ministero dei LL.PP.

Poiche in seguito all'affondamento da parte delle FF.AA. Germaniche di tutti i mezzi a disposizione, questo Ufficio si trova nelle impossibilita di provvedere all'ispezione delle opere di difesa ubicate lungo il fiume Tevere, ove nulla osti, si prega cotesto Headquarters di voler cortesemente intervenire presso il predetto comando, perche venga provveduto alla derequisizione del motoscafo in parola.

Si ringrazia

L'INGEGNERE CAPO

(Giulio Bellomo)

1971

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS
8TH PORT OF EMBARKATION
DETACHMENT "A"
APO 780, U. S. ARMY

COPY

11 June 1944

SUBJECT: Acquisition of Motor Boat "TANA"

TO : Presso Porto Fleuvale

1. The United States Army requires the use of the motor boat "TANA" for Army operations.

For the Commanding Officer

JOHN J. LUDDY
1st. Lt., QMC
Administrative Officer

Per copia conforme
L'INGEGNERE CAPO
(Giulio Bellomo)

1970

15221

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

ACA/mvm
19 September 1945

Tel. 394
Ref. AC/37/40/Tn6

SUBJECT: Motor Boat "Tana"

TO : Director of Harbor Craft
Navy House
Naples

1. We attach hereto letter (with translation) dated 1 September 1945, addressed to us by the Chief Engineer of Corpo Reale del Genio Civile together with requisition order issued by Headquarters, 8th Port, U. S. Army dated 11 June 1945.

2. As it is unlikely that this craft is now required for U. S. Army operations and the resumption of navigation and other facilities afforded by the Tiber River is a matter of urgency, this Division supports the application of Genio Civile and requests that you will take requisite action to get this motor boat de-requisitioned so that it may return to service of Genio Civile on the Tiber.

3. Please advise us of action taken and outcome thereof.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:
As stated in para 1.

1969

1 3 2 31

Declassified E.O. 12356 Section 3.3/NND No. 785021

Translation letter, dated 1/9/45, of Genio Civile, addressed to ACFQ, Tn. S/C

Subject: dorequisition of motorboat " Tana "

When Rome was freed the HQ 8th. Port of Imbarkation Detachment "A", as per attached note, informed this Office of the requisition of the motorboat " Tana " owned by the Ministry of Public Works.

As, following on the sinking by the German Armed Forces of all the means at our disposal, we find ourselves absolutely unable to arrange for the inspection of the defence works situated along the river Tiber, we would ask you, if possible, to be so kind as to ask the aforementioned authorities to see if they can now dorequisition the said motorboat.

1968

1524

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI LAVORI PUBBLICI

CORPO REALE DEL GENIO CIVILE

UFFICIO SPECIALE
PER IL TEVERE E PER L'AGRO ROMANO

N. di protocollo 6842 Allig. 1

Risposta alla nota N.

del

Roma, li 1 SET. 1944
Via Monzambano

Al HEADQUARTERS ALLIED
COMMISSION / TRANSPORTATION
SUB= COMMISSION

APO 394

OGGETTO: Dereguisizione motoscafo " Tana"

All'atto della liberazione di Roma, l'Headquarters S.-TH Port of Imbarkation Detachment" A" come risulta dall'unito foglio, comunicava a questo Ufficio l'avvenuta requisizione del Motoscafo " Tana"di proprietà del Ministero dei LL.PP.

Poichè in seguito a l'affondamento da parte delle FF.AA. Germaniche di tutti i mezzi a disposizione, questo Ufficio si trova nelle impossibilità di provvedere all'ispezione delle opere di difesa spicate lungo il fiume Tevere, ove nulla osti, si prega cotesto Headquarters di voler cortesemente intervenire presso il preposto comando, perchè venga provveduto alla dereguisizione del motoscafo in parola.

1967

Si ringrazia

L'INGEGNERE CAPO
(Giulio Cirilomo)

HEADQUARTERS
8TH PORT OF EMBARKATION
DETACHMENT " A "
APO 780, U.S. ARMY

11 June 1944

SUBJECT: Acquisition of Motor Boat " TANA"
TO: Presso Porto Pleuvale

1. The United States Army requires the use of the motor boat " TANA" for Army operations

For the Commanding Officer

JOHN J.LUDDY
1st.Lt., QMC
Administrative Officer

Per copia conforme
L'INGEGNERE CAPO
(Giulio Bellomo)

1966

Declassified E.O. 12356 Section 3.3/NND No. 765021

Declassified E.O. 12356 Section 3.3/NND No. 785021

G/6172
DEC.221113/XX
DEC.231045
ROUTINE

MTTR MED

NOIC LEGHORN INFO: F O I L - HQ ALCOM ROME - TRANSPORT AND SHIPPING S.C.

UNCLASSIFIED.

Referring your 201005 and foil's 210922. Office of D.O.M.C. dissolved at 30 th Nov. All services were instructed arrange their own derequisitioning. We suggest barges be returned to civilian owners.

AC DIST

ACTION : NAVY
INFO : CHIEF COMMISSIONER
TPTN 2
FILE 2
FLOAT

1965

AC/37

1527

Declassified E.O. 12356 Section 3.3/NND No. 785021

DEC 210922A

DEC 22 1130

ROUTINE

FOIL

DIRECTOR OF HARBOUR CRAFT (H) HQIC LECHORN HQ ALCOM TRANSPORTATION SHIPPING

S/C IMPORTANT U/C

UNCLASSIFIED:

TRANSPORTATION AND SHIPPING S/C AT HQ A.C. HAS REQUESTED THAT DEREQUISITIONING OF BARGES IN HQIC LECHORN'S 201005A BE COMPLETED AS SOON AS POSSIBLE TO ENABLE OWNERS TO CHARTER THEM TO COMPAGNI MARITTIMA TO ASSIST IN SALVAGING CARGO OF SS NATHANIEL BACON BEACHED NORTH OF CIVITA VECCHIA.

DIST. 0-4, 13, 16, 25. LOG. NSC (4). 1 M/M TRANSPORTATION AND SHIPPING S/C.
21/M HQ ALCOM

T/P F/L TOD 0925 LAD 21/12

REF. 5 BARGES AVAILABLE FOR RETURN TO OWNERS.

AC DIST

INFO/ACTION: TS & SEC S/C (2)

INFO : CHIEF COMMISSIONER

ECON SECTION (2)

FILE (2)

FLOAT

1964

1528

Declassified E.O. 12356 Section 3.3/NND No. 785021

D 7865/21420 7/44 2,333,333. (385 Lbs. 46 Sh).

S. 1220.
(Established—May, 1939)
(Revised—June, 1944)

DIRECTOR OF HARBOUR CRAFT (T) FOIL HQ ALCOM TRANSPORT AND SHIPPING SUB COMMISSION.

FROM...NOIC LOCHGIN

UNCLASSIFIED

BARGES IN MD 201005A DECEMBER DEREQUISITIONED AS FROM 21ST DECEMBER. FOLL'S 210922A DEC. REFERS.

.....211620A DECEMBER.....

REF...1. BARGES OPERATED BY U.S. ARMY NO LONGER REQUIRED.
2. DEREQUISITIONING OF BARGES TO BE COMPLETED.

DIST...04 13 16 25 NMO(4) 1 H/M TRANSPORTATION & SHIPPING S/C. 21/12
T/P P/L TOR...2027 RCB

1963

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: 201005A DEC

Message Centre No: G/6007

Date Time Rec'd: DEC 210915

Precedence: ROUTINE

FROM: NOIC LEGHORN

TO : DIRECTOR HARBOUR

INFO: HQ ALCOM ROME FOIL

UNCLASSIFIED

1. Barges Moserrato Artigliere Cesare Ilva 3 and Ilva 6 operated by US Army 10th port water division are no longer required and are available for return to owners

2. Request disposal instruction. On receipt of this barges will be derequisitioned

3. Your 271049 33B August. Noic Legnorn's 271119A September and 091620 October refers

INFO - ACTION

HEADQUARTERS 21 DEC 1945 A.F.H.Q.

AC DIST

INFO ACTION: TPTN.S/C 2

INFO: CHIEF COMMISSION

NAVY

FILE 2

FLOAT

1962

Declassified E.O. 12356 Section 3.3/NND No. 785021

Precedence: ROUTINE

FROM: NCIC LEGHORN

TO : DIRECTOR HARBOUR

INFO: HQ ALCOM ROME FOIL

UNCLASSIFIED

1. Barges Moserrato Artigliere Cesare Ilva 3 and Ilva 6 operated by US Army 10th port water division are no longer required and are available for return to owners

2. Request disposal instruction. On receipt of this barges will be derequisitioned

3. Your 271049 33B August. Ncic Legnorn's 271119A September and 091620 October refers

INFO-ACTION

AC DIST

INFO ACTION: TPTN.S/C 2

INFO: CHIEF COMMISSION

NAVY

FILE 2

FLOAT

HEADQUARTERS
21 DEC 1945
AFHQ

1962

Informal Communication
(Non-Record)

22/12/45

AC/37

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject:- Steel Barges - C' tavecchia.

Transportation (Br) Main,
C.M.F.
Tel: Firebox 9345.

Tn.A.2/127-0.

12 Dec. 45.

To:- M.W.T.R.(Med).

Copy to:- Tn. & Shipping Sub-Commission, H.Q., A.C.

1. Reference the attached letter from H.Q., A.C. reference AC/37/59/Tn.6 dated 7 Dec. 1945 addressed to you through this H.Q., and conversation Mr. Richardson - Lt. Col. Reynolds.

2. Nine of these barges were issued to A.C. at Brindisi on the instructions of D.C.M.C. after agreement at MEDBO. The numbers of the barges as recorded by us were as follows:-

IWT 17.	-	A.4007
18.	-	A.4327
19.	-	A.4279
23.	-	A.3485
27.	-	A.4011
28.	-	A.4372
29.	-	A.4230
31.	-	A.4271
33.	-	A.3959

It is understood that 2 barges are still at Brindisi and 7 at Civitavecchia.

3. It is now understood that these craft are owned by the Indian Government, and are under charter to P.S.T.O.(ME) and it is further understood that these craft are required to be returned to India.

4. It is recommended that this correspondence be passed to P.S.T.O.(Med) for action direct with H.Q., A.C. as, since the transfer to A.C. this H.Q. is no longer responsible for these craft.

5. It is confirmed that these craft have not been declared to London as surplus to theatre requirements as the craft are not M.W.T. owned or governed by the procedure set out in War Office signal 81467 Tn.1/2 dated 1 April 1945.

1961

D. H. REYNOLDS, Lt. Col.,
for Brigadier,
Director of Transportation.

Enc.

AC/37

1332

Declassified E.O. 12356 Section 3.3/NND No. 785021

(1)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

UAS/lp

Tel : 247
Ref : AC/27/38/Tn6

7 December 1945

SUBJECT: Seven ME.60 Ton Steel Barges Lying at Civitavecchia. (Allocated to Italian Ministry of Marine, POMA).

TO : Ministry of War Transport Representative, Mediterranean through Director of Transportation (Ir) Main - G.H.Q.-

1. With a view to improving the salt loading facilities at Cagliari and expediting shipment of this commodity to the Italian mainland, permission is requested to transfer to the above port six out of the above seven barges, the respective registered numbers being as follows:

A.4011 - 413/17 - IT 21 - IT 19/A.4278 - S/15/A 4347 - IT 25 -.

2. Movements Division (Shipping Branch) at this Headquarters will attend to the procurement of necessary transport etc. from Civitavecchia to Cagliari.

3. Owing to the urgency of the matter, your favourable and prompt decision would be greatly appreciated.

C.C. Hooks, Chief
Ports & Warehouses Division.

Copy to :
Director of Transportation (Ir) Main - G.H.Q.
Director of Harbour Craft, Navy House, Naples.
Mov. Div. (Shipping Branch)(Attn: Maj. Lehmann).
Direzione Generale Marina Mercantile,
Ispettorato Funzionamento Porti, ROME
(attn: Col E. Iacricella).

1960

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel : 247
Ref : AC/37/56/TnG

UAO/lp
26 November 1945

SUBJECT: Seven steel barges lying at Civitavecchia.

TO : Major H. F. Larsen
Shipping French.

1. As you are aware, the above barges were allocated to the Ministry of Marine, Direzione Generale Marine Mercantile, Rome, by our letter of 15 October 1945. In accordance with the terms of the said letter, Col. Lauricella instructed the Captain of the Port of Civitavecchia to take delivery of the barges and attend to maintenance, etc. of same. These instructions, I am informed by Major Moretti, were duly carried out.

2. Major Moretti, after a superficial survey of the craft, has reported their condition to be as follows:

Lighter #24011 - Plating in fair condition; some indentations on starboard side; deck in fair condition; 6 plates require renewing; floor ceiling to be renewed for about 5 to 6 meters.

Lighter #413/17 - Plating in medium condition; some indentations on starboard side; deck in fair condition; floor ceiling requires some repairs.

Lighter #1731 - Plating and deck in fair condition; some indentations on starboard side; floor ceiling much disconnected.

Lighter #1719/24479 - Plating and deck in medium condition; floor ceiling disconnected.

Lighter 6/10/44547 - Plating and deck in fair condition;

Lighter #1729 - Plating in medium condition; hatch covers in fair condition; slight leak.

Lighter #2959/1733 - Plating in bad condition; some indentations; deck in bad condition; two manholes lacking hatch covers.

3. Major Moretti informs me that the Ministry of Marine had decided to transfer these lighters to the firm of Cinciari of Civitavecchia for repair, maintenance and care and for use in the Port of Civitavecchia. It would appear that in accordance with the terms of the agreement between Ministry of Marine and Messrs. Cinciari, the latter were empowered to make a charge for the

Declassified E.O. 12356 Section 3.3/NND No. 785021

carriage of goods to offset cost of repairs, maintenance etc., they being responsible to the Ministry of Marine for the proper care and maintenance of the barges in good working condition.

4. Subsequently, however, the Ministry of Marine countermanded these instructions as another local firm of contractors, I understand a labor organization, requested that they also be given an opportunity to make use of these barges. The matter, which is a domestic one, is now under consideration by the Ministry of Marine.

5. In the meantime, Major Moretti informs me that these barges have been used and are continuing to be used for the transportation of coal in the same way as the mines barges are being utilized. Furthermore, in view of the heavy program of coal imports in the near future, Major Moretti is of the opinion that these barges should remain in Civitavecchia to assist in the turn-round of ships.

For the Chief :

U. A. CHILANDI
Operation Branch
Ports & Warehouse Division

1958

Declassified E.O. 12356 Section 3.3/NND No. 785021

REGIA MARINA

R. CAPITANERIA DI PORTO
BRINDISI

Ufficio Comando *Sez.*

Indirizzo telegrafico: COMPAMARE

Prot. N. 12705 *Allegati* 7

Brindisi, li 10 novembre *19* 45

Al MARIMERCANT
ROMA
e, per con.:
AL H.Q.H.C. - Transportation Sub.Commission Ports & Warehouse Division
ROMA

ARGOMENTO: Galleggianti Alleati.

In risposta al dispaccio n°7005/ D VIII del 31 ottobre u.s.informo che le due chiatte in ferro da 80 tonn.qui dislocate sono state prese in consegna da questa Capitaneria il 29 ottobre scorso.

Invio qui unito il verbale di carico in 7 esemplari.=

IL TEN.COLONNELLO DI PORTO-COMANDANTE
(Francesco Fontanarosa)

No. 1357 Roll of Films

Referring to signal N° 7005/D.VIII of the 31st October 1945. I beg to state that the two steel lighters of 80 tons located in this port were taken delivery of by me on the 29th October 1945. I enclose herewith declaration in seven copies.

AC/31

15361

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/56/Tn6

ACA/mvm
7 November 1945

SUBJECT: Seven (7) ME Steel Barges

TO : D/Director of Harbor Craft
Navy House
Naples
(Att: Capt. Martin)

1. With reference to your letter JM/DOHC/125 of 1 November 1945, re allocation of the above barges, this matter is under further consideration at this Headquarters and you will be advised of the outcome in due course.

For the Chief:

A. C. ALLMAN
Ports Branch
Ports & Warehouse Division

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft
Western Mediterranean

1 November 1945.

JM/DOHC/125

SUBJECT: Seven (7) ME Steel Barges.

TO : Headquarters Allied Commission,
Transportation Sub Commission,
APO 394, U.S. Army.

1. Reference is made to attached copy of letter (inclosure #1), your headquarters, To: Direzione Generale della Marina Mercantile, Ref. AC/37/50/TN 6, Subject: "80 Ton Steel Lighters at Civitavecchia," dated 19 October 1945.

2. Reference is also made to attached copy of letter (inclosure #2), your headquarters, Subject: " Seven ME Steel Barges from Brindisi", Ref. AC/37/52/TN 6, dated 25 October 1945.

3. Your attention is invited to the fact that statements made in inclosure #2, completely reverses the decision of the transfer of the seven (7) barges to the Italian Ministry of Marine, as stated in inclosure #1.

4. It is therefore requested that this matter be thoroughly reviewed and this office be notified, by indorsement hereon, whether or not Headquarters Allied Commission requires the seven (7) barges to be retained by the Italian Ministry of Marine, or if they are no longer required, that they are available for reallocation.

J. Martin

J. MARTIN,
Capt., TC,
D/Director of Harbor Craft

2 Incls.
Incl. #1- Ltr. a/s above in Par. 2.
Incl. #2- Ltr. a/s above in Par. 3.

1085

1536

Declassified E.O. 12356 Section 3.3/NND No. 765021

COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/50/Tn6

ACA/mvm
19 October 1945

SUBJECT: 80 Ton Steel Lighters at Civitavecchia

TO : Direzione Generale della Marina Mercantile
Ispettorato Funzionamente Porti
Rome
(Att: Col. E. Lauricella)

1. With reference to our letter AC/37/45/Tn6 of 4 October 1945 and your reply ref. No. 6191 of 13 October 1945, the contents of which are noted, we wish to inform you that it has now been decided to transfer the above lighters to your Ministry under the same terms and conditions as govern the transfer of port equipment in respect of the ex-British controlled ports.

2. The lighters in question, seven in number, are lying in the water at Civitavecchia having been shipped there recently from Brindisi.

3. Will you please, therefore, instruction your Capitaneria at Civitavecchia to take full charge of the barges, which may be employed either at that port or elsewhere as your Ministry may deem requisite, and let us have at an early date the usual receipt in quintuplicate.

4. There remain at Brindisi two similar type and size barges (one other was lost en route from Bari) and, as it is not proposed to ship these around to this Coast, we request that you take delivery of them at Brindisi and instruct your Capitaneria there to take charge of them and furnish the usual receipt in quintuplicate by return of post.

For the Chief:

(signed)

A. C. ALLMAN
Ports Branch
Ports & Warehouse Division
1954

Copy to:
Director of Harbor Craft
Navy House, Naples - FOR INFORMATION ONLY

(Inclosure #1)

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

CCC/mvm
25 October 1945

Tel. 290
Ref. AC/37/52/Tn6

SUBJECT: Seven M.E. Steel Barges from Brindisi

TO : Director of Harbor Craft
Navy House
Naples

1. Reference your letter H.R./D.CH.C./120 dated 22 October 1945.

2. The Allied Commission has no objection to the transfer of the above barges to the War Shipping Administration.

3. The War Shipping Administration has also indicated its desire to purchase the two barges remaining at Brindisi.

4. We are unable to find any reference to Registration Numbers in our files of any of the nine barges.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

Copy to:

Col. Buchanan
American Export Lines

(Inclosure #2)

1953

1540

Declassified E.O. 12356 Section 3.3/NND No. 785021

AS/f1

T R A N S L A T I O N

Rome 26 November 1945

Ref: 1845/A.G.- 15

Subject: Specialized workers for the ship yard in Orbetello

To : A.C. Transportation S/C

Regard to note A.C./37/32 Tn 6, of 1 Sept. 45, we inform that the "Ufficio Provinciale del Lavoro" in Leghorn communicated the possibility of furnishing specialized workers for the Orbetello Ship Yard for the construction of barges. The salary asked is less than that proposed by "Società Montecatini". In any way the workers wish to know salary conditions, if there will be lodgings, and a mess and whatever else might interest them.

We inform you of the above begin to communicate us your decisions.

For the Minister
illegible

1952

AC/37

Ministero dell'Industria
del Commercio e del Lavoro
Direzione Generale del Lavoro Div. VI°

Roma 26-11-1945

Al COMMISSIONE ALLEATA
A.F.C. 394 = SOTTOCOMMISSIONE DEI TRASPORTI

ROMA
e p.c. UFFICIO PROV. DEL LAVORO DI TARANTO

Risposta al f.n.
del

Rif. N. 1845 Allegati
15-5-15

OGGETTO Operai specializzati per i cantieri di Crotello.-

In relazione alla nota A.C./37/32 Tm.6 del 1° settembre u.s. si comunica che l'Ufficio Provinciale del Lavoro di Taranto interessato da questo Ministero, ha fatto presente che la possibilità di fornire della mano d'opera specializzata per i lavori nei Cantieri di Crotello per la costruzione di alcune navi, puntoni e che le richieste relative ai salari della opera specializzata più bassa di quelle formulate dalle Società Costruttrici. Tuttavia gli operai interessati farebbero concedere le condizioni salariali che agli stessi verrebbero concesse: ed è precisato una mensa e l'alloggio e tutto quanto altro li può interessare.

Quanto sopra si porta a conoscenza di codesta Sottocommissione con preghiera di voler comunicare a questo Ministero le determinazioni che saranno adottate in merito.-

IL MINISTRO

PRU/BI

1951

Declassified E.O. 12356 Section 3.3/NND No. 785021

M. 5-15

OGGETTO Operai specializzati per i cantieri di Orbetello.-

In relazione alla nota A.C./37/32 Tu.6 del 1° settembre u.s. si comunica che l'Ufficio Provinciale del Lavoro di Livorno interessato da questo Ministero, ha fatto presente che ha la possibilità di fornire dalla sua lista operai specializzati per i lavori nei Cantieri di Orbetello per la costruzione di chiatte per petroliere e che le richieste salariali degli operai sarebbero più modeste di quelle formulate dalla Società Montecatini. Tuttavia gli operai interessati vorrebbero conoscere le condizioni salariali che agli stessi verrebbero concesse: se è predisposta una mensa e l'alloggio e tutto quanto altro li può interessare.

Quanto sopra si porta a conoscenza di codesta Sottocommissione con preghiera di voler comunicare a questo Ministero le determinazioni che saranno adottate in merito.-

IL MINISTRO

BRU/RI

1951

Declassified E.O. 12356 Section 3.3/NND No. 765021

1543

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/37/32/TM6

RMB/mvm
1 September 1945

SUBJECT: Barges for Portigliani

TO : Labor Sub Commission

1. For your information and investigation, we quote below letter received from Montecatini. In due time, please favor us with your advice.

"With reference to your previous enquiries and to the telephone conversation between your Captain Tosi and our Transport Department.

We great to have to confirm you that lack of skilled labour, mainly carpenters, is hampering the reconstruction and repair job for barges at our Orbetello shipyard.

Such requests as a thousand lire per day and weekend at Leghorn (with transportation relating to be provided by our Company) have been put forward by the few elements which we were able to trace.

We are now considering also the opportunity of entrusting the work to other shipyards in Leghorn.

At present rate only perhaps one barge per month could be refitted for the loading operations at Portigliani."

R. M. RAZZANELLA, Chief
Ports & Warehouse Division

1950

C/C. POSTALE N. 1/4165
C. P.C. DI ROMA
CASELLA POSTALE 1189

MONTECATINI

SOCIETÀ GENERALE PER L'INDUSTRIA MINERARIA E CHIMICA
ANONIMA - CAPITALE VERSATO L. 2.000.000.000

MILANO

Telegr. GABBRO-ROMA
Tel.: 45551 - 45552 - 45553

DIREZIONE
PER L'ITALIA CENTRALE E MERIDIONALE

ROMA (30) VIA ANTONIO SALANDRA, 13

26 th Aug.1945

LIAISON OFFICE
RDG/tt

AC/HQ
Transportation S/C
(Attn. Cpt. Tosi)

SUBJECT : Barges for Portiglioni.

1. With ref. to your previous enquiries and to the telephone conversation between your Capt. Tosi and our Transport Department.

2. We regret to have to confirm you that lack of skilled labour, mainly carpenters, is hamping the reconstruction and repair job for barges at our Orbetello shipyard.
Such requests as a thousand lire per day and week-end at Leghorn (with transportation relating to be provided by our Company) have been put forward by the few elements which we were able to trace.

3. We are now considering also the opportunity of entrusting the work to other shipyards in Leghorn.
At present rate only perhaps one barge per month could be refitted for the loading operations at Portiglioni.

MONTECATINI
Società Generale per l'Industria Mineraria e Chimica

1945

Declassified E.O. 12356 Section 3.3/NND No. 785021

LIAISON OFFICE
RDG/tt

AC/HQ
Transportation S/C
(Attn. Cpt. Tosi)

SUBJECT : Barges for Portiglioni.

1. With ref. to your previous enquiries and to the telephone conversation between your Capt. Tosi and our Transport Department.

2. We regret to have to confirm you that lack of skilled labour, mainly carpenters, is hampering the reconstruction and repair job for barges at our Orbetello shipyard.
Such requests as a thousand lire per day and week-end at Leghorn (with transportation relating to be provided by our Company) have been put forward by the few elements which we were able to trace.

3. We are now considering also the opportunity of entrusting the work to other shipyards in Leghorn.
At present rate only perhaps one barge per month could be refitted for the loading operations at Portiglioni.

MONTECATINI
Società Generale [illegible]

Nella risposta indicare anche sulla busta l'UFFICIO SCRIVENTE

Declassified E.O. 12356 Section 3.3/NND No. 765021

1546

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINC

U.S. Army Operations NAPLES (46)	Transferred AC TORRE ANNUNZIATA Assembled (6)	Transferred AC CASTELLAMMARE Assembled (8)	Transferred AC CIVITAVECCHIA Assembled (20)	Transferred SOUTHERN FRANCE (9)
105	253	117	218	323
220	263	222	224	324
230	416	545	225	872
235	421	894	265	966
237	466	896	266	987
243	535	899	268	988
244		901	433	989
248		902	467	990
251			534	993
254			536	
256			538	
267			676	
269			684	
272			895	
289			900	
292			904	
303			905	
340			906	
356			928	
406			929	
407				
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487				
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528				
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548				

Declassified E.O. 12356 Section 3.3/NND No. 785021

R I N C A B A R O Z

As Of
31 October 1945

Transferred AC CIVITAVECCHIA Assembled (20)	Transferred AC SOUTHERN FRANCE (9)	Transferred AC TORRE ANNUNZIATA Unassembled (30)	Excess U.S. Army TC-DEPOT, Unassembled Complete (12)
215	323	322	589
224	324	588	591
225	872	590	629
265	968	630	725
266	987	663	726
268	988	664	727
433	989	665	825
467	990	824	826
534	993	827	836
536		835	837
538		971	969
676		991	970
684		992	
895		994	
900		1013	
904		1014	
905		1015	
906		1016	
928		1017	
929		1018	
		1019	
		1020	
		1022	
		1302	
		1303	
		1307	
		1308	
		1309	
		1478	
		1479	

Declassified E.O. 12356 Section 3.3/NND No. 785021

CORRECTED COPY

Destroy all other of this date.

rred AC NNUNZIATA oled (30)	Excess U.S. Army TC-DEPOT, Unassembled Complete (12)	Excess U.S. Army TC-DEPOT, Assembled Complete (22)	U.S. Army TC-DEPOT, Unassembled Incomplete (15)	Destroyed (19)
22	589	116	216	176
83	591	221	217	179
90	629	223	219	194
30	725	231	304	226
63	726	233	338	227
64	727	245	339	228
65	825	247	412	229
24	826	249	469	232
27	836	250	685	234
35	837	252	724	236
71	969	255	754	246
91	970	262	755	411
92		264	898	415
94		270	967	419
013		271	1021	422
014		273		450
015		290		468
016		291		481
017		325		549
018		404		
019		409		
020		697		
022				
302				
303				
307				
308				
309				
478				
479				

Declassified E.O. 12356 Section 3.3/NND No. 785021

257
259
272
289
292
303
340
356
406
407
413
414
417
418
420
423
424
425
429
479
480
486
487
527
528
537
548
550
677
686
903
907
926
927
930

676
684
695
900
904
905
906
928
929

NOTE: BARGES NUMBERS HAVE BEEN CHANGED AS FOLLOWS AND NEW NUMBERS RECORDED ON THIS REPORT:

OLD NUMBER	NEW NUMBER
011	340
012	407
102	234
103	232
329	229
379	420

DISTRIBUTION:

1 - File
2 - 806 Base Depot
3 - Eighth Port Small Craft
4 - Director of Harbor Craft
5 - Transportation (British)
6 - Allied Commissione (Rome) ✓

Declassified E.O. 12356 Section 3.3/NND No. 765021

676
684
895
900
904
905
906
928
929

991
992
994
1013
1014
1015
1016
1017
1018
1019
1020
1022
1302
1303
1307
1308
1309
1478
1479

970

255
262
264
270
271
273
290
291
325
404
405
897

NOTE: BARGES NUMBERS HAVE BEEN CHANGED AS FOLLOWS AND NEW NUMBERS RECORDED ON THIS REPORT:

OLD NUMBER	NEW NUMBER
011	340
012	407
102	234
103	232
329	229
379	420

SUMMARY

Operations NAPLES	
AC TORRE ANNUNZIATA	
AC CASTELLAMMARE (Assembled)	
AC CIVITAVECCHIA	
SOUTHERN FRANCE	
AC TORRE ANNUNZIATA (Unassembled)	
TC-DEPOT (Unassembled Complete)	
TC-DEPOT (Assembled)	
TC-DEPOT (Unassembled Incomplete)	
Destroyed	
TOTAL	

1551

Declassified E.O. 12356 Section 3.3/NND No. 785021

969	259	754	246
970	262	755	411
	264	898	415
	270	967	419
	271	1021	422
	273		450
	290		468
	291		481
	325		549
	404		
	405		
	897		

SUMMARY

Operations NAPLES	46
AC TORRE ANNUNZIATA	6
AC CASTELLAMMARE (Assembled)	8
AC CIVITAVECCHIA	20
SOUTHERN FRANCE	9
AC TORRE ANNUNZIATA (Unassembled)	30
TC_DEPOT (Unassembled Complete)	12
TC_DEPOT (Assembled)	22
TC_DEPOT (Unassembled Incomplete)	15
Destroyed	19
TOTAL	187

1521

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

17th November 1945.

Memorandum :- Transportation (British) Main.

Subject :- MINCA Barges.

1. The Mediterranean Shipping Board, in accordance with recommendations submitted by this office, allocated to the Allied Commission, a number of MINCA barges which were under the control of the U.S. Army. The operations involving the transfer of these craft have now been completed and it is desired to confirm the position for record purposes. A statement is attached, therefore, showing the official numbers of the MINCA barges in question and their present location.

2. It is requested that your records be amended accordingly.

L.G. Richardson.
Director of Harbor Craft.

c.c. U.S. Army, Naples.
Allied Commission, Rome.

1947

c/37

Declassified E.O. 12356 Section 3.3/NND No. 785021

STATEMENT

MINOA BARGES TRANSFERRED FROM U.S. ARMY

CONTROL TO ALLIED COMMISSION

CASTELLAMARE — MINCA 172. 222. 545. 894. 896. 899. 901. 902.

TOTAL - 8.

CIVITAVECCHIA — MINCA 213. 224. 225. 265. 266. 268. 433. 467. 534. 536. 538. 676. 684. 895. 900. 904. 905. 906. 928. 929.

TOTAL - 20.

TORRE ANNUNZIATA — MINCA 253. 263. 416. 421. 466. 535. 322. 588. 590. 630. 663. 664. 665. 824. 827. 835. 971. 991. 992. 994. 1013. 1014. 1015. 1016. 1017. 1018. 1019. 1020. 1022. 1302. 1303. 1307. 1308. 1309. 1478. 1479.

TOTAL - 36.

1946

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

14th November 1945.

Memorandum :- Commander in Chief, Mediterranean.

Subject :- Ex-Landing Craft in use as Dumb Lighters.

1. A number of ex-L.C.T.'s were handed over on a loan basis by the Royal Navy to the Mediterranean Shipping Board, and were allocated by the Board for service as dumb lighters in accordance with recommendations submitted by this office. The details of the craft concerned are as follows :-

NUMBER	CONTROL	LOCATION
M.S.C.(L) 30, 31,	Allied Commission.	Piombino.
M.S.C.(L) 27, 29, 32, 33.	U. S. Army.	Naples
L.C.T.(1) 18	Allied Commission	Civitavecchia
L.C.T.(2) 100, 101, 104, 108.	" "	" "
L.C.T.(2) 111, 154, 157, 158.	British Army.	Bari.

Note :- L.C.T.(2) 111, 154, 157 & 158 were allocated to U.N.R.R.A. for Jugo-slavia, but transfer has been delayed pending decision by the Admiralty on the basis of transfer. These craft are at present on loan to the British Army for use in the ammunition dumping programme from East Coast ports.

2. In addition to the above craft, it is understood that the U.S. Army authorities at Naples have, under their control, L.C.T. 329 and L.C.T. 583, the last named craft having a 30 ton crane mounted on deck.

3. In view of the anticipated closing of this office on the 30th November 1945, it is requested that the Royal Navy will handle all subsequent arrangements regarding the re-allocation and disposal of these craft, directly with the operating Services concerned.

[signature]
Director of Harbor Craft

14/11/45

Declassified E.O. 12356 Section 3.3/NND No. 765021

1. A number of ex-L.C.T.'s were handed over on a loan basis by the Royal Navy to the Mediterranean Shipping Board, and were allocated by the Board for service as dumb lighters in accordance with recommendations submitted by this office. The details of the craft concerned are as follows :-

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M.S.C.(L) 30, 31,	Allied Commission.	Piombino.
M.S.C.(L) 27, 29, 32, 33.	U. S. Army.	Naples
L.C.T.(1) 18	Allied Commission	Civitavecchia
L.C.T.(2) 100, 101, 104, 108.	" "	" "
L.C.T.(2) 111, 154, 157, 158.	British Army.	Bari.

Note :- L.C.T.(2) 111, 154, 157 & 158 were allocated to U.N.R.R.A. for Jugo-slavia, but transfer has been delayed pending decision by the Admiralty on the basis of transfer. These craft are at present on loan to the British Army for use in the ammunition dumping programme from East Coast ports.

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3. In view of the anticipated closing of this office on the 30th November 1945, it is requested that the Royal Navy will handle all subsequent arrangements regarding the re-allocation and disposal of these craft, directly with the operating Services concerned.

for Director of Harbor Craft

1945

c.c. U. S. Army, Naples.
A. C. Rome.
U.N.R.R.A., A.F.H.Q.

Malta
Navy Hse
No 160

AC/37

Declassified E.O. 12356 Section 3.3/NND No. 785021

1561

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/37/Tn6

ACA/mvm
10 September 1945

SUBJECT: Five Craft (L.C.T.'s) for Civitavecchia/Gaeta/Fiumicino/ Rome Service

TO : Compagnia Marittima
Rome

1. Further to our letter AC/37/35/Tn6 of 5 September 1945, which relates to our assignment of the above craft for operation by your Company on the above mused service, and for your information we quote, as follows, signalled advice from Captain L.C. MED.:

"Ref. LCT's as coal barges. Your 061547. (1) Maximum safe load, 150 tons equally distributed. (2) Loaded draught, 2 feet 9 inches forward, 7 feet 6 inches aft. (3) Craft are fully stable with ballast tanks empty and hold loaded as in (1) above. (4) Craft tow well either in light draught or loaded. (5) If duck keel at after end of hold amidships becomes choked, no way of clearing water from hold except by outside assistance. (6) Only precaution worth mentioning craft having open holds either continous heavy rains or rough seas splashing over will in time add to weight in hold unless drained or pumped out. (7) As dumb lighters consider they are good serviceable sea going craft."

2. Please acknowledge receipt of this letter.

For the Director:

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Copy to:
Director of Harbor Craft, Naples

1944

1551

Declassified E.O. 12356 Section 3.3/NND No. 785021

FOIL

CAPT L C MED
091429 SEPTEMBER

UNCLASSIFIED

YOUR 061547. (1) MAXIMUM SAFE LOAD, 150 TONS EQUALLY DISTRIBUTED. (2) LOADED DRAUGHT, 2 FEET 9 INCHES FORWARD, 7 FEET 6 INCHES AFT. (3) CRAFT ARE FULLY STABLE WITH BALLAST TANKS EMPTY AND HOLD LOADED AS IN (1) ABOVE. (4) CRAFT TOW WELL EITHER IN LIGHT DRAUGHT OR LOADED. (5) IF DUCK KEEL AT AFTER END OF HOLD AMIDSHIPS BECOMES CHOKED, NO WAY OF CLEARING WATER FROM HOLD EXCEPT BY OUTSIDE ASSISTANCE (6) ONLY PRECAUTION WORTH MENTIONING CRAFT HAVING OPEN HOLDS EITHER CONTINOUS HEAVY RAINS OR ROUGH SEAS SPLASHING OVER WILL IN TIME ADD TO WEIGHT IN HOLD UNLESS DRAINED OR PUMPED OUT. (7) AS DUMB LIGHTERS CONSIDER THEY ARE GOOD SERVICEABLE SEA GOING CRAFT.

.....091429 SEPTEMBER.....

REF...LCT'S AS COAL BARGES
DIST...1-4 13 16 18 25 LOG.
T/P P/L TOR...1925 RCB 9/9

1331

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/36/Tn6

ACA/mvm
5 September 1945

SUBJECT: Five Craft (L.C.T.'s) for Civitavecchia/Gaeta/Fiumicino/Rome Service

TO : Mr. Richardson
Director of Harbor Craft
Navy House, Naples

1. Attached hereto is copy of letter from Compagnia Marittima dated 2 September 1945, together with a copy of our reply to them dated 5 September 1945, assigning the five L.C.T.'s, recently allocated to AC by you, to be operated by Compagnia Marittima in the service mentioned in the correspondence.

2. The Compagnia Marittima letter was seen and approved by you on the occasion of your visit to this Headquarters on Monday, 3 September 1945.

R. M. BAZZARELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

1943

15591

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

ACA/mvm
5 September 1945

Tel. 394
Ref. AC/37/35/TM6

SUBJECT: Five Craft (L.C.T.'s) for Civitavecchia/Gaeta/Fiumicino/Rome Service

TO : Compagnia Marittima
Rome

1. Reference your letter of 2 September 1945 on the above subject.

2. We are pleased to have your assurance, following upon your inspection of three of these craft at Naples last week, that they are suitable for sea service on the above runs and require very little, if anything, apart from welding of joint around landing ramps, in the way of repairs or modification of fittings.

3. As these craft were especially designed and built to the requirements of British Naval Authorities for the carrying of tanks, other heavey Army equipment and men on sea passages, little or no alternation should be required for the intended use of carrying coal under only fair weather conditions.

4. Your requirements and proposals for obtaining certain equipment for these craft are noted.

5. These craft have been allocated to the Allied Commission and this Sub Commission (Transportation) hereby authorizes your Company to operate them in the above services or any other similar service as may from time to time be required by us.

6. All charges in regard to operating, fitting, repairing and maintaining these craft and services will be for your account, as in the case of other craft operated by your Company at our request. These charges are to be met from revenue accruing to your Company from the services as and when performed.

7. Your proposals regarding the manner in which these craft shall be brought into service and your immediate program of operations are approved.

1942

Declassified E.O. 12356 Section 3.3/NND No. 785021

8. You will please report monthly on the service and the general condition of these craft, including same in your over-all report on craft assigned to you by this Sub Commission.

FRANK UPHAM, Jr.
Director
Transportation Sub Commission

Copy to:
Mr. Richardson
Director of Harbor Craft
Navy House, Naples

1941

COMPAGNIA MARITTIMA
RICUPERI

GENOVA
PIAZZA PORTELLO, 6
TELEGRAMMI: MARINESE - GENOVA
TELEFONI: 28-424 - 28-795

TELEGRAMMI: MARINESE - ROMA
CODICI: NEW BOE - BOE
SCOTT'S 10TH EDITION
A. B. C. - BENTLEY'S

UFFICIO DI ROMA,
VIA DEL TRITONE, 102
TELEFONI: 485.404 - 485.405

September 2nd.1945

to the Allied Commission,
Transportation Sub Commission,
Ports & Warehouse Division,
Rome.

Craft for Civitavecchia=Gaeta / Fiumicino Roma coal run.

Reference to your verbal instructions : Your letter addressed to D.O.H.C. Naples was duly delivered to the aforesaid official in Naples on August 31st. and inspection was passed to the first group of the five LCT which you have instructed us to operate on the above run.

Only three of the five LCT had arrived so far, the remaining two being ready at Messina and waiting for towage to Naples which is to be provided by the same tugboat of the Navy on a subsequent trip.

Moored at berth 75 we found LCT 100, LCT 101, and LCT 18 which we judged in good condition as far as could be ascertained by our forcibly short and superficial inspection. The crew reported that the towing from Messina to Naples has been effected without giving raise to the sligthest trouble. We consider the craft well fit for our traffic though we cannot presently precise the tonnage they will be able to carry as this can only be ascertained after at least one complete cycle of loading, transporting and discharging operations.

Should a plan of these craft be available we would be most interested to have a copy as it would be very helpful for the proper handling of these special craft: we would specially appreciate all obtainable particulars regarding means of exhaustion, watertight compartments, double bottoms, displacement and scale of loading.

We donot consider it necessary to effect any change on the barges just now: the ribs on the bottom are not jutting out very considerably and a proper disposition of the grab would avoid trouble at discharging. The swingdoor which we first intended to remove can be maintained for the first voyages after which can be decided whether it is advisable or not to use for loading the space

Declassified E.O. 12356 Section 3.3/NND No. 785021

UFFICIO DI ROMA, September 2nd.1945
VIA DEL TRITONE, 102
TELEFONI: 485.404 - 485.405

to the Allied Commission,
Transportation Sub Commission,
Ports & Warehouse Division,
Rome.

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We donot consider it necessary to effect any change on the barges just now: the ribs on the bottom are not jutting out very considerably and a proper disposition of the grab would avoid trouble at discharging. The swingdoor which we first intended to remove can be maintained for the first voyages after which can be decided whether it is advisable or not to use for loading the space available between this door and the bow.

For the time being we intend to execute just some welding in order to assure the perfect tightness all around the door which opened to give passage to the normal cargoes of this type of craft.

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

to Allied Commission = Ports & Warehouse Division. Rome.
September 2nd. 1945.

We further intend to close for protection, by means of timber planking, the lavatories on the flanks of the barges. As a matter of fact we are taking for our account the labour expenses and the cost of shifting to the nearby wharf. These small adeptations would not require more than a couple of days and we intend to go to Naples again on Wednesday next in order to organize everything so that the LCT will be ready to leave Naples by the end of this week.

Mr. Richardson, Director of Harbour Craft, having explained that it might be difficult to obtain a Navy tugboat to tow these craft from Naples to the North, we confirmed what we had already suggested, viz. that we are ready to effect this service ourselves with our tugboats MANUELO and MATILDE which was immediately accepted by Mr. Richardson who took us then to Commander Woolson of NOIC with whom we made all arrangements so that our tugs will not be detained at Naples more then strictly necessary and will be allowed to tow the barges up to the North.

After careful examination of everything connected with this business and duly taking into account the necessities both at Civitavecchia and Fiumicino deriving from the arrival of the next liberty ship, we worked out the following programme which we wish to submit to you for approval :

As soon as the three LCT are ready we would take them to Gaeta to load their first cargo for Fiumicino. Besides attending personally to every detail of the matter we would send to Naples for continuous supervision and then to Gaeta for directing everything regarding the loading a technical man belonging to our firm. This scheme would allow the immediate starting of the service with these craft and we trust it will be agreeable to you.

On board LCT was a lifeboat NAB 174 with motor, but all three the LCT are without means of propulsion and stripped of any and every outfit so that we must think of supplying them with the most essential itmes for navigation. For the regular operation of this craft the following equipment will be needed :

160/180 meters of chain, about 23 m/m strong with studs and shackle =
2 anchors of 250/300 Kilograms each =
1 spare anchor of about 120 Kilogr. =

1939

Declassified E.O. 12356 Section 3.3/NND No. 785021

We further intend to close for protection, by means of timber planking, the lavatories on the flanks of the barges. As a matter of fact we are taking for our account the labour expenses and the cost of shifting to the nearby wharf. These small adaptations would not require more than a couple of days and we intend to go to Naples again on Wednesday next in order to organize everything so that the LCT will be ready to leave Naples by the end of this week.

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160/180 meters of chain, about 23 1939 m/m strong with studs and shackle =
2 anchors of 250/300 Kilograms each =
1 spare anchor of about 120 Kilogr. =
steel or iron cables = one of 80 meters length = and 35/40 millimeters thick =
4 fenders =
1 small tackle =
1 life line

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

to the Allied Commission = Ports & Warehouse Division.
September 2nd. 1945

We understand that most of these items are available at Naples and we shall do our best to obtain them : in case we shall not succeed we shall apply for your support in this matter.

For the above mentioned closeting we shall also need about 20 square meters of lumber for each barge, of about 25 m/m thickness and tarpaulins of various dimensions to civer the holds.

Charges regarding repairs and fitting of these five LCT will be sustained by our Company. They are to be redeemed by the revenue of their service as operated by our Company under A.C. supervision.

Your concurrence with the above mentioned proposals will be appreciated.

Yours faithfully.

COMPAGNIA MARITTIMA

1938

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Office of Naval Officer in Charge,
LEGHORN.

27th October, 1945.

No. 172/120/3.
HEADQUARTERS ALLIED COMMISSION, APO 394,
TRANSPORTATION SUB COMMISSION.

TUG-BOAT "FOLGORE".

With reference to my letter No. 172/120/1 of 21st September, 1945, and your AC/37/48/Tn6 of 15th October, 1945, I wish to inform you that arrangements have been made to de-requisition the Tug "FOLGORE" as from 31st October, 1945.

2. It is requested that you arrange to take over this craft accordingly.

R. S. Stafford

COMMANDER, ROYAL NAVY.

1937

AC/37

1571

Declassified E.O. 12356 Section 3.3/NND No. 785021



Declassified E.O. 12356 Section 3.3/NND No. 785021

Office of Naval Officer in Charge,
LEGHORN.

21st September, 1945.

No. 172/120/1.
HEADQUARTERS ALLIED COMMISSION,
TRANSPORTATION SUB COMMISSION.
(Copy to:- The Director of Harbour Craft,
Western Mediterranean.)

RE-REQUISITIONING OF TUGBOAT "FOLGORE".

With reference to your letter No. AC/37/39/Tn6 dated 14th September, 1945, the tug "FOLGORE" is employed by Royal Navy Fleet Salvage, but it is anticipated that circumstances will permit of this tug being released to Allied Commission early in October.

R. S. Stafford.
for CAPTAIN, ROYAL NAVY
(Absent on duty)

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/37/39/Tn6

RMB/mvm
14 September 1945

SUBJECT: Tugboat 'Folgore"

TO : Director of Harbor Craft
Navy House
Naples

1. We are informed that the above Italian tugboat, which was requisitioned quite some time ago by the Allied Authorities, has been laying inactive in the harbor of Leghorn for the last few weeks.

2. If this tugboat is no longer needed by the Allied Authorities, we would request that same be assigned to the Allied Commission to be placed in service towing barges to load coke at Apuania (Massa) for delivery at Vada for the Solvay Company. This movement consists of approximately 5,000 tons.

3. It is requested that you favor us with your advice as early as possible.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

N.B. Passed D.O.H.C. - 28th Sept. Stated no ships for H.O.H.C. Leghorn but would send a signal

1935

Declassified E.O. 12356 Section 3.3/NND No. 785021

COMPAGNIA MARITTIMA

GENOVA
PIAZZA PORTELLO, 6
TELEGRAMMI: MARINESE - GENOVA
TELEFONI: 26 424 - 26 790

TELEGRAMMI: MARINESE - ROMA
CODICI: NEW BOE - BOE
SCOTT'S 10 TH EDITION
A. B. C. - BENTLEY'S

UFFICIO DI ROMA,
VIA DEL TRITONE, 102
TELEFONI: 485 404 - 485-405

13th. September 1945.

to the Allied Commission,
Transportation Sub Commission,
Ports & Warehouse Division,
R o m e .-

Transportation of coke from APuania (Massa)
to Vada for the SOLVAY Company.

We beg to refer to our various conversations and to letters exchanged on the above subject and to the report which we presented after the local survey of loading facilities which, in agreement with you, was effected on the spot by our technical man Capt. Ajello.

As you remember we were compelled at that time to decline the assumption of this service for lack of the necessary craft.

In the course of the last week we have been approached again by the SOLVAY Company which informed us that they had obtained from Coal Division, A.C., H.Q., an assignment of 5.000 tons of coke to be loaded at Apuania (Massa) and they invited us to orgenize and effect the sea transport of this fuel, the above said Coal Division being advised ~~that~~ by the Italian Railways that our Company is to attend to this service.

With the lighter tonnage presently at our disposal we could certainly undertake this service which would require not more than two of our barges which would not affect in any manner our Civitavecchia and Gaeta runs which would remain covered to the full of their needs (eventual discharge of general cargoes included). The position however is rather different as far as the tugs are concerned : as you know we have only two tugboats the " MANUELO " and the " MATILDE " and none of them could be diverted, not even temporarily, from their present service.

1934

That is why we herewith beg to apply for the allocation to our Company of the Italian tugboat " FOLGORE " which was requisitioned long ago by Allied Authorities and is since many weeks laying inactive in the harbour of Leghorn .

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

COMPAGNIA MARITTIMA

FOGLIO N.

September 13th. 1945.

to Allied Commission - Port & Warehouse Division. Rome.
Transport of coke from Apuania to Vada for Solvay Company.

We shall feel obliged if you will kindly give this matter your best and promptest attention as it would enable us to solve at last and definitely the problem of this transport which has been under examination both by you and by us for so long a time and would provide with the necessary fuel the essential SOLVAY concern which, deprived of these supplies, would have to reduce still further their output which is of vital necessity to this country.

Thanking you in advance,

Yours faithfully.
COMPAGNIA MARITTIMA

1933

1 5 7 21

Declassified E.O. 12356 Section 3.3/NND No. 785021



Transport of coke from Carrara to Vada.

The 15.000 t. of metallurgic coke are presently stored at the Società Anonima Coke Aptania at Avenza. About 5.000 t. of them are " cenere di coke " (small sized coke).

The nearest port is Marina di Carrara, situated about five kilometers from the above works. This harbour is rather badly damaged, mainly on account of the destructions operated there by the Germans before they left the place. Marina di Massa is considerably more distant and has no harbour. In the port of Carrara are muck quite a number of craft : motorschooners, fishingboats, dredges, tugs and various barges. Some of these craft are only partly submerged, others are well visible below the water, still others are lying at depths varying from 5 to 8 meters.

After the recent liberation and up to now, no harbour authority has been appointed asthat it was not possible to obtain official data but only more or less reliable information which we gathered from the apparently best informed elements on the spot.

It seems that the entrance of the harbour to a certain extent can be taken by craft having 8 meters or not over 8 meters as the Germans have sunk there a few wooden barges in order to obstruct the access.

It is reported that in the course of the last days some mine-sweepers beyond their usual work exploded a few mines in order to improve and render less dangerous the entrance, though we could not ascertain the exact situation as far as mines are concerned.

1932

Declassified E.O. 12356 Section 3.3/NND No. 785021

Apart difficulties eventually arising from this precise reason, a vessel would not meet any obstacle to reach a suitable anchorage for the loading operations. The loading of this coke could be effected in a central part of the mole left practically intact, below the slope of the quay, and where at a distance of a few meters a depth of about 4.50 meters is available.

The flank of this quay is slightly damaged and there is an escarpment towards the water above which appear small blocks of stone which oblige the vessels to moor at a certain distance from the quay which is by no means an impediment to the loading which requires however a specially fitted gangboard. Besides we are informed that in order to allow the export of marble to be landed on motorschooners the local department of the Genio Civile has now under study the construction of a wooden footboard which would broaden the now existing concrete platform and allow a free mooring alongside.

Such construction should be jutting out about 6 meters on a length of 15/20 meters. It might prove useful to contact the Ministry of Public Works in order to obtain that this work be executed in the shortest possible time which we understand would be about 30 days, after which traffic could be resumed.

On the platform presently existing stands a large coal crane which is damaged and cannot be used but we consider that it could be repaired and put in efficiency in a short time. On the same platform is erected a strong iron pole which, most likely, was fitted with a kind used as a lifting apparatus with a hand full. This could also be repaired and put in order.

1931

To the left of this platform, in sea, is the steambarge

Declassified E.O. 12356 Section 3.3/NND No. 785021

"SICILIA " sunk by her crew and with her stern towards land while about one hundred meters to the right is the dredger "STELLA" likewise sunk.

In the space between these two sunken craft it would be possible to motorschooners to moore alongside the quay and to effect the loading.

As regards the land transport of the coke from the present store to the loading quay it might be effected easily by means of a narrowtrack Decauville plant which might constitute a direct connection. The work could be done by the Cooperativa del Lavoratori del Porto who could undertake the daily transportation of a fixed quantity of 50/100 tons.

VADA. We visited the installations in the port of Vada and could ascertain that the unloading plant is now in efficiency. This plant has a grane crane with a swing arm of the lifting power of 5.50 tons fitted with a grip for the unloading of coal and coke; another mobile crane is in the same point and could account for further 1.50 t. A third crane equal to the first, that is of a lifting power of 5.50 t. is now under repairs and it is considered that it will be again in working order in about 15 days.

The draft alongside the unloading plant is rather shallow : the average alongside is about 3.20 meters.

The channel giving access to the harbour, of a length of 1.000 meters has depths varying from 4 to 4.50 meters. The present discharging capacity is 150 tons per day.

The Solvay Company disposes of a motorbarge which could be used for eventual lighterings. The Company has pilots, personel for mooring and unloading.

1930

Declassified E.O. 12356 Section 3.3/NND No. 785021

The information regarding the Solvay unloading plant were mainly supplied to us by the Ing. Francesco Perrone belonging to that Company.

COMPAGNIA MARITTIMA
Via del Traforo 102
Tel 485404-485405
FILIALE DI ROMA

1929

1576

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACC AC/37/TW6 10000/148/3471 (2 of

Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/148/3471 (2 OF 2) SEPT. 1945 - MAR. 1946 HARBOR CRAFT PORT AND

Declassified E.O. 12356 Section 3.3/NND No. 785021

(OPENED : 19 SEPT. 1945
(CLOSED : 4 MARCH 1946

CLOSED : 4 MARCH 1946

Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/148/3471
THIS FOLDER
CONTAINS PAPERS
FROM SEPT 45
TO MAR 46
CATALOGUE-

33

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/48/Tn6

ACA/EIVm
15 October 1945

SUBJECT: De-requisitioning of Tug-boat "Folgare"

TO : Naval Officer in Charge
Leghorn

1. With reference to your letter #172/120/1 of 21 September 1945, and your anticipation, as stated therein, that circumstances will permit of release early in October, it is requested that this Division of AC be advised immediately when release becomes effective.

2. At the same time, we would stress the urgent need of this tug-boat for barge service in connection with coal supplies to the Rome area and trust you will do everything possible to expedite her release.

For the Chief:

A. C. ALLMAN
Ports Branch
Ports & Warehouse Division

Copy to:
Director of Harbor Craft
Navy House
Naples

15821

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION of letter, dated 18th. September 1945, addressed by the Ministry of Marine, Ispettorato Funmionamento Porti, to Ports & Warehouse Division.

Subject: Tug for mooring vessels in the port of Civitavecchia.

In reply to your letter AC/37/29/Tn6 of 13 August we have to inform you that the Staff of the It. Royal Navy, whom we approached in regard to the definite assignment of the tug " C. Bruno " to the port of Civitavecchia, has informed us that they cannot agree to our request because the tug in question is indispensable to the Salvage Service for which it has been requisitioned.

Therefore there remained assigned to Civitavecchia the tugs " Luigi " and " Lampedusa ", which will return to that port as soon as their repairs have been completed.

(sd) Mario Binetti
Lt. Col.

1927

AC/37

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONAMENTO PORTI

Divisione *Sez.*
Prot. N.° 5409 *Allegati*

Roma, 18 settembre *1945*

Al H. Q. A. C.
TRANSPORTATION SUB=COMMISSION
Ports & Warehouse Division
R O M A

Risposta al Foglio del
Div. *Sez.* *N.°*

OGGETTO Rimorchiatore per l'ormeggio delle navi nel porto di Civitavecchia.-

In esito alla lettera AC/37/29/Tn6 del 13 agosto si comunica chelo Stato Maggiore della R.Marina, interessato in proposito per la definitiva assegnazione del rimorchiatore "C.Bruno" al porto di Civitavecchia, ha informato di non poter addivenire a tale richiesta poichè il rimorchiatore in questione è indispensabile al Servizio Recuperi per il quale è stato requisito.

Pertanto restano assegnati a Civitavecchia i rimorchiatori "Luigi" e "Lampedusa", che torneranno in detto porto non appena pronti dai lavori di riparazione.-

d'ordine
p.IL COLONNELLO DI PORTO
IL TEN.COLONN.DI PORTO
(Mario Binetti)

Declassified E.O. 12356 Section 3.3/NND No. 755021

ISPETTORATO FUNZIONAMENTO PORTI

TRANSPORTATION SUB-COMMISSION
Ports & Warehouse Division
R O M A

Divisione Sez.
Prot. N.° 5409 Allegati

Rispetto al Foglio del
Div. Sez. N.°

OGGETTO Rimorchiatore per l'ormeggio delle navi nel porto di Civitavecchia.-

In esito alla lettera AC/37/29/Tn6 del 13 agosto si comunica chelo Stato Maggiore delle R.Marina, interessato in proposito per la definitiva assegnazione del rimorchiatore "G.Bruno" al porto di Civitavecchia, ha informato di non poter addivenire a tale richiesta poichè il rimorchiatore in questione è indispensabile al Servizio Recuperi per il quale è stato requisito.

Pertanto restano assegnati a Civitavecchia i rimorchiatori "Luigi" e "Lampedusa", che torneranno in detto porto non appena pronti dai lavori di riparazione.-

d'ordine
p.IL COLONNELLO DI PORTO
IL TEN.COLONN.DI PORTO
(Mario Binetti)

1926

Declassified E.O. 12356 Section 3.3/NND No. 785021

1585

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/29/Tn6

ACA/mvm
23 August 1945

SUBJECT: Berthing Tugs Required at Civitavecchia

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti, Rome
(Att. Col. Enrico Lauricella)

1. We have received copy of a letter dated 18 August 1945, addressed by the Captain of the Port of Civitavecchia to Maristat, Rome, which refers to the desirability of your Ministry making a permanent allocation of the tug "Carlo Bruno" to Civitavecchia instead of the "Lampedusa".

2. The "Carlo Bruno" is at present relieving the tug "Lampedusa" while the latter is under repairs at Naples. It is considered essential by the Civitavecchia Port Working Committee that the "Lampedusa" be replaced by a more powerful tug such as the "Carlo Bruno" to ensure sufficient power for the safe-handling of large vessels, especially during the winter months.

3. Having regard for the importance of Civitavecchia as the main port for the Rome area and the efforts that are being made by the Allied Commission in collaboration with your Ministry to improve the facilities of this port to meet increasing tonnage requirements, we would be glad to have your favorable response to the urgent request submitted to you by the Port Captain of Civitavecchia.

4. We are assured that with the return of the tug "Luigi" to Civitavecchia, the two tugs then available, i.e. the "Carlo Bruno" and the "Luigi", would together safeguard the berthing of large vessels under all but the most exceptional weather conditions.

5. We request an early advice of your favorable decision in this matter.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

1925

TRANSLATION of letter, dated 19 Aug. 1945, addressed by It. Naval Command, Civitavecchia, to Maristat, Rome, and copy to Maridipart, Naples.

Subject: Tugs port of Civitavecchia.

At the last meeting of the Committee for this port's works, there was discussed the situation of the means of assistance for the mooring and unmooring of steamers, in view particularly of the coming winter season.

At present here there the tug " CARLO BRUNO ", used in substitution of the tugs " LUIGI " and " LAMPEDUSA " now working at Naples.

The representative of the Allied Commission, Mr. ALLMAN, has suggested to the Port Works Committee to ask us to request the Ministry to have the " CARLO BRUNO " definitely allotted to this port so that, with the return here of the tug " LUIGI ", the tug service for steamers would be assured in any weather.

The tug " LAMPEDUSA " is considered insufficient owing to it's low engine power, and could be made available for elsewhere.

We are awaiting now the orders of the Ministry.

(sd) Fernando Allemandi
Commander

P.S. Copy of this letter has been sent by hand to the representative of the Allied Commission, Mr. ALLMAN at his request.

1924

Declassified E.O. 12356 Section 3.3/NND No. 785021

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We are awaiting now the orders of the Ministry.

(sd) Fernando Allemandi
Commander

P.S. Copy of this letter has been sent by hand to the representative of the Allied Commission, Mr. ALLMAN at his request.

1924

Declassified E.O. 12356 Section 3.3/NND No. 785021

COMANDO MARINA
CIVITAVECCHIA

Prot.N. 22-5

Civitavecchia, 10.7.1944

MARISTAT ROMA
e per conoscenza:
MARIDIPART NAPOLI

ARGOMENTO: Rimorchiatori porto di Civitavecchia.-

Durante l'ultima riunione del Comitato per i lavori di questo Porto è stata discussa la situazione dei mezzi di assistenza per l'ormeggio e disormeggio dei piroscafi, in vista specialmente della prossima stagione invernale.-

Attualmente in questa Sede trovasi dislocato il Rimorchiatore "Carlo Bruno" in sostituzione dei Rimorchiatori "Luigi" e "Lampedusa" ai lavori a Napoli.

Il Rappresentante della Commissione Alleata Mr.ALLMAN ha suggerito al Comitato Lavori del Porto di incaricare questo Comando Marina di svolgere le pratiche necessarie presso il Ministero perchè il "Carlo Bruno" sia assegnato definitivamente a questo porto in modo che, con il rientro del Rim. "Luigi", il servizio assistenza piroscafi sarebbe assicurato con qualsiasi tempo.-

Il Rim. "Lampedusa" giudicato insufficiente allo scopo data la scarsa potenza di macchina, resterebbe disponibile per altra destinazione.-

Si rimane in attesa delle disposizioni di codesto Superiore Dicastero.

IL CAPITANO DI FREGATA
Comandante
(Fernando ALLEMANDI)

1923

Si informa che copia della presente è stata rimessa, brevi manu, al Rappresentante della Commissione Alleata, Mr.ALLMAN, avendone fatta richiesta.

Declassified E.O. 12356 Section 3.3/NND No. 785021

questo Porto è stata discussa la situazione dei mezzi di assistenza per l'ormeggio e disormeggio dei piroscafi, in vista specialmente della prossima stagione invernale.-

Attualmente in questa Sede trovasi dislocato il Rimorchiatore "Carlo Bruno" in sostituzione dei Rimorchiatori "Luigi" e "Lampedusa" ai lavori a Napoli.

Il Rappresentante della Commissione Alleata Mr.ALLMAN ha suggerito al Comitato Lavori del Porto di incaricare questo Comando Marina di svolgere le pratiche necessarie presso il Ministero perchè il "Carlo Bruno" sia assegnato definitivamente a questo porto in modo che, con il rientro del Rim. "Luigi", il servizio assistenza piroscafi sarebbe assicurato con qualsiasi tempo.-

Il Rim. "Lampedusa" giudicato insufficiente allo scopo data la scarsa potenza di macchina, resterebbe disponibile per altra destinazione.-

Si rimane in attesa delle disposizioni di codesto Superiore Dicastero.

IL CAPITANO DI CORVETTA
Comandante
(Fernando ALLEMANDI)
Allemandi
1923

Si informa che copia della presente è stata rimessa, brevi manu, al Rappresentante della Commissione Alleata, Mr.ALLMAN, avendone fatta richiesta.

IL CAPITANO DI CORVETTA
Comandante
(Fernando ALLEMANDI)
Allemandi

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 489081
Ref. AC/ 37/22/Tn6

RJB/mvm
17 July 1945

SUBJECT: Berthing Tug for Civitavecchia

TO : Director of Harbor Craft
Navy House, Naples

1. Confirming conversation Hughes/Allman Wednesday, 11 July 1945, and referring to letter 12 July 1945, addressed to you by Mr. Taylor, P/T representative at Civitavecchia, this Division is of the opinion that, for the reasons set forth in Mr. Taylor's letter, every effort be made to secure a tug of minimum H.P. 400 for the berthing of large vessels at the port.

2. Please advise us of any action being taken by you on which you consider this Division can help to expedite matters.

R. M. BAZIANTILLA, Chief
Ports & Warehouse Division

1922

c.c. H.Q.,A.C., Transportation Sub.Commission, C.M.F.

Ministry of War Transport,
c/o H.Q., School of Artillery,
C.M.F.

12th July, 1945.

Ref:- H. Hughes, Esq., Director of Harbour Craft, M. Mediterranean,
Navy House, Naples.

Subject:- Berthing Tugs at Civitavecchia.

Further to my Report date 14th April, which in part, reviewed the question of Berthing tugs at Civitavecchia, I would again stress the importance and urgency of allocation to this port, a reliable tug capable of mothering deep sea tonnage under all weather conditions.

The information contained in your communication of 16th April, regarding procedure to be followed in applying for another tug, was passed to the Italian Naval authorities here, who I understand, acted accordingly, with the result that the "Lampedusa" was sent to Civitavecchia.

The "Lampedusa" is of some 250 B.H.P., and her condition being poor, makes her unsuitable for berthing large vessels.

A portent of "things to come", occurred on the 11th July when the s.s. "Cape Teale" of 9400 Dwt.Tons arrived off the port at approximately 07.00 hrs. The pilot reported that owing to the strong breeze and slight sea which was running, he did not think it advisable for the vessel to enter the harbour with only the "Lampedusa" to assist in berthing her. Fortunately, weather conditions improved in the afternoon enabling the ship to be berthed at about 13.30 hrs.

In the above instance little time was lost, but one can fully appreciate what the position would be in the event of vessels arriving under similar circumstances but which remained unchanged for a prolonged period.

The "Luigi" continues to remain immobilised here pending towage to Naples, where repairs to engine and hull are to be carried out. It is probable when these repairs are effected and the "Luigi" is in commission again, that the present state of affairs will be eased somewhat, but I still think, and the pilot and Italian Naval authorities here mutually agree, that if vessels are to be berthed in Civitavecchia without risk and loss of time, a craft of 400 B.H.P. to assist the "Luigi", is an urgent and essential requirement. Action should be taken if you could make this known to Z.O. ..... as soon as may be as I am responsible for the allocation.

1921

Declassified E.O. 12356 Section 3.3/NND No. 785021

tug capable of mustering deep sea towings under all weather conditions.

The information contained in your communication of 26th April, regarding procedure to be followed in applying for another tug, was passed to the Italian Naval authorities here, who I understand, acted accordingly, with the result that the "Lampedusa" was sent to Civitavecchia.

The "Lampedusa" is of some 250 H.P., and her condition being poor, makes her unsuitable for berthing large vessels.

A portent of "Things to Come", occurred on the 11th July when the s.s. "Cape Doola" of 9400 Nett.Tons arrived off the port at approximately 09.00 hrs. The pilot reported that owing to the strong breeze and slight sea which was running, he did not think it advisable for the vessel to enter the harbour with only the "Lampedusa" to assist in berthing her. Fortunately, weather conditions improved in the afternoon enabling the ship to be berthed at about 15.00 hrs.

In the above instance little time was lost, but one can fully appreciate what the position would be in the event of vessels arriving under similar circumstances but which remained unchanged for a prolonged period.

The "Luigi" continues to remain immobilised here pending towage to Naples, where repairs to engine and hull are to be carried out. It is probable when these repairs are effected and the "Luigi" is in commission again,that the present state of affairs will be eased somewhat, but I still think, and the pilot and Italian Naval authorities here mutually agree, that if vessels are to be berthed in Civitavecchia without risk and loss of time, a craft of 600 H.P., to assist the "Luigi", is an urgent and essential requirement, and I should be glad if you would make this known to P.B.I.S., or whoever is responsible for the allocations.

1921

Yours faithfully,

E.V.Layton

Lieutenant Port Control Officer,
Civitavecchia.

Copies to: H.C.T.N., Rod.,
D.N.C.I.S., Rod.,
A.C., Trans. Sub. Rom.,
N.S.I.O., Ispettorato di Porto.

Ministry of War Transport,
Civitavecchia.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

H.R./D.O.H.C./132 — 11th November 1945.

Memorandum :- Ports & Warehouse Division,
Transportation Sub-Commission,
Allied Commission, ROME.

Subject :- Flating Crane " TRIESTE ".

1. Reference is made to your A.C.37/54/TN6 of 5th November 1945.

2. This office has no objection to the transfer of the "TRIESTE" from Civitavecchia to Genoa but, before such a transfer is effected, application must be made by the owners to Commander-in-Chief, Mediterranean, for the de-requisition" of the crane and for permission to remove it from Civitavecchia.

G.J. Richardson
Director of Harbor Craft.

F.O.T.L. Has effected Navy Liaison Sub-Commission

F.O.T.L.

Faxed copy to M. Van der Putte.

S.I.L.M. must advise if F.B.I. - Rome (A.C.) through Gen. Mediterranean channels for investigation. Cleared M. Van der Putte. 15/11/45

AC/37

1904

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/54/Tn6

ACA/mvm
5 November 1945

SUBJECT: Floating Sheer-legs "Trieste"

TO : Director of Harbor Craft
Navy House
Naples

1. We attach hereto copy of letter dated 5 November 1945, addressed by the Ministero della Marina, Rome to Messrs. S.I.L.M., the salvage firm who are the owners of the above craft.

2. The "Trieste" which has a lifting capacity of 120 tons, has been employed at Civitavecchia since 9 July 1945 upon repairs to the South Mole and the lifting of barges and other craft which were obstructing berths, etc.

3. Will you please take whatever action you deem appropriate.

For the Chief:

A. C. ALLMAN,
Ports Branch
Ports & Warehouse Division

Attachment:
As stated in para 1.

1919

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION

Ministero della Marina
Direzione Generale delle
Costruzioni Navali e Meccaniche
Rome

Prot: 57.940

TO: Messrs. S.I.L.M.
Rome

5 November 1945

SUBJECT: Floating Crane "Trieste"

Referring to verbal communications with you, we confirm:

a) That the floating crane "Trieste" was requisitioned by the Allied Authorities and sent to Civitavecchia.

b) That said floating crane was assigned to the Ufficio Ricuperi della R. Marina by the local Allied Authorities.

c) That for the work to be effected for account of the Royal Italian Marine in Civitavecchia, this pontoon is superfluous and that in fact orders have been issued for the employment of another floating crane.

d) That it is the opinion of this Ministry that the floating crane "Trieste" can be utilized more profitably in the port of Genoa where the lifting gear belonging to the Allied Authorities so far available is being sent elsewhere.

e) That in any case, the allocation and the transfer of the floating crane "Trieste" from Civitavecchia to any other locality can only be effected by the Allied Authorities who had requisitioned said floating crane.

For the MINISTER

(signed)

ALBANO

1918

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION

AS/gs

No. 6896

Rome 31 October 1945

SUBJECT : Allied Floats.

TO : The Commander of the Porto of C.Vecchia.

Having the Allied Commission with note No. AC/37/50/Tn.6. dated 19 October 1945 transferred seven metal barges to this Ministry, (moved from Brindisi to C.Vecchia), we order that you take them in charge in the same form as the other Allied material.

Until new instructions reach you the barges will be used together with the minca barges.

Please forward the reletive reports of taking in charge.

for the Minister

agd illegible.

1917

AC/37

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONAMENTO PORTI

Divisione Sez.
Prot. N° 5896 Allegati

Roma, 31 Ottobre 1945

AL COMANDANTE DEL PORTO DI
CIVITAVECCHIA

e - per conoscenza:
N. Q. A. C.
TRANSPORTATION SUB-COMMISSION
R O M A

Risposta al Foglio del
Div. Sez. N.

OGGETTO Galleggianti Alleati.

(3.)

URGENTE

Avendo la Commissione Alleata con foglio AC/37/50/Tn6 in data 19 ottobre trasferito a questo Ministero le sette chiatte in ferro, giunte costà da Brindisi, si dispone che la S.V.le prenda in consegna con le stesse modalità con cui fu preso in consegna l'altro materiale Alleato.

Fino a nuove disposizioni le predette chiatte verranno usate promiscuamente con le minca barges.

Trasmetta i relativi verbali di carico in inventario.-

p IL MINISTRO
Matteini

1916

Declassified E.O. 12356 Section 3.3/NND No. 755021

ISPETTORATO FUNZIONAMENTO PORTI

Divisione Sez.
Prot. N° 6896 Allegati

H. Q. A. C.
TRANSPORTATION SUB-COMMISSION
R O M A

Risposta al foglio del
Div. Sez. N°

OGGETTO Galleggianti Alleati.

(3.)

URGENTE

Avendo la Commissione Alleata con foglio AC/37/50/Tn6 in data 19 ottobre trasferito a questo Ministero le sette chiatte in ferro, giunte costà da Brindisi, si dispone chela S.V.le prenda in consegna con le stesse modalità con cui fu preso in consegna l'altro materiale Alleato.

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Trasmetta i relativi verbali di carico in inventario.-

p IL MINISTRO
Mattei

1916

Tramata

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
OFFICE OF DIRECTOR OF HARBOUR CRAFT
WESTERN MEDITERRANEAN

Memorandum : H.Q. ALLIED COMMISSION, TRANSPORTATION S/C TN 6

Subject : Italian Steel Barge at Calambrone.

1. Enclosed herewith is a copy of a report made by M.W.T. Surveyor, Legarn, on an Italian Steel Barge at Calambrone.

2. Information is requested as to what use could be made by you of this craft.

for Director of Harbour Craft.

C.C. TRANSPORTATION S/C TN 3.

AC/37

Declassified E.O. 12356 Section 3.3/NND No. 785021

Director of Harbar Craft

British Ministry of War Transport
Navy House, Naples.

Date:- 16th May 1945.

From:- G.C. Shakespeare - M.W.T. Survey Leghorn.

Ref:- Italian Barge.

With reference to your signal 030911 B of the 3rd Inst, the above vessel was surveyed at Calambrone on the 12th of May 1945, and the under-noted particulars of condition were ascertained.

The vessel is an Italian Navy Type of L.C.M. steel barge, self-propelling with two Breda Type Six Cylinder Internal Combustion Engines, and a carrying capacity of approximately 40 tons.

The Hull is in good condition, with one eighth thickness welded Shell plating.

The vessel is now lying in soft mud.

With exception of six bullet holes on her forward part and also in the landing platform, there is no other visible damage to the hull as far as could be seen.

The Hull will require to be thoroughly cleaned, scraped and painted, holes to be patched and hinges of landing platform to be made free and workable.

The Motors are in good condition, requiring to be thoroughly cleaned and overhauled.

The Intermediate Shafting, Universal Couplings, Engine Seating, Propellers and Rudder which are all in good condition, require to be cleaned.

It will be advisable to withdraw the tail Shafts.

The Electrical Installation has been totally destroyed, and requires to be renewed throughout.

It is estimated that a period of three weeks would be required to put this vessel into commission, this does not include the time it would take to remove her to a berth where the repairs mentioned can be effectively carried out.

Sgd:

M.W.T. Surveyor.

D.D.C.R. Naples:- 1 Copy.

1914

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONAMENTO PORTI

Roma, 31 ottobre 1945

Divisione *Sez.* *Allegati*
Prot. N. 7003/D.VIII

Al COMANDANTE DEL PORTO DI
B R I N D I S

e p.c. AL H.Q.A.C. -TRANSPORTATION SUB -COMMISSION =Ports & Warehouse Division =ROMA

Risposta al Foglio del
Div. *Sez.* *N.*

OGGETTO Galleggianti Alleati.

URGENTE

La Commissione Alleata con foglio AC/37/50/Tm 6 in data u.s. ha trasferito a questo Ministero n° 9 chiatte in ferro da 80 Tonn. costì dislocate, di cui n° 7 sono state già inviate a Civitavecchia per la consegna a quella Autorità portuale.

Si dispone che la S.V. prenda in consegna, con le stesse modalità col quale è stato preso l'altro materiale alleato, le rimanenti due chiatte costì rimaste e provveda a rimettere copia del verbale di carico in 7 esemplari.

p. IL MINISTRO

1913

Ricevuto a lotta per conoscenza al Capit. / Port, Brindisi

Declassified E.O. 12356 Section 3.3/NND No. 785021

Divisione Sez. Allegati
Ref. N. 7003/D.VIII

Warehouse Division -ROMA

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Calleggianti Alleati.

URGENTE

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p. IL MINISTRO

1913

There is a letter of instruction to Capt. of Port, Brindisi to render receipts (7 in no.) for the two barges left at Brindisi

AC/37

Declassified E.O. 12356 Section 3.3/NND No. 785021

1603

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

22 October 1945.

H.R./D.O.H.C./122.

MEMORANDUM :- Ports & Warehouse Division
Transportation Sub-Commission
A. C. ROME.

SUBJECT :- Barges "MONSERRATO" "ARTIGLIERE" "CESARE" "ILVA III" and "ILVA IV".

1. Reference is made to your A.C./37/27/Tn6 of 20th August 1945.

2. Copies of correspondence and signal T.O.O. 091620/October. received from NOIC Leghorn in response to our enquiries regarding the release of these barges, are attached for your information.

for Director of Harbor Craft.

1912

AC/37

1804

Declassified E.O. 12356 Section 3.3/NND No. 785021

Office of Naval Officer in Charge.
LEGHORN.

11th October, 1945.

No. 121/11/2.

THE DIRECTOR OF HARBOR CRAFT.

RELEASE OF BARGES.

The attached correspondence is forwarded further to my signal T.O.O. 091620/October, 1945.

(Signed) R. Mc. Q. MacKenzy.
Captain.

1005

Declassified E.O. 12356 Section 3.3/NND No. 785021

1st. Ind. GWB/ro

Transportation Section, Peninsular Base Section, APO 782,
U. S. Army, 4 October 1945.

TO: Office of Naval Officer in Charge, Leghorn.

1. The 5 barges mentioned in the paraphrased signal from Director of Harbor Craft are at present being used exclusively by the U. S. Army in moving supplies and equipment from port through out the Mediterranean Theater. The Army at this time cannot release these barges to the Ilna Company without seriously jeopardizing redemployment operations.

2. Length of time still requiring these barges is indefinite.

(Signed) George. W. Barton
Lt. Colonel, T.C.
Transportation Officer.

Declassified E.O. 12356 Section 3.3/NND No. 785021

DIRECTOR OF HARBOR CRAFT.

NOIC LEGHORN
091620A OCT

UNCLASSIFIED.

YOUR 271633 AUG. AND MY 271119 SEPTEMBER.

BARGES QUOTED ARE ESSENTIAL FOR U.S. ARMY REDEPLOYMENT AND CANNOT BE RELEASED AT PRESENT. ANTICIPATED DATE OF RELEASE CANNOT BE INDICATED. CORRESPONDENCE BEING FORWARDED.

091620A OCT.

T/P P/L 1647 022 10/10/45

DIST % % % % % %

DIST 13 14 41 51 53 88 B2.

1607

Declassified E.O. 12356 Section 3.3/NND No. 785021

F/9277
SEP 280945
ROUTINE

SEP 271119A

NOIC LEGHORN
DIRECTOR HARBOUR CRAFT INFO HQ ALCOM ROME CITE ACTPT

UNCLASSIFIED.

Your 271633A August and my 111125A September. These barges have been located LEGHORN and are operated US ARMY 10TH PORT WATER DIVISION. Application will be made to this authority by NOIC LEGHORN and reply will be signalled as to the possible date of release.

DISP

INFO-ACTION TN 3C 2
INFO CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Bolli/Whonde TN D.V.

Originator's Reference:

Date/Time of Origin: SEPT

Message Centre No: F/7279

Date Time Rec'd: SEPT 111800

Precedence: ROUTINE

FROM NOIC LEGHORN

TO : DIRECTOR OF HARBOUR CRAFT INFO HQ AIRCOM CITE ACTPT

INFO - ACTION

UNCLASSIFIED. IVT

Your 271633 August have been unable to identify barges to date but investigation still in hand. Further signal will be made.

DIST

INFO-ACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
NAVY SC 2
FILE 2
FLOAT

1907

HEADQUARTERS
12 SEP 945
A. C.

AC/37

593

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

TN/

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: AUG 271633

Message Centre No: F/5534

Date Time Rec'd: AUG 280900

Precedence: ROUTINE

FROM DIRECTOR OF HARBOR CRAFT

TO : NOIC LEGHORN INFO HQ AICOM ROME CITE ACTPT

UNCLASSIFIED.

Request information whether lighters "MONSERRATO" "ARTIGLIERE" "CESARE" " ILVA III" and "ILVA VI" are still required by Royal Navy at LEGHORN. ILVA Company have presented reasonable case supported by ALLIED COMMISSION for release of lighters for use in ROME coal run. Appreciate your comments.

HEADQUARTERS 7TH ARMY

DIST

INFO-ACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
COAL DIV
NAVY SC
FILE 2
FLOAT

INFO - ACTION

1906

502

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/27/Tn6

ACA/mva
20 August 1945

SUBJECT: Salvaged Barges

TO : Director of Harbor Craft
Navy House
Naples
(Att. Mr. Richardson)

1. Attached is copy of letter received from Riva Company, Rome which is self-explanatory and is supported by letter from Compagnia Marittima, Rome, copy of which is also attached.

2. Please inform us of any action you might be able to take in regard to the barges referred to in the above mentioned letters.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:
As stated in para 1.

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION

I L V A

TRANSLATION

No. 2045/Avv.L.e

Rome, 7 August 1945

Allied Commission
Transportation Sub Commission
Ports and Warehouse Division
Rome

During the month of July, our Company salvaged the lighters "Monserrato", "Artigliere", "Cesare", "Ilva III", and "Ilva VI" (our own property), all sunk through war action, in the port of Piombino.

The said lighters, as soon as salvaged, were requisitioned by the Royal Navy and taken to Leghorn.

Before requisition, our Company was negotiating with the Compagnia Marittima (which carries out transport of coal between the ports of Leghorn, Vado, Piombino, Civitavecchia, Fiumicino and Gaeta for the account of HQ Allied Commission) to charter these lighters to the said company.

Now we learn that at least four of the five lighters have been totally unused for some time in the port of Leghorn. We ask that they be de-requisitioned, assuring you that they would be chartered immediately to the Compagnia Marittima.

Yours faithfully,

"Ilva" Alti Forni e Acciaierie

TELEGRAMMI: ILVA - ROMA
C. C. di ROMA 17930

TELEFONI: 42.272 - 484.516

ILVA

ALTI FORNI E ACCIAIERIE D'ITALIA
SOCIETA ANONIMA CAPITALE L. 1.250.000.000 INTERAMENTE VERSATO

SEDE COMMISSARIALE

Spett.
ALLIED COMMISSION
Transportation Subcommission
Porto and Warehouse Division

R O M A

N.° 2045/Avv.L.a
Da citare nella risposta

ROMA, 7 agosto 1945

La ns. Società ha recuperato nel mese di Luglio u.s. le chiatte di sua proprietà "Monserrato", "Artigliere", "Cesare", "Ilva III" e "Ilva VI", tutte affondate, in seguito ad eventi bellici, nel Porto di Piombino.

Le dette chiatte, appena recuperate, vennero requisite dalla Royal Navy e trasportate nel Porto di Livorno.

Prima delle requisizione, la ns. Società era in trattative con la "Compagnia Marittima" (la quale esegue trasporti di carbone fra i porti di Livorno, Vado, Piombino, Civitavecchia, Fiumicino e Gaeta per conto di codesta Spett. Commissione),per darle a noleggio le chiatte suddette.

Poichè ci risulta che almeno quattro delle cinque chiatte si trovano già da molti giorni totalmente inattive nel porto di Livorno, la sottoscritta Società chiede che venga provveduto alla loro derequisizione, coll'assicurazione che esse verranno immediatamente noleggiate alla Compagnia Marittima.

Distinti saluti.

"ILVA" ALTI FORNI E ACCIAIERIE D'ITALIA
SEDE COMMISSARIALE

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED COMMISSION
Transportation Subcommission
Porto and Warehouse Division

R O M A

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Da citare nella risposta

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Distinti saluti.

"ILVA" ALTI FORNI E ACCIAIERIE D'ITALIA
SEDE COMMISSARIALE

Declassified E.O. 12356 Section 3.3/NND No. 755021

COMPAGNIA MARITTIMA
RICUPERI

GENOVA
PIAZZA PORTELLO, 6
TELEGRAMMI: MARINESE - GENOVA
TELEFONI: 26-424 - 26-795

TELEGRAMMI: MARINESE - ROMA
CODICI: NEW BOE - BOE
SCOTT'S 10TH EDITION
A. B. C. - BENTLEY'S

UFFICIO DI ROMA,
VIA DEL TRITONE, 102
TELEFONI: 485-404 - 485-405

13th. August, 1945.

Allied Commission,
Ports & Warehouse Division,
Transportation Sub Commission,
Rome.

De-requisition of barges belonging to " ILVA ".

We understand that the " ILVA " Company has addressed a letter to you exposing their reasons for the de-requisition of 4/5 barges of their property presently laying idle at Leghorn.

In this connection we beg to state that we were negotiating the chartering of these lighters when they were suddenly requisitioned by the Royal Navy, and that the use of these barges has again been formally assured to us by the Owners if their de-requisition can be obtained.

You are perfectly well aware how the various transports which we have to effect for Allied account are hampered by the present scarcity of craft at our disposal and we shall therefore be most obliged if you will kindly support ILVA's application.

Thanking you in advance,

* 1902

yours faithfully.
COMPAGNIA MARITTIMA

Declassified E.O. 12356 Section 3.3/NND No. 785021

TELEFONI: 26-224 - 26-705

UFFICIO DI ROMA,
VIA DEL TRITONE, 102
TELEFONI, 485-404 - 485-405

15th. August. 1945.

Allied Commission,
Ports & Warehouse Division,
Transportation Sub Commission,
Rome.

De-requisition of barges belonging to " ILVA ".

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In this connection we beg to state that we were negotiating the chartering of these lighters when they were suddenly requisitioned by the Royal Navy, and that the use of these barges has again been formally assured to us by the Owners if their de-requisition can be obtained.

You are perfectly well aware how the various transports which we have to effect for Allied account are hampered by the present scarcity of craft at our disposal and we shall therefore be most obliged if you will kindly support ILVA's application.

Thanking you in advance,

- 1902

yours faithfully.

COMPAGNIA MARITTIMA

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/49/Tn6

ACA/mvm
18 October 1945

SUBJECT: Allocation of R.C.L.'s

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamente Porti
Rome
(Att: Col. E. Lauricella)

1. We have received a letter dated 26 September 1945, which was addressed to Director of Transportation (Br) A.C., Rome by the Colonel Director (Sig. Bruno Falcone), Direzione Artigliera R. Esercito - Venezia, asking that two of the ten R.C.L.'s recently transferred from British Military sources to Capitaneria di Porto, Venice be allotted to them.

2. Perhaps you will contact Colonel Bruno Falcone through your Capitaneria, Venice and take whatever action you may deem appropriate.

For the Chief,

A. C. ALLMAN
Ports Branch
Ports & Warehouse Division

16.1.71

Declassified E.O. 12356 Section 3.3/NND No. 785021

Transportation (Br) Main,
C.M.F.
Tel :- Firebox 9596

Tn.A.2/10/G

13 Oct 45

Subject :- R.C.Ls. for Venice

To :- Tn Sub-Commission, A.C.
(Port & Warehouse Division) ✓

1. Enclosed for your attention is letter from Direzione Artigliera R. Esercito, Venice, ref. N.249 dated 26 Sep 45, together with translation, applying for allocation of 2 R.C.Ls.

2. We also enclose copy of our letter 13 Oct 45 to Direzione Artigliera R/Esercito, stating that the matter has been referred to you for consideration.

W.F.R. MITCHELL, Maj.,
D.A.D.Tn.(Stores),
for Brigadier,
Director of Transportation.

Encls.

1900

Declassified E.O. 12356 Section 3.3/NND No. 785021

Transportation (Br) Main,
C.M.F.
Tel :- Firebox 9596

Tn.A.2/10/6

13 Oct 45

Subject :- R.C.Ls for Venice.

To :- Direzione Artigliera H.Mascrito - Venezia. (Office Foch. 2°)

Copy to :- Tn. Sub-Commission, A.C. (Ports & Warehouse Div.)

1. Reference your #.249 dated 26 Sep 45.

2. The question of alloting you 2 R.C.Ls. is a matter for the consideration of Tn Sub-Commission (Ports and Warehouse Division) to whom your letter has been passed.

3. Any further correspondence on the subject should therefore be addressed to the above mentioned.

W.F.R. MITCHELL, Maj.,
D.A.D.Tn.(Stores),
for Brigadier,
Director of Transportation.

1899

95

Direzione Artigliera R.Esercito - Venezia

Office Tech. 2°

Venice 26 September 1945
N.249

Director of Transportation
Transportation (Br) M.Q.
R o m e

Subject:
Assignment of N.2
motorafts (R.C.L.)

We are informed that you have ceded to "R. Capitaneria di Porto" of Venice some motorafts (R.C.L.).

Since the Direction of Artillery and its depots are in the same condition of the above said "Capitaneria", we beg you kindly to examine the possibility of allotting us N.2 motorafts.

The Colonel Director
Sid. [illegible] Falcone

Declassified E.O. 12356 Section 3.3/NND No. 785021

Venice 26 September 1945
N.249

Director of Transportation
Transportation (Br) M.Q.
R o m e

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The Colonel Director
Sid. Falcone

Ro.8/X.cb.

Declassified E.O. 12356 Section 3.3/NND No. 755021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Direzione Artiglieria R. Esercito

VENEZIA

94

C. C. Postale 9-4923 — Ufficio tecnico 2° — Tel. 22-576 e 22-591

N. 249 di prot — Venezia, li 26 settembre 1945

OGGETTO: cessione di N. 2 R.C.L.-

Allegati N. — Risposta al N. del

THE DIRECTOR OF TRANSPORTATION
TRANSPORTATION (Br) M.Q.
R O M E

MRD 3/10

La direzione d'artiglieria di Venezia si trova per ubicazione propria e di alcuni suoi depositi e per il particolare servizio di presidio, nelle identiche condizioni della R. Capitaneria di porto, alla quale risulta che codesta Direzione abbia ceduto alcune motozattere (R.C.L.).-

Si sarà quindi grati a codesta Direzione se la cessione potrà essere estesa a questo stabilimento per n.2 motozattere.

IL COLONNELLO DIRETTORE
(Bruno Falcone)

1897

1621

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/51/Tn6

ACA/mvm
19 October 1945

SUBJECT: Dredger "Roma" presently at Salerno

TO : Direzione Generale della Marina Mercantile
Ispettorato Funzionamento Porti
Rome
(Att: Col. E. Lauricella)

1. We attach hereto copy of a Memorandum handed in to this Division by a representative of Impreza Cidonia, owners of the above dredging plant.

2. You will, no doubt, be fully aware of the terms under which this firm contracted with your Ministry to carry out the work at Salerno.

3. The dredging of Salerno harbor was approved by the Dredging Committee of Mediterranean Shipping Board in the general interest of Italian port efficiency.

4. Should your Ministry desire that the dredging of the port of Salerno be completed to your requirements, you should arrange with Impreza Cidonia for appropriate extension of the contract period.

5. It is also requested that your Ministry will take over immediately the supply of coal, petrol and lubricants to the dredger as well as the carrying out of any requisite repairs, all of which have hitherto been taken care of by the British Navy, and advise this Division of earliest possible date for your assumption of this responsibility.

For the Chief:

1896

A. C. ALLMAN
Ports Branch
Ports & Warehouse Division

Attachments:
As stated in para 1.

Declassified E.O. 12356 Section 3.3/NND No. 785021

In 5/c(2)

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:
Date/Time of Origin: OCT 161059

Message Centre No: G/1149
Date Time Rec'd: OCT 161500
Precedence: ROUTINE

FROM: DIRECTOR OF HARBOUR CRAFT
TO : WSA LEGHORN INFO ALCOM ROME CITE ACTPT

UNCLASSIFIED.

Referring your 111208A October.

Barges NSC(L) 30 and NSC(L) 31 were allocated by MEDBO to ALLIED COMMISSI N and are not definitely assigned PIOMBINO.

Suggest you address any further enquiries to ALLIED COMMISSION.

DIST

INFOACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
WSA
MWTR
FILE & FLOAT 3

INFO - ACTION

Ac/39/

Unclassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date / Time of Origin: OCT 141113A

Message Centre No: C/1027

Date Time Rec'd: OCT 150900A

Precedence: IMPORTANT

FROM: INFO VENICE

TO : ACTIT MILAN, INFO ACTIT ROME

UNCLASSIFIED.

Your no 1345 all possible will be done to avoid destroying barges. Matter is urgent and proposal was approved by C in C MED. Whole transactions now in hands of Italian Navy VENICE.

INFO - ACTION

DIST

INFO-ACTION: Tn SC 2
INFO: Chief Commissioner
Econ Sec 2
File 2
Float

HEADQUARTERS
15 OCT 1945
A.C.

1894

AC/37

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/37/41/Tn6

RMB/mvm
24 September 1945

SUBJECT: Minca Barges at Civitavecchia

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti
Rome
(Att: Col. Lauricella)

1. In reply to your letter of 24 August 1945, asking when the minca barges now in service would be taken away from Civitavecchia, we attach hereto copy of letter received from the Port Working Committee at Civitavecchia dated 22 September 1945 which is self-explanatory.

R. M. BATTAGLIA, Chief
Ports & Warehouse Division

Attachment:
As stated above.

Copy to:
Director of Harbor Craft
Navy House, Naples

Office of the Port Working Committee,
Civitavecchia.

22nd September, 1945.

To:- R.M. Bazzanella, Chief Ports & Warehouse Division,
H.Q., Allied Commission, C.M.F.

Subject:- Minca Barges at Civitavecchia.

I regret the delay in writing you further on the above subject matter, supplementing the information contained in my letter of 7th inst.

From the details given hereunder, you will no doubt, form the opinion which it is intended this communication should convey, that the present barge tonnage available for port use in Civitavecchia, independent of the Mincas, does not warrant the suggestion made by the Italian Ministry of Marine, that the latter barges be withdrawn.

In all, seven barges suitable for the intake of coal and representing an overall tonnage of 454,54 have been salvaged, repaired and are now ready for use.

The twenty Minca barges represent a total tonnage of 1260 tons, which, you will observe, is two thirds intake capacity more than the barges referred to in the preceeding paragraph.

At a Meeting of the Port Working Committee held on 20th September, the suggested withdrawal of the Minca barges was discussed, reference Minute 335., and it was decided that the presnnt position did not warrant the release of the Mincas.

I trust you will inform the Ministry of Marine accordingly.

Yours faithfully,

for: Port Working Committee,
Civitavecchia.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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I trust you will inform the Ministry of Marine accordingly.

Yours faithfully,

G. W. Layton

for: Port Working Committee,
Civitavecchia.

1892

Copy to:- H.J. Richardson, Esq.,
D.O.H.C., Naples.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ministry of War Transport,
c/o H.Q.,School of Artillery,
C.M.F.

7th September, 1945.

To:- R.M. Bazzanella, Chief Ports & Warehouse Division,
H.Q., Allied Commission, C.M.F.

Subject:- Minca Barges at Civitavecchia.

I beg to acknowledge your communication dated 4th September, relative to the above subject matter, this is receiving attention.

In the meantime, I would refer you to a Report on the salvage of barges in Civitavecchia, dated 26th July, addressed to M.W.T.R.,Med., a copy of which was also forwarded to your Transportation Sub-Commission, this should give you some idea of the number of barges available in Civitavecchia for port use as an alternative or to supplement the Minca barges.

I shall write you again in due course, when I hope to be able to give you a more up-to-date picture of the barge situation here.

G. [illegible]

Ministry of War Transport,
Civitavecchia.
for: Port Working Committee,
Civitavecchia.

1891

AC/37

1621

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RMB/mvin
4 September 1945

Tel. 290
Ref. AC/37/34/Tn6

SUBJECT: Minca Barges at Civitavecchia

TO : Mr. E. M. Taylor, Chairman
Port Working Committee
Civitavecchia

1. The Ministry of Marine in Rome reports that several barges have been salvaged, repaired and put in operation at Civitavecchia. Therefore, the minca barges at that port are no longer needed and the Ministry of Marine has requested that same be taken away from the port.

2. Before we take this matter up with the Director of Harbor Craft for the disposition of harbor craft from Civitavecchia, we would appreciate being advised if port operations can be continued efficiently without the use of the minca barges.

R. M. BAIZANELLA, Chief
Ports & Warehouse Division

Copy to:
Director of Harbor Craft, Naples

Declassified E.O. 12356 Section 3.3/NND No. 785021

Roma 24 agosto 1945 - 1

MARINA
Ministero delle Comunicazioni
DIREZIONE GENERALE
DELLA MARINA MERCANTILE
ISPETTORATO FUNZIONAMENTO PORTI

Divisione
Pos. N° 4560 Allegati

OGGETTO

TRANSPORT SUB-COMMISSION
Ports and Warehouse Division
R O M A

Risposta al foglio
Div. N.

Il Sig. Director of Harbour Craft mi sollecitò alcuni mesi or sono a far rimettere in efficienza i galleggianti da carico italiani esistenti nel porto di Civitavecchia, affinchè i Minca barges, colà temporaneamente destinati, potessero essere dislocati in altri porti, dove essi erano necessari.

Avendo la Ditta incaricata provveduto a tale lavoro in modo da assicurare la disponibilità di galleggianti necessari al traffico attuale, si prega far conoscere quando i Minca barges saranno allontanati dal porto di Civitavecchia, affinchè possa darsi corso all'im-

./.

1889

1631

Declassified E.O. 12356 Section 3.3/NND No. 785021

piego dei galleggianti secondo l'organizza=
zione italiana, salvi, si intende, gli im=
pegni assunti dall'Amministrazione italiana
a termini della Relazione Campbell.-

IL COLONNELLO DI PORTO
ISPETTORE

1832

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION of letter of Ministry of Marine, Ispettorato Funzionamento Porti, dated 24 Aug. 1945 and addressed to Ports & Warehouse Division.

The Director of Harbour Craft asked us some months ago to have put into efficiency the Italian lighters existing in the port of Civitavecchia, so that the Minca barges, lent there temporarily, could be sent to other ports where they are required.

As the Firm entrusted with the work have carried out their contract, the availibility of craft necessary to present traffic is ensured, we would be glad to know when the Minca barges will be taken away from Civitavecchia, so that we may employ craft in accordance with the Italian organisation, except, of course, in so far as regards the engagements taken by the Italian Administration in accordance with the Campbell report.

(sd) Lauricella)

INSPECTOR

Rec. 2/8/45

NOTA DEI BARCONI RECUPERATI AL 30 LUGLIO 1945

= = = =

" 118 " FORZA "	burchio	"	"	85,09	"	"170
" 55 " IDA "	"	"	"	49,14	"	"110
" 34 " RENZO "	"	"	"	43,87	"	"115
" 120 " VESTA "	"	"	"	57,56	"	"115
" 111 " ISABELLA "	"	"	"	85,--	"	"110
" 119 " MARCELLA "	"	"	"	77,89	"	"160
					TONN:	1010

In corso di riparazione

n.112 " ANTOINETTE "	burchio	stazza	Tonn.	55.18	portata	T.110	effic/tl	5/8
" 135 " ARNO "	pontato	"	"	43,88	"	" 60	"	" 10/8
" 65 " TEVERE 3	"	"	"	44,20	"	" 55	"	" 10/8
" 33 " SILVIO SPAVENTA"	"	"	"	45,90	"	" 110	in attesa del materiale di riparazione.-	
					TONN.	335		

Si conta in questa prima decade di Agosto 1945 recuperare altro barcone che si possa riparare più sollecitamente, del barcone n. 33

Civitavecchia 1° Agosto 1945 bl.

IL CAPITANO DI PORTO
(Teodosio TESTA)

ALESSANDRO CINCIARI S.A.
L' Amministratore Delegato

Rimorchiatori

A) In perfetta effeicienze

Rim. "Elena"- n° 83 R.G. Civitavecchia -dimensioni: 11,60X4,50XI - Stazza 3,28/12 -Potenza apparato motore cavalli nominali 9,-cavalli indicati 56.

B) - In corso di riparazione

Rim."ALCIONE"-n° 96 R.G. CVecchia-dimensioni 13,95 X 4,28 X 2,15 - stazza 6,79 = 24,21-Potenza apparato motore cavalli nominali 24- Cavalli indicati 112,- in efficienza in settembre p.v.

IL CAPITANO DI PORTO
(Teodosio TESTA)

ALESSANDRO CINCIARI S.A.
L' Amministratore Delegato.

4461

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION.

List of craft salved up to 30 July 1945.

Fully efficient

No. 27	" Antonio I° "	deck	register Tons	40	DW	55
29	Volere	"	"	28.66		40
19	Sempre			41		60
63	Antonio II°			51.15		65
69	Tripoli			47.73		65
118	Forza	open		85.09		170
55	Ida	"		49.14		110
34	Renzo	"		43.87		115
120	Vesta	"		57.56		115
111	Isabella	"		85		110
119	Marcella	"		77.89		160
				Tons		1010

Under repair

						READY
No. 112	Antoinette	open	register tons	55.18	DW 110	5/8
135	Arno	deck		43.88	60	10/8
65	Tevere	"		44.20	55	10/8
33	Silvio Spaventa	"		45.90	110	waiting material
					DW 335	

It is reckoned that in first ten days of August 1945 to salve another lighter which may be repaired sooner than lighter N°33.
Civitavecchia 1st. Aug. 1945

(ed) Alessandro Cinciari S.A.

THE CAPITANO DI PORTO
(ed) Teodosio Testa

Tugs

A) in full efficiency:
Tug " Elena " No.83 R.G. Civitavecchia. Dimensions: M. 11.60x4.50xI reg. tonnage 3.28/12 Nominal HP 9, indicated HP 56

B) under repair:

Declassified E.O. 12356 Section 3.3/NND No. 785021

55	Ida			
34	Renzo	"	43.87	115
120	Vesta	"	57.56	115
111	Isotella	"	35	110
119	Marcella	"	77.89	160
			Tons	1010

Under repair

						READY
No. 112	Antoinetta	open	register tons	55.18	DW 110	5/8
135	Arno	deck		43.58	60	10/8
65	Tevere	"		44.20	55	10/8
33	Silvio Spaventa	"		45.90	110	waiting material
					DW 335	

It is reckoned that in first ten days of August 1945 to salve another lighter which may be repaired sooner than lighter N°33.
Civitavecchia 1st. Aug. 1945

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THE CAPITANO DI PORTO
(ed) Teodosio Testa

Tugs

A) in full efficiency:
Tug " Elena " No.83 R.G. Civitavecchia. Dimensions: M. 11.60x4.50xI
reg. tonnage 3.28/12 Nominal HP 9, indicated HP 56

B) under repair:
Tug " Alcione " No.96 R.G. C'vecchia. dimensions 13.95x4.48x2.15
reg. tons 6.79/24.21 nominal HP 24, indicated HP 112. ready Sept.

(ed) IL CAPITANO DI PORTO A. CINCIARI

1946

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

TN

Originator's Reference:

Date/Time of Origin: MAY

Message Centre No: D/9393

Date Time Rec'd: MAY 021600B

Precedence: PRIORITY

FROM: E & S OFFICER GROSSETO

TO: HQ LAZIO REGION ROME

RESTRICTED

RESTRICTED.

Reference is your signal 6315 of 29 April.

Channel requires 14 days excavating bank presume cost not important. Shall I instruct commence work.

ACTION

DIST

ACTION: Tn S/C 2

INFO: A/President
Chief Commissioner
Econ Sec
File 2
Float

HEADQUARTERS
2 MAY 1945

RESTRICTED

1885

1638

Declassified E.O. 12356 Section 3.3/NND No. 785021

ABC GROSSETO PROVINCE

XXXX 6315 28 APRIL 43 PRIORITY

RESTRICTED FD

PARA ONE FD LETTER ABLE CHARLIE SLANT ONE KING SLANT EIGHT SLANT

TWO SIX OF THE SEVENTH ENFENS FD

PARAS TO ABC GROSSETO PROVIDES FOR TRANSPORTATION OFFICER FROM HQ

ALSOS CITE ACTIT PARAS

ADVISE IMMEDIATELY IF CHANNEL AT TALAMONA IS CLEAR FOR TWO DESTROYER

BARGES FD IT IS ESSENTIAL THAT BARGES BE BROUGHT TO ROME IMMEDIATELY

FD

1884

TRANSPORTATION SO

390

NICHOLAS PICERNO
CWO U.S.A.
Asst.Adjutant

16391

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

AFRIT 13/NFT

AFRIT 14/1315Z
ROUTINE

FOPNAV LEGHORN

ACTION: NOIC NAPLES; NOIC MADDALENA INFO: CINC MED, C(??) MOV AND TM
NOIC LEGHORN; NATO: -0-

SECRET.

Intend to sail following towing ....

(A) ATHLETE towing HOPPER merge P.23. From NAPLES to LEGHORN.

(B) PLUTO towing DRYDOCK DUILIO from CIBIA to LEGHORN.

(2) Authorities addressed are requested to sail tugs as soon as possible on completion. NOIC LEGHORN is requested to sail ATHLETE to NAPLES and PLUTO to MADDALENA.

My (??) 1022 F not to all addressees refers

for Pres Dir
(with Copy following)

DIST

INFO-ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ROON MED
NAVY SC
FILE

HEADQUARTERS
14 APR 1945

SECRET 1883

FJ

4640

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

TN

42
AMEMB 10/10225

D/7287
APRIL 10/1350B
ROUTINE

CINC MED

ACTION: FCOMAF INFO: NCEC LEGHORN, PINEASH, C-4 (NAV SECTN), EX AIGOM,
ATOUSA

RESTRICTED.

1. Request you arrange to tow dredger PULLIO from OLBIA to LEGHORN for deepening berths as in PMS 696 of 21 January and as para 2 of your 031223 March.

2. Self propelled hopper barge P83 to be sailed from NAPLES to LEGHORN to work with PULLIO.

3. NCEC LEGHORN to arrange for port control committee to supervise work and to notify MTO as soon as possible.

4. On completion of work at LEGHORN it is intended to use dredger and hopper at CIVITAVECCHIA.

5. Dredger owned and manned by Ministry of Public Works

RISE

ACTION : AFHQ G SC

INFO : A/FRUSTIDENT
CHIEF COMMISSIONER
NCOIC SEC
TN SC (2)
FILE (2)
FLOAT

RESTRICTED 1882

accepted 46

Declassified E.O. 12356 Section 3.3/NND No. 785021

CINCMED INFO G-4 ECV AND TM INFO FONAF

ROUTINE

9 APRIL 45

5051

RESTRICTED PD

PARA ONE FJ YOUR OPN SIX THREE ZERO ABLE THREE ZERO RADGE REPEAD PD

PASEN TO CINC MEDITERRANEAN INFO SHOMOR FOUR ECV AND TRANSPORTATION

INFO FONAF FROM MC ALCOM ONE ACTEY PASEN

MINISTRY OF PUBLIC WORKS CONFIRMS THAT DRYDOCK WITH CREW WILL BE

READY FOR TOW ON RECEIPT OF SAILING SIGNAL PD

1881

TRANSPORTATION BC

190

NICHOLAS PISARRO
CPO U.S.A.
Asst.Adjutant

RESTRICTED

D/6505
MAR 3*13501
ROUTINE

MAR 3016301

CINC MED
HQ ALCOM INFO G4 MOV AND TCN INFO FONAP

RESTRICTED

Your 1460 of 10th February 1945 to APHQ. It is desired to move dredger TULLIO to mainland in near future. Dredger owned by Ministry of Public Works. Request confirmation that dredger with crew will be ready for tow on receipt of sailing signal.

Dist

Action - PW & D
Info - A/President
Chief Commissioner
Room Sec
Tn SC (2)
File (2)
Fleet

1880

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785021

HQ ALCOM INFO G4 NOV AND TON INFO FONAM

RESTRICTED

Your 1460 of 10th February 1945 to AFHQ. It is desired to move dredger GUILIO to mainland in near future. Dredger owned by Ministry of Public Works. Request confirmation that dredger with crew will be ready for tow on receipt of sailing signal.

Dist

Action - PW & U
Info - A/President
Chief Commissioner
Keon Cee
Tn SC (2)
File (2)
Float

1850

RESTRICTED

adj/11/Feb

Declassified E.O. 12356 Section 3.3/NND No. 765021

Declassified E.O. 12356 Section 3.3/NND No. 785021

TUGS AND BARGES
PIOMBINO

NAME	CAPACITY	OWNER	LOCATION	REMARKS
Tugs				
Arno	250 H.P.	Ilva Iron Works	Piombino	In operation. Under requisition by Royal Navy. (Port Committee Meeting May 8,1945)
Fo	400 H.P.	" " "	"	2 month salvage. (Report May 1, 1945
Sabatio	100 H.P.	" " "	"	In operation,not under requisition. (Report May 1, 1945)
Labrone	70 H.P.	Vestrini	"	Almost ready. (Port Committee Meeting, May 29, 1945)
Oceania	249 H.P.	Ilva Iron Works	Leghorn	Requisitioned by Royal Navy.
Barges				
No. 3539	150 tons	Pieri	Piombino	Wooden barge. 20 days repairs (May 8 28, 1945)
X Ilva 5	350 tons	Ilva Iron Works	"	Steel barge, now in operation. Under requisition by Royal Navy.
X Cinciolina	400 tons	Procchi & C.	"	" " " " "
Bersagliere	350 tons	Ilva Iron Works	"	Steel barge salvaged by Royal Navy. To Civitavecchia on 5.26.1945.
Alberto	350 tons	" " "	"	Steel barge salvaged by Royal Navy. To be repaired.
Volterraio	350 tons	" " "	"	" " " " " "
No. 655	80 tons	" " "	"	Wooden barge. Sunken.
No. 656	80 tons	" " "	"	" " "

1644

1781

1445

Declassified E.O. 12356 Section 3.3/NND No. 785021

NAME	CAPACITY	OWNER	LOCATION	REMARKS
ALPINO	350 tons	Ilva Iron Works	Piombino	- Steel barge requisitioned by Royal Navy on May 28.1945. Now in operatin
Attilio	350 tons	" " "	"	- " " " " " " "
Vittorio	350 tons	" " "	Portoferraio	- Exstensive repairs necessary.(Port Committee Meeting April 24, 1945)
Ilva 4	350 tons	" " "	"	- Sunken. (Port Committee Meeting, April 24, 1945)
Biela	180 tons	" " "	"	- Wooden barge. Exstensive repairs necessary. (Port Committee Meeting April 17, 1945)
Marzocco	180 tons	" " "	"	- " " " " "
Brancaleone	180 tons	" " "	"	- " " " " "
Enrichetta	180 tons	" " "	"	- " " " " "
No. 669	150 tons	" " "	"	- Wooden barge, now under repairs (Port Committee Meeting May 29, 1945)
No. 237	70 tons	" " "	"	- " " " " "
Alessandro	180 tons	" " "	"	- Wooden Barge. Sunken.
Calcamerto	180 tons	" " "	"	- " " "
Rosolina	180 tons	" " "	"	- " " "
Vincenzo	180 tons	" " "	"	- " " "
Monserrato	350 tons	" " "	Leghorn	- Steel barge. Requisitioned by Royal Navy.
Artigliere	350 tons	" " "	"	- " " " " "
Cesare	350 tons	" " "	"	- " " " " "
Ilva 3	350 tons	" " "	"	- " " " " "

1645

Declassified E.O. 12356 Section 3.3/NND No. 785021

NAME	CAPACITY	OWNER	LOCATION	REMARKS
Ilva 6	350 tons	Ilva Iron Works	Leghorn	- Steel barge. Requisitioned by Royal Navy.
Amelia	350 tons	Pieri	"	- Wooden barge requisitioned by Royal Navy.
Trento	130 tons	"	"	- " " " " "
R.N. 13	130 tons	"	"	- " " " " "
No. 3540	130 tons	"	"	- " " " " "
No. 3541	130 tons	"	"	- " " " " "
Alice	250 tons	"	Viareggio	- Wooden barge
Antonietta	350 tons	"	"	- Steel barge. Nedds repairs.

1877

Declassified E.O. 12356 Section 3.3/NND No. 785021

OMPAGNIA MARITTIMA

GENOVA
PIAZZA PORTELLO, 6
TELEGRAMMI: MARINESE - GENOVA
TELEFONI: 28-424 - 26-795

TELEGRAMMI: MARINESE - ROMA
CODICI: NEW BOE - BOE
SCOTT'S 10 TH EDITION
A. B. C. - BENTLEY'S

UFFICIO DI ROMA,
VIA DEL TRITONE, 102
TELEFONI: 485-404 - 485-405

FILE AC/37/2/TN 6

24th. April 1945.

to the Allied Commission,
Ports & Warehouse Division,
Rome.

Civitavecchia = Portiglione & Piombino
Tugboats & Barges .

We think it useful to sum up the present situation of tugboats and barges available for the following services :

1°/ Civitavecchia / Fiumicino and Rome . We have now in service for this trade :

the tugboat " MANUELO " ,
" " " MATILDE " ,
" barge " MARINI " ,
" " " GIACOMO " ,
" " " FILIPPO " ,
" " " CICERONE" .

The barge " CICERONE " will be able to reach the port of St. Paul in Rome with her full cargo (about 350 tons) as soon as the tugboat " HERMES " will be ready. As pointed out in previous occasion, this tug was at Cagliari, waiting to be towed to Naples for completing repairs on the 20th. of this month. As you are aware she is the only powerful tug that can easily go up the river due to her shallow draft beyond the " COMO " owned by the Genio Civile and now under repairs at Fiumicino, which latter tug was used for assisting the dredger " GALILEO FERRARIS " and some sand barges for the dredging of the river between Fiumicino and Rome.

We avail ourselves of this opportunity to apply to you for finding out the prospects of having soon the " HERMES " in service.

1876

Since our letter of the 5th. inst. we had no news re. the two ex German motor barges " KOENIGSBERG " and " KALENTE ".

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

24th. April 1945.

Ports & Warehouse Division. Rome.
Civitavecchia = Portiglione & Piombino. = Tugs & Barges.

The first has been towed about a month ago to Leghorn for fitting the engine, while the other, which could be used as a barge, is still at Orbetello pending decision of the Fleet Salvage Service, Mediterranean.

As you know both can easily reach St. Paul harbor in Rome. For these crafts too we consider that an intervention of your service would be most useful.

2°/ Piombino / Vada . Coal for SOLVAY Co. As mentioned in our letter of the 24th. inst. we have already available at Piombino the barge "ILVA 5 " and two other will be duly repaired and ready by the end of this month.

As regards the tugboat required, we are waiting to hear from you about the result of your request for the tug " TRIESTE " or alternatively for the " OCEANIA " . It must still be ascertained whether the tug " ARNO " has arrived at Piombino from Leghorn. As you know we have in mind to avail ourselves of this boat, subject to approval by the local authorities and when no movements are wanted in the harbor, in consideration of the short distance to Vada on one side and Portiglione on the other.

3°/ Portiglione = Loading of pyrites from the Montecatini. We expect to be able to have available, by the middle of May, at least two other barges of about 350 tons cargo capacity each.

As we understand that the loading of pyrites on large ships which cannot go alongside the Montecatini's plant will occur only occasionally, we consider it a useless expenditure to keep idle a certain amount of tonnage or barges and a tugboat pending such eventuality, while we could easily provide differently by diverting the necessary crafts, when they are required, from the other services of Civitavecchia/Piombino and Piombino/Vada. This scheme would prove economical if some of our barges were available due to eventual intervals in the arrivals of coal cargoes at Civitavecchia and Piombino as may often happen in future.

In any case we rely that, having at our disposal at least one tug like the " OCEANIA " or the " TRIESTE ", already requested, and using occasionally the " ARNO ", we can guarantee to carry out, with our own means, the loading at Portiglione when the occasion arrives and on a very short notice.

1875

COMPAGNIA MARITTIMA

Yours faithfully.

1 8 4 91

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALCOM BARI ATTENTION MAJOR TAYLOR INFO NOIC TARANTO

4866 5 APRIL 45 ROUTINE

RESTRICTED PD

PARA ONE PD REFERENCE OUR SIGNAL FOUR FOUR DATE THREE ZERO

MARCH PD

PAREN TO ALCOM BARI ATTENTION MAJOR TAYLOR INFO NOIC TARANTO

FROM HQ ALCOM CITE ACTFT PAREN

WE HAVE NOW LOCATED RESPONSIBLE OFFICER TAKING RESPONSIBILITY

FOR THE TWO TUSA TUGS PD MATTER NOW CLOSED PD

TRANSPORTATION S/C

394

NICHOLAS PIOMBINO
C.W.O. U.S.A.
Asst. Adjutant

1874

1653.01

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALCOM BARI INFO TO NOIC TARANTO

4494 30 MARCH 45 ROUTINE

RESTRICTED FD

PARA ONE FD ADVISE NAME OF OFFICER TAKING RESPONSIBILITY ON BEHALF OF ALCOM FOR THE TWO TUSA TUGS FOR USE AT TARANTO FD

PARA TWO ALCOM BARI ATTENTION MAJOR TAYLOR INFO NOIC TARANTO FROM NC ALCOM OTTS ACTPT PARA

Capt Nicholas Fiorino

1873

TRANSPORTATION SC

390

NICHOLAS FIORINO
CWO U.S.A.
Asst.Adjutant

1651

Declassified E.O. 12356 Section 3.3/NND No. 785021

FROM TARANTO

4241 27 MARCH 45 NOFIMS

RESTRICTED FD

PARA ONE FD ADVISE NAME OF OFFICER TAKING RESPONSIBILITY ON

BEHALF OF ALCOM FD

PARA TO NOIC TARANTO FROM HQ ALCOM CITE ACCEPT PARA

FOR THE TWO TUGA TUGS FD

1872

TRANSPORTATION SO

390

NICHOLAS PIGNERINO
CWO U.S.A.
Asst.Adjutant

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

3 MAY 1945.

MEMORANDUM : D.M.W.T.R. LEGHORN.

SUBJECT : HARBOR CRAFT AT PIOMBINO.

1 Reference your memo. 28 April, could a copy of the minutes of the Piombino Port Committee be furnished regulary.

2 The procedure for the provision of small craft for the Port of Piombino is for Allied Commission to make a bid on A.F.H.Q. for the lift required. This is examined in relation to the capacity and clearance up to the present no bid has been received.

3 A bid has been made to move 10,000 ton. coal monthly from Piombino to Vada and the following allocation have been made.

ILVA 5.
ALPINO.
ATTILIO.

A tug will be required and this remains to be nominated.
Also a bid has been made for Portiglione, about 3000/4000 ton. pyrites monthly. The allocation is:

ALBERTO.
BERSAGLIERE.

It is expected the VOLTERRAIO will be required at Civitavecchia.
These allocations have been approved by the Mediterranean Shipping Board.

4 It has been learned that the tug "AMMO and barges CICCOLINA, ILVA 5 have been requisitioned for R.N. service and NCIC Leghorn has been asked for his remarks.

5 By signal 261749 the Port Committee Piombino were asked for a report on all the tugs and barges inthe port. This should include name and owners. It would be useful to enlarge the report in your A/M letter.

(a) Name of ILVA tug and H.P.
(b) Name of 4th barge at Portoferraio.
(c) Other salvage work being done at Portoferraio.

1871

for Director of Harbor Craft.

File "Harbour Craft"

Copy : Transportation S/C Th. 6

ac/37/T46

1631

Declassified E.O. 12356 Section 3.3/NND No. 785021

DIRECTOR OF HARBOR CRAFT, NAVY HOUSE, NAPLES

7455 7 MAY 45 ROUTINE

~~PRIORITY~~ RESTRICTED FD

PARA ONE FD ALPINO EXPECTED READY THIS WEEK FD

PARAS TO DIRECTOR OF HARBOR CRAFT NAVY HOUSE NAPLES FROM HQ AFSOM

SIXTH ARMY PARAS

ATTILIO END OF NEXT WEEK FD SOLVAY REPORTS VADA PIER READY TO TAKE COAL FROM LIGHTERS FD

TRANSPORTATION SO

347

1870

NICHOLAS FIORENTINO
CWO U.S.A.
Asst. Adjutant

1654

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

D/9031
MAY 6/1000B
ROUTINE

MAY 5/1731 B

DIRECTOR OF HARBOR CRAFT

HQ ALLIED COMMISSION FOR TN 6 INFO: FONAM NOIC LEGHORN

RESTRICTED.

Understand not intended remove ARNO or ILVA 5 at present. My 301459 to NOIC LEGHORN refers. Request report when ALPINO and ATTILIO expected commence service.

DIST

ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE (2)
FLOAT

HEADQUARTERS
6 MAY 1945
A. F. C.

1869

RESTRICTED

1656

Declassified E.O. 12356 Section 3.3/NND No. 785021

NOIC LEGHORN

3949 21 MARCH 45 ROUTINE

RESTRICTED FD

PARA ONE FD REFERENCE YOUR MAR ONE SEVEN SLANT ONE ONE ZERO SEVEN

TUG ARGO FD

PARTY TO NOIC LEGHORN FROM HQ ALCOM CITE ACTEF PARAS

EMPLOYMENT ENGINEER CONFIRMED FD

TRANSPORTATION DC

390

1868

NICHOLAS PISCHINO
CWO U.S.A.
Asst.Adjutant

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:
Date Time of Origin: MAR 17/1107

Message Centre No. D/5326
Date Time Rec'd: MAR 17/1645
Precedence: ROUTINE

FROM: ROME LEGATION

TO : HQ ALCOM CITE ACTNT, INFO. FONAM.

RESTRICTED

ACTION

RESTRICTED.

Your 141925 A. following is repetition of my 111222 A addressed HQ ALCOM (R) FONAM. Begins completion date of tug arms ARMS will not be until about 23rd March. 2. No reply received to para 2 of my 251212 A February. So have instructed engineer referred to, to supervise and make himself responsible for the engine room, as this is desirable. Request you confirm his employment. The local COGEMA Agent will be informed. Ends.

2. H P is 259 and draft I S3 ft. 8 ins forward 9 ft 8 ins aft.

DIST

Action: TT S/C 2
Info: A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
NAVY S/C
FILE 2
FLOAT

No. 1867

HEADQUARTERS 17 MAR 1945 A. C.

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785021

Wt.22515/D7297. 12-42. 2,000M. E.N.M. & S. 51-3467

NAVAL MESSAGE.

S. 1320e.
(Established—May, 1930.)
(Revised—December, 1931.)

To: FROM:

RESTRICTED.

H.Q. ALCOM CITE ACTPT (R) FONAM FROM NOIC LEGHORN (3)

YOUR 151925 A. FOLLOWING IS REPETITION OF MY 111222 A ADDRESSED H.Q. ALCOM (R) FONAM BEGINS.....
COMPLETION DATE OF TUG ARNO WILL NOT BE UNTIL ABOUT 23RD MARCH. CREWS QUARTERS WILL BE READY ON 19TH MARCH.
2) NO REPLY RECEIVED TO PARA 2 OF MY 251212 A. FEB SO HAVE INSTRUCTED ENGINEER REFERRED TO, TO SUPERVISE AND MAKE HIMSELF RESPONSIBLE FOR THE ENGINE ROOM AS THIS IS DESIRABLE. REQUEST YOU CONFIRM HIS EMPLOYMENT. THE LOCAL COGENA AGENT WILL BE INFORMED..... ENDS.
PARA 2. H.P. IS 259 AND DRAFT IS 3 FEET 8 INS FORWARD 9 FEET 8 INS AFT.

= 171107 A.

T/P P/L COD 1205 PJF 17/3/45.
REF 151925A TUG ARNO.
DIST 1 2 3 4 5 6 7 11 14 16 17 39 F 1 3 4 5 LOG RM.
E.L.S. TO H.Q. ALCOM ROME.

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:
Date Time of Origin: FEB 251212A

Message Centre No: D/3211
Date Time Rec'd: FEB 260830A
Precedence: ROUTINE

FROM: NOIC LEGHORN

TO : HQ ALCOM INFO FOWAR

RESTRICTED

RESTRICTED.

FAR/0

Expect to complete tug AFNS on 10th March. Will signal when crews quarters are habitable.

2. Have engineer ex AHNS who wishes to join her. Request your remarks.

DIST

ACTION: Tn S/C
INFO: A/President
Chief Commissioner
Econ Sec
Navy S/C
File 2
Float

ACTION

Water Transfer 9.

HEADQUARTERS 1865 25 FEB 1945 C. A.

acft 1st Fwd

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:
Date Time of Origin: FEB 251759

Message Centre No: D/3365
Date Time Rec'd: FEB 261255
Precedence: ROUTINE

FROM: LEGHORN CCO

TO : HQ AICOM INFO FOWAM

RESTRICTED

RESTRICTED.

Correct my 2/1212 to read two ARMO (R) AHNO

ACTION

DIST

ACTION TN SC
INFO A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
NAVY SC
FILE (2)
FLOAT

HEADQUARTERS
26 FEB 1945
A. C.

1864

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785021

15/5/45

The Italian Ministry of Marine telephone that the dredger DUILIO is sailing to-day from OLBIA for LEGHORN towed by the ocean going tug PLUTO. Leghorn, etc. should be advised.

ac/37/Fnb

Declassified E.O. 12356 Section 3.3/NND No. 785021

URGENT

D/9904
MAY 7/0945Z
ROUTINE

MAY 6/1000Z

CINC MED

HQ AFCOM INFO: ENLO MA DDALENA FONAM NOIC LEGHORN

IN CLEAR.

Dredger DUILIO is urgently required at LEGHORN. Request Ministry of Public Works be hastened in preparation of craft for tow observing EDC has now been quoted as 15 May in MADDALENA 021620 May. Your 091636 April refers

DIST

ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
PW & U SO
FILE (2)
FLOAT

Lo. Prod. Div.
(attn. retention Capt Worley)

Dredger Duilio
sailing today
(May 7th)
from Otra to
Leghorn towed
by tug boat PLUTO
(Capt. Mary informed)

HEADQUARTERS
17 MAY 1945
A. F. H. C.

1862

Nov. 11 - 52

1862

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

MAY 10/1030B

E/213
MAY 10/1210B
ROUTINE

E AND S OFFICER GROSSETO

HQ AIRCOM FOR ACTPT

RESTRICTED.

Reference your signal 6839 barges can now be towed out at high tide. Shallows 100 meters from new cut

DIST

ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE (2)
FLOAT

HEADQUARTERS
10 MAY 1945
A. C.

1861

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785021

AMG ORGUESTO PROVINCE

6839 3 MAY 45 PRIORITY

RESTRICTED FD

PARA ONE FD REFERENCE YOUR SIGNAL EXCAVATING CHANNEL FD

PARA TWO AMG ORGUESTO PROVINCE FOR ECONOMIC AND SUPPLY OFFICER FROM

HQ ALCOA GIVE ACCEPT PARA

OUR ANSWER IS YES FD PLEASE ACCELLERATE WORK AND ADVISE THIS

HEADQUARTERS WHEN BARGES CAN BE TOWED FD

1860

TRANSPORTATION SC

390

NICHOLAS PICERNO
CPO U.S.N.
Asst. Adjutant

1684

Declassified E.O. 12356 Section 3.3/NND No. 785021

GHC/mdp

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref. : AC/537/9/Tn 3 10 May 1945

SUBJECT : Allocation of Craft to Allied Commission.

TO : Director of Harbour Craft, A.F.H.Q.

1. Reference your letter dated 12 May detailing arrangements made by your office to meet A.C. harbour craft and lighterage requirements.

2. Civitavecchia-(Piombino)-Rome

Present indications are that the movement of coal through Civitavecchia is likely to decrease in the future, and our requirements should therefore be amended to read 10,000 tons of coal and general cargo per month. It is noted, that with the striking of the barge "CIO ROMA", we now have no barges of sufficiently light draft capable of navigating the Tiber. It is requested therefore that an effort should be made to procure light draft barges, of which, it is understood there are some in Bari, as well as the motor barges "BOURGOGNE" and "ALSACE", as early as possible. The tug "ETRUSCO" is the only suitable tug for the Tiber, and it is further requested that a priority of repairs to this vessel should be obtained.

3. Piombino-Vada

Allocation of craft made would appear to be adequate.

4. Portiglione.

Allocation of barges made is satisfactory ; it is noted that tug requirements will be met from the Piombino-Vada service, as required.

For the Chief Commissioner :

1859
G.B. GODFREY,
Major I.C.

Copy to : Port & Warehouse Division
Shipping Sub-Commission.

ac/37/ffm6

1858

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/37/3/Tn6

GSTM/1nd
15 May 1945

SUBJECT : Harbor Craft.

TO : Compagnia Maritima
102 Via del Tritone
Rome, Italy

1. The following allocations are agreed by the Mediterranean Shipping Board and this Headquarters:

Civitavecchia-(Fiumicino)-Rome
Requirement:-10,000 Tons of Coal Monthly.

Tug MANUELO — Barge CIGNONE Steel
" MARTINO — " MARINI
X " MICHELE X — " FILIPPO
" GIACOMO

Also M/Barge MONTECRISTO, but if not available, Barge VOLTURNAIO.

Livorno-Vada
Requirements:-10,000 Tons of Coal Monthly.

ONE TUG to be nominated — Barge ILVA 5
" " " " " — " ALFINO
" " " " " — " ATTILIO

Portoferraio
Requirements:- Loading pyrites, probably 3000/4000 tons monthly.

" " " " " " — Barge ALBERTO
" " " " " " — " BERNARDINO

Local arrangements will be made regarding a Tug. It is considered that one additional Tug to the ANNO at Piombino will be sufficient for this work and VADA run.

2. No objection is seen to varying these allocations within the agreed program, providing this Office is kept fully informed.

Declassified E.O. 12356 Section 3.3/NND No. 785021

3. The Royal Navy have been requested to advise the allocation of the KENTISHMAN, which it is understood is nearing completion at Leghorn.

4. You are requested to confirm that the arrangements made are satisfactory.

R. M. HAMILTON
Chief, Ports & Whse. Division

1857

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

12 May 1945.

Memorandum : H.Q. ALLIED COMMISSION, TRANSPORTATION S/C TN 6

Subject : ALLOCATION OF CRAFT TO ALLIED COMMISSION.

1. Reference your AC/37/1/TN6 of 30 April.

2. The following allocationswere agreed by the Mediterranean Ship-ping Board on 1 May 1945.

CIVITAVECCHIA-(FIUMICINO)-ROME

Ref. item 62. Requirement:- 10,000 Ton of coal monthly

TUGS	MANUELO	BARGES	CICERONE
"	MATILDE	"	MARINI
"	HERMES	"	FILIPPO
-	- -	"	GIACOMO

Also M/Barge Koenigsberg but if not available Barge Volterraio.

PIOMBINO- VADA

Requirement :- 10,000 Tons cpal monthly

ONE TUG	to be nominated	BARGES	ILVA5
- -	- -	"	ALPINO
- -	- -	"	ATTILIO

PORTIGLIONE

Requirement :- Loading pyrites propably 3000/4000 Tons monthly;

-	- -	BARGES	ALBERTO
-	- -	"	BERSAGLIERE

1856

Local arrangements will be made regarding a Tug. It is considered that one addi-tional Tug to the ARNO at Piombino will be sufficient for this work and VADA run.

3. No objection is seen to the Allied Commission varying these allocations within the agreed programme providing this office is kept fully informed.

4. It is expected that the Tug SABATIA could be used at Piombino to sa-tisfy the requirement in your para. 2. Signal 021829 D.O.H.C. to H.Q AC refers.

5. The Royal Navy have been requested to advise the allocation of the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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"	MATILDE	"	MARINI
"	HERMES	"	FILIPPO
-	- -	"	GIACOMO

Also M/Barge Koenigsberg but if not available Barge Volterraio.

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Requirement :- 10,000 Tons cpal monthly

ONE TUG	to be nominated	BARGES	ILVA5
-	- - -	"	ALPINO
-	- - -	"	ATTILIO

PORTIGLIONE

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-	- -	BARGES	ALBERTO
-	- -	"	BERSAGLIERE

1856

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4. It is expected that the Tug SABATIA could be used at Piombino to sa-tisfy the requirement in your para. 2. Signal 021829 D.O.H.C. to H.Q AC refers.

5. The Royal Navy have been requested to advise the allocation of the KOENIGSBERG which it is understood is nearing completion at Leghorn

6. Separate memoranda have been written on the MALENTE and HERMES.

7. You are requested to confirm that the arrangiaments made are sati-sfatory.

[signature]
Director of Harbor Craft.

Copy :- Transportation S/C TN3

Declassified E.O. 12356 Section 3.3/NND No. 765021

GWEW/fd

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our ref.: AC/37/1/Tn 6 30 April 1945

SUBJECT : Harbour Craft

TO : D.O.H.C.
(Attn: Mr. R.Hughes)

1. The undermentioned craft are now in use on the Civitavecchia/Fiumicino Coal Service:

Tug boats	Barges
"Manuelo"	"Marini"
"Matilde"	"Giacomo"
	"Filippo"
	"Cicerone"

The barge "Cicerone" is suitable for bringing supplies up the Tiber to Rome. Ex-German barge "Malente" now lying at Orbetello would also be suitable. In order to operate these barges a tug is necessary, and the "Hermes" now under repairs would meet the requirements.

The self-propelled ex-German barge "Koenisberg" would be of a great assistance in supplying Rome direct by water. The necessity of relieving the strain on the railways cannot be over emphasised and this Division strongly recommends that the above mentioned craft be made available, as the service now in operation only partially relieves the acute shortage of trucks as coal still has to be hauled from Fiumicino to Rome.

2. As soon as possible it is planned to open a barge service from ships' side at Piombino to Vada Pier. This service will be opened to supply the Solway Plant with coal at the rate of approximately 10,000 tons per month. In order to operate this service the following equipment is necessary:

1855

1 Tug
3 Barges (total lift 1,000 tons)

The barges "Ilva V","Alpino" and "Attilio" would be

Declassified E.O. 12356 Section 3.3/NND No. 785021

(Attn: Mr. R.Hughes)

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2. As soon as possible it is planned to open a barge service from ships' side at Piombino to Vada Pier. This service will be opened to supply the Solway Plant with coal at the rate of approximately 10,000 tons per month. In order to operate this service the following equipment is necessary: 1855

1 Tug
3 Barges (total lift 1,000 tons)

The barges "Ilva V","Alpino" and "Attilio" would be quite suitable.

3. A schedule has been set up for loading Pyrites at Portiglioni. A number of the ships allocated necessitate lighters. It is considered if an additional barge of the Ilva type be supplied, arrangements could be made to work the requirements for lighterage in conjunction with the Piombino/ Vada service.

R.M.BAZZANELLA, Chief
Ports & Warehouse Div.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Minutes of meeting held at H.Q. Movements,
GENOA
on Sunday, 20 May 45
to discuss Harbour Craft.

Present:-	Lt. Col. Balfour	Port Commandant (Chair)
	Lt. Cdr. Blair	S.S.T.O.
	Lt. Col. Butcher	A.D.T.N. (Docks)
	Major Rae	D.A.Q.M.G. (M)
	Major Hawkins	No. 6 I.W.T. Group
	Mr. Hughes	Director Harbour Craft
	Col. Ruffini (and representatives)	Consorzio Autonomo del Porto
	Major Wickens	A.C. Port Tn. Offr.

---

1. Col. Balfour explained that meeting was called to decide the policy to be adopted in working craft in Genoa. He explained that Col. Ruffini had been given, at the last meeting, extracts of the Campbell Committee Report relevant to this matter, and he asked Col. Ruffini if he now understood and agreed the proposed financial arrangements for work done by the Consorzio.

2. Col. Ruffini replied that he was now happy about the financial side. The underlying principle he understood to be that the Army would give orders to the Consorzio for the placing of craft alongside ships as necessary . The Army would provide the Consorzio with a certificate for services rendered. This certificate would not make any mention of the prices, nor would it constitute a promise of payment, but it would serve as a voucher which the Consorzio could pass through its own channels to the Ministry of Marine for adjustment.

3. SSTO then put forward his proposals for the operation of harbour craft.
   (a) Harbour craft would initially be requisitioned by SSTO for a period of one month. During this time the craft would continue to be operated by the Consorzio, but the requisition would provide a safeguard, both to the Army and the Consorzio, in the event of operating, labour, or other difficulties arising.
   (b) If the operation of the craft during the initial period proved satisfactory the requisition would be released.
   (c) If the operation of the craft did not meet the required standard, the requisition would be continued and a new basis of operation found.
   (d) It was stressed that the imposing of the requisition for the trial period of one month would not, in any way, hinder the introduction of their own methods of control of craft by the Consorzio.

4. Mr. Hughes then put forward his proposals. 1854
   (a) He told the Consorzio representatives that it would be necessary for them to maintain complete records of the operation of harbour craft.
   (b) When craft were required by the military they would be ordered through I.W.T.
   (c) The Consorzio were asked to continue the work on the salvage of craft.
5. The Port Commandant explained to Col. Ruffini that the day to day

Declassified E.O. 12356 Section 3.3/NND No. 785021

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   (b) When craft were required by the military they would be ordered through I.W.T.
   (c) The Consorzio were asked to continue the work on the salvage of craft.

5. The Port Commandant explained to Col. Ruffini that the day to day operation of craft would be agreed in detail between I.W.T. and the Consorzio, and he asked that a representative of the Consorzio should be nominated to liaise closely with I.W.T.

6. It was explained that the probable availability of harbour craft would exceed the requirements for handling military and civil cargoes under the disease and unrest formula. In this case the craft would be released to meet local civil requirements.

cc/37/1/146

Declassified E.O. 12356 Section 3.3/NND No. 785021

7. The Port Commandant explained that 12 sod craft would be brought up to Genoa. These craft would represent a tonnage lift of 1200 tons per day, and would be used to meet military craft requirements. If however we had sod craft in excess of military needs, they would be available for work in the craft pool operated by the Consorzio.

8. Col. Ruffini then asked for guidance on the following points:-

(a) The source of coal and oil for tugs - Initial requirements would be met from existing Army and Navy stocks. Future requirements would have to be bid for by the Consorzio to the Industry Section of A.C.

(b) The source of material other than fuel should be bid for through A.C. as above, with the exception of salvage material which should be bid for by the Consorzio to Ministry of Marine in Rome.

(c) Col. Ruffini asked if there was any objection to the Consorzio continuing salvage operations - It was pointed out that there was no objection to this but the Consorzio must first obtain permission from the Ministry of Marine in Rome.

(d) When was it anticipated that ships could commence discharge in the Port ? - The Port Commandant gave the following dates :-

27 May..... Calata Canzio
30 May..... Ponte San Georgio
6 June..... Ponte Eritrea and Ponte Etiopia
20 June..... Balance of the harbour.

It was stressed that these dates were conditional on the success of minesweeping operations at present being carried out. The dates are also subject to fair weather.

Distribution:-

Port Commandant (1)
S.S.T.O. (2)
A.D.Tn. (Docks) (2)
D.A.Q.M.G. (M) (1)
6 I.W.T. Gp. (1)
Mr. Hughes, Director of Harbour Craft.

Col. Ruffini, Consorzio Autonomo del Porto (1)
Major Wickens, A.C. Tn. Offr. Genoa (1)
A.F.H.Q. (G.4 Mov. & Tn.) (1)
Mov. N.W. Italy (1)
A.C.Tn. Sub Commission (Mov. Divn.) Rome (1)
" " " " (Ports & Warehouse Divn.) Rome (1)

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

E/2536

MAY 271225

MAY 271630

ROUTINE

DIRECTOR OF HARBOR CRAFT

HQ ALLIED COMMISSION CITE ACCPT

RESTRICTED.

Your 121227 May.

Temporary allocation is confirmed provided you can make satisfactory arrangements for repair and operation. Para 2 your letter 15 May tug HERMES. Tug towed to NAPLES 7 May but repairs not yet commenced.

LIST

ACTION TN SC (2)
INFO CHIEF COMMISSIONER
ECON SEC
FILE (2)
FLOAT

1853

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 3 94
Ref. AC/18/11/Ta6

GWEW/lml
15 May 1945

SUBJECT : TUG "HERMES"- Fiumicino-Rome Coal Service.

TO : Director of Harbor Craft
Naples

1. Reference your letter of 11 May 1945 under the above heading. Please be advised that arrangements have been made between the owners and the R. I. N. to complete repairs, after which the tug will be de-requisitioned.

2. When de-requisitioned the HERMES will be required to operate on the Civitavecchia - Fiumicino/Rome Coal Service.

R. M. BAZZANELLA
Chief, Ports & Whse. Division

1674

Declassified E.O. 12356 Section 3.3/NND No. 785021

AMS MEDITERRANEAN FREEDOM FROM PRESS AMS MEDITERRANEAN FOR INFO 15 ARMY GROUP 8 ARMY

8595 29 MAY 45 PRIORITY

IN CLEAR FD

PARA ONE FD CHIEF ENGINEER ADVISES NAVY FOUR AFHQ WISHES TO USE PO RIVER BARGES TO CONSTRUCT BRIDGE APPROACHES TO NEAR PESCARA FD

PARA TWO AMS MEDITERRANEAN TO FORWARD THESE PROPOSALS FOR GEORGE NAVY FOUR MAIN CHIEF ENGINEER ADVISE NAVY FOUR TO AMS MEDITERRANEAN FOR INFO TO GEN FIVE ARMY GROUP TO WHOM ARMY FROM HQ ALSO SENT AGREEMENT PARTS

PARA TWO ALL CRAFT OR PO SUITABLE FOR MOVEMENT SUPPLIES ORIGINALLY ALLOCATED BY AFHQ TO AMS CHARLIE FOR CIVIL MOVEMENT FD

PARA THREE FD REPEAT HEADING CHIEF ENGINEER WILL CONTACT REGIONAL COMMISSIONER AND CHIEF TRANSPORTATION OFFICER ADRIATIC REGIONS TO SEE IF SUITABLE BARGES AVAILABLE FD THIS HQ DESIRES PROVISION OF LIFT WHICH WILL BE INVOLVED SO THAT CONSTRUCTIONAL AMENDMENT MAY BE MADE IN MOVEMENT SCHEDULES FD

COPY TO ECONOMIC SECTION
PORTS & WORKS DIV
TRANSPORTATION S G

543

1851

NICHOLAS PIOMBINO
CWO U.S.A.
Asst. Adjutant

ae 8/1526

1671

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APC 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AG/18/19/Tn6

GWEW/lml
28 May 1945

SUBJECT : Fiumicino - Rome Canal.

TO : Administration Division
Attention: Lt. Col W. P. Scoggins

1. Every effort is being made to find suitable craft for the transport of supplies direct to Rome by water, in order to relieve the strain placed on the railways at present.

2. This Division has been advised by the Director of Harbor Craft that two landing craft would be suitable for this traffic, but certain repairs are necessary. Therefore, the craft must be inspected before this Division can bid for the allocation and make the necessary arrangements for their operations.

3. The Compagnia Marittima which is operating the coal ferry service between Civitavecchia and Fiumicino under our supervision, might be the potential contractor for this craft. It is therefore strongly recommended, that their representative be given permission to inspect the craft, and in view of the urgency of the matter, air travel is necessary.

4. Can the necessary arrangements be made for their representative Capt. Alessandro Ajello, to travel by air to Augusta and Taranto and return?

5. Enclosed you will find relative letter received from Compagnia Marittima.

1850

R. M. BAZZANELLA
Chief, Port & Whse. Division

Attachment:

As stated in Paragraph 5.

CC: Movements Division
Harbor Craft File

1678

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:
Date/Time of Origin: MAY 281243B

Message Centre No: E/2658
Date Time Rec'd: MAY 281615B
Precedence: ROUTINE

FROM: DIRECTOR OF HARBOR CRAFT

TO: HQ ALLIED COMMISSION CITE ACTPT

RESTRICTED

RESTRICTED.

Your letter TN 5 of 17 May.

Authority to salvage MALENTE given to COLMAR on 11 January 1945 by FCNAM.

HEADQUARTERS 28 MAY 1945 A. C.

DIST

ACTION: Tn S/C 2
INFO: Chief Commissioner
Econ Sec
File 2
Flag

NOT SENT

1849

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785021

0 Lo:- F.F.C.O. Doc

RESTRICTED

for retention

E/2555

MAY 271215

MAY 271630

ROUTINE

DIRECTOR OF MEDICAL CHART

. CINC MED INFO FORAM, HQ ALLIED COMMISSION CITE ACTPT

RESTRICTED.

Request for Ex German barge KONIGSBERG approved by MEDBO for essential work under prevention of disease and unrest programme. Early decision would be appreciated. FORAM 223-3A of 20 May not to CINC MED refers.

DIST

INFO-ACTION TR SC (2)
INFO CHIEF COMMISSIONER
ECON SEC
NAVY SC
FILE (2)
FLOAT

1848

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785021

TN 3/c
1276

Office of Flag Officer,
Northern Area,
Mediterranean.

At NAPLES. 20th May, 1945.

No. FOAM.223-3A.
THE DIRECTOR OF HARBOUR CRAFT.
(Copy to: Headquarters, Allied Commission).

EX-GERMAN BARGE "KOENIGSBERG".

NT.

Your letter of 11th May, 1945 concerning the ex-German Motorbarge "Koenigsberg" is acknowledged. This request has been referred to the Commander-in-Chief, Mediterranean for decision as the vessel is a prize.

(Sgd.) D. HAMMERSLEY JOHNSTON

for REAR ADMIRAL.

18/5

1841

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/37/4/Tn6

GWIW/lm1
17 May 1945

SUBJECT : Harbor Craft-ex German M/B "MALENTE".

TO : Director of Harbor Craft
Navy House, Naples

1. Reference your letter of 3 May 1945 under above heading. Please be advised that the "MALENTE" is still at Porto San Stefano.

2. No repairs have yet commenced due to the situation that arose around the M/B "KOENIGSBERG". This barge was salvaged under the understanding that it was to be used on the civilian coal run, but was eventually taken over by the R. N. at Leghorn. The question of payment also arises.

3. Repairs can be completed in 2 months (as a barge) by the firm of C.O.L.M.A.R., but before commencing work they require authority to proceed.

R. M. BAZZANELLA
Chief, Ports & Warehouse Division

CC: Salvage Liaison Officer,
Navy Sub-Commission

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean

3 MAY 1945.

MEMORANDUM : H.Q. Allied Commission Transportation S/C for TN 6

SUBJECT : Ex German M/B MALENTE.

1 A contract was made in January 1945 between FONAM and Co-operative Marittimi e Recuperi of Porto San Stefano for the salvage & repair of the Malente.

2 At that time it was stated that upon completion the craft would be used by the Royal Navy.

3 It is now understood that there is a possibility of the R.N. not requiring the Malente used therefore she would be available for reallocation.

4 It is requested you obtain a report on the present state of the craft and when it is expected to be ready for service.

for Director of Harbor Craft.

Copy : Transportation S/C for TN 3.

1683

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/37/5/Tn6

GW:EM/lm1
17 May 1945

SUBJECT : Harbor Craft-Ex German M/V. MALENTE.

TO : Salvage Liaison Officer
Navy Sub-Commission

1. Attached for your information and retention you will find copies of letters on the above mentioned subject addressed to the Director of Harbor Craft, Headquarters Allied Commission, Transportation Sub-Commission for TN 6, and Compagnia Marittima.

R. M. BAZZANELLA
Chief, Ports & Warehouse Division

Attachment:

As stated above.

1684

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

Porto S. Stefano
12 May 1945

C.O.L.M.A.R.
Cooperativa Lavori Marittimi e Recuperi
Porto S. Stefano (Grosseto)

TO : Compagnia Marittima
102 Via Tritone, Rome

SUBJECT : "MALENTE".

Reference your letter of the 11th May the following information is hereby forwarded:

1. Subject craft is still at Porto S. Stefano in the S. Liberata channel.

2. No repairs have been started as yet because of the question that arose on the "KOENIGSBERG". This craft was repaired by the COLMAR to be used on the coal haul to Rome but was taken by the Royal Navy to Leghorn instead.

3. Repairs to put the craft in condition to be used as a barge (to be towed) can be completed in 50 days' time.

4. We point out that the competent authority for any dealings pertaining to war prize salvage craft is the Royal Navy, Naples.

5. We are not in a position to take any decision on the matter if previous arrangements are not made with the above mentioned authority.

Yours Very Truly,

/S/

C.O.L.M.A.R.

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft
Western Mediterranean

COPY

3 May 1945

MEMORANDUM : H. Q. Allied Commission Transportation S/C for TM 6.

SUBJECT : Ex German M/B MALENTE.

1. A contract was made in January 1945 between FUNAM and Co-operative Meritimi e Recuperi of Porto San Stefano for the salvage and repair of the Malente.

2. At that time it was stated that upon completion the craft would be used by the Royal Navy.

3. It is now understood that there is a possibility of the R. N. not requiring the Malente used therefore she would be available for reallocation.

4. It is requested you obtain a report on the present state of the craft and when it is expected to be ready for service.

/s/ R. J. Richardson
for Director of Harbor Craft

Copy: Transportation S/C for TM3.

Declassified E.O. 12356 Section 3.3/NND No. 735021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
~~AC/20/3/Tn6~~
ACJ 37 Trans

GWE/lal
1 February 1945

SUBJECT : Salvaging of the S/S Koenigsberg and Malente.

TO : Whom it may concern.

1. This will introduce Dr. Paolo Tredardi, Mr. Francesco Depirro, and Mr. Mario Olivari, who are working with COLMAR in connection with the salvaging of the S/S Koenigsberg and Malente, at the port of San Stefano. Please afford them every possible facility in connection with their work.

2. It will be necessary that the above visit Leghorn to contact the naval authorities with a view to obtaining spare parts necessary to repair the above craft.

CHARLES C. CROOKE, CHIEF
Ports and Warehouse Division
Transportation Sub-Commission

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

Col Belfour. M. to refer w/- Mr Cuttle 666

26th January 1945.

Dear Sieff

Your 23rd. January to hand.

Mines Barges and Tusa Tugs. Fonam's 24209 will have given you the latest position on the Mines and I am also keeping an eye on the Tusas.

Tugs and Barges at Piombino. I saw from the Piombino Recce there are two tugs there, possibly one of which is the "Mathilde". In any case I think they, and the barges, should be registered, and it was for this reason I signalled for details. If not required at Piombino they could be brought down to Civitavechhia.

Civitavecchia-Fiumicino tow. Your requirements of 4,000 tons is noted. I hope to have some information about some barges later in the week.

Malento 3 and Koenigsberg. I attach extracts from correspondence which came earlier in the year. In view of Fonam's letter nothing more can be done at this end until NOIC, Leghorn, confirms the work can be done in the time stated, or advises otherwise. Have you any contact with the Cooperative Lavori Marittini & Recuperi to see what is the exact position.

Drago. This small tug is at S. Stefano and I am trying to arrange to have her sent to Civitavecchia for temporary duty. After arrival of the Tusas she should be ideal for the Channel.

Tusa Tugs. We must be on the look-out for replacements of the two Tusas. What size H.P. of tug is most suitable for Civitavecchia?

Yours sincerely,

Copy to: Shipping S/C.

Lt. Col. M.J. Sieff, M.B.E., R.A.,
Tn. Sub-Commission (Shipping)
Movements Division.

1840

Declassified E.O. 12356 Section 3.3/NND No. 785021

Copy/

Porto S. Stefano 26 Agosto 1944.

Cooperative Lavori Marittini & Recuperi.

Subject: Application for purchase.

To : The Naval Officer in Charge, CIVITAVECCHIA.

1. The undersigned Dr. Ing. Paolo Tradardi and Sig. Francesco De Pirro of Porto S. Stefano, respectively Chairman and Director of the above salvage works company, apply for the purchase of the German barge Koenigsberg.

2. This barge was sunken by the Germans in the channel of S. Liberata in order to block the same. The barge has been raised and floated by Mr. Francesco De Pirro who had a contract with the Comune of Orbetello for the clearing and reopening the Channel.

3. The Koenigsberg is actually in very poor conditions having the engine completely useless and the hull with some leaks, and needs reparations and periodical pumping to be kept floating.

4. This barge, according to the Proclamations, is an Allied property.

5. The undersigned are willing to carry at own expense all the repair works, to substitute the engine and to use the barge for any transport required by the Allied or for civilian purposes.

6. We remain with the hope that this application will be taken in due consideration and to be able to give soon to our Port S. Stefano a useful mean of transportation.

(Sgd) De Pirro Francesco.

(Sgd) Dr. P. Tradardi.

1839

Declassified E.O. 12356 Section 3.3/NND No. 785021

Copy.

Porto S. Stefano, 28th August 1944.

COLMAR.

Cooperative Lavori Marittimi e Recuperi.

Subject: Salvage of Malente 3.

To : Resident Naval Officer Porto S. Stefano.

1. We inform you that on 24, 25 and 26th August our Firm has raised and brought to Porto S. Stefano the German barge MALENTE 3, sunken by the Allied Air force near the mouth of the Ombroke river (Province of Grosseto).

2. The hull and engine of the above barge are both in conditions to be repaired. Our firm is willing to carry at own expense all the repair works and to employ this barge for any service required by the Allied Navy or to use the same for coastal transportation when authorised.

3. We count to complete all the repair works in about 5-6 weeks.

4. We beg to give you authorisation for the programme above.

Yours faithfully,

(Sgd) Dr. F.D. Tradardi.

Chairman of the Colmar.

Cooperative Lavori Marittimi e Recuperi.

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/37/6/Tn6

CWEW/lml
2 June 1945

SUBJECT : Harbour Craft.

TO : Director of Harbour Craft,
Navy House, Naples
Attention: Mr. R. Hughes

1. Reference to-day's telephone conversation Captain Warley - Mr. Hughes. It is confirmed that provided the six barges are in a reasonable state of seaworthiness, they could advantageously be used at Piombino and so relieve larger barges which are more suitable for coastal trade.

2. It is therefore requested that the necessary arrangements be made for their allocation to this Sub-Commission.

R. M. BAZZANELLA
Chief, Ports & Whse. Division

1691

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/37/6/Tn6

GWEW/lml
11 June 1945

SUBJECT : Attached Reports from the Ministry of Marine.

TO : Director of Harbor Craft
Navy House, Naples
Attention : Mr. Hughes

1. Attached you will find a letter and reports submitted to us by the Ministry of Marine regarding the availability of harbor craft for use in Italian ports.

R. M. RAZZANELLA
Chief, Port & Warehouse Division

Attachment:

As stated above.

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/11/Tn6

ACA/mvm
19 June 1945

SUBJECT: Barge ST 11

TO : Director of Harbor Craft
Navy House, Naples

1. Reference your memorandum of 6 June 1945 covering report by Superintending S.T.O.-Ancona, this Division does not consider that this craft would be of any use for transport of coal or other cargo.

2. We are, however, interested in barges and other small craft whether self-propelled or not which could carry a reasonable load on a low draught, say approximately 5 feet for the Tiber River navigation.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

1093

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of the Director of Harbor Craft,
Western Mediterranean.

8th June 1945.

MEMORANDUM: H.Q. Allied Commission,
Transportation Sub-Commission, TN.6,

(Copy to: TN.3).

SUBJECT: Steel Barge ST.11.

The attached report from the S.S.T.O. Ancona is passed for your information and advice if you have any use for this craft.

for Director of Harbor Craft.

1.8.9.41

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

FROM : Superintending Sea Transport Officer - Ancona.

DATE : 29th May, 1945. No. 1951/2

TO : Director of Harbor Craft, Western Mediterranean,
Allied Force Headquarters.

Copy to: Principal Sea Transport Officer - Mediterranean.

SUBJECT "BARGE S.T. 11"

Reference your signal 281241 B May.

No details are available regarding this craft.

The barge is composed of numerous steel tanks approximately six feet square bolted together and decked over with planks.

A Steering house as fitted on stanchions at a height of about twelve feet above the deck.

Two engines and two propellers are fitted but need a thorough overhaul before they can be used.

The vessel was constructed at Ravenna and used by the Germans as a ferry for M/T and personnel. At the same time she was fitted with anti-aircraft guns and used as a flack ship during hostile air attacks.

The guns were removed previous to or after the craft was sunk.

Draught of the barge will be about four feet.

(SIGNED) G. BLACKLOCK.
Commander R.N.R.
Superintending Sea Transport Officer
ANCONA.

1833

[6951]

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/12/Tn6

ACA/mvm
19 June 1945

SUBJECT: Floating Crane CESARE at Castellammare

TO : Director of Harbor Craft
Navy House, Naples

1. Reference your letter of 7 June 1945 with attached copy of letter to MEDBO of the same date on the above subject.

2. It is very necessary that we know definitely when we will have a floating crane at Civitavecchia as this port is now receiving more ships than heretofore.

3. Please advise approximate date when the CESARE can be sent to Civitavecchia so that we can proceed to make the necessary arrangements for putting the CESARE to work immediately upon arrival.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS,
Office of the Director of Harbor Craft,
Western Mediterranean.

7th June 1945.

To: H.Q. Allied Commission,
Transportation Sub-Committee for TN.6.

(Copy to: TN.3,
Chairman P.W.C., Civitavecchia).

1. The attached request has been put forward on your behalf in case the ARCHIMEDES is not easily repairable.

2. In any event full use can be made of the CESARE.

3. It is requested that you give this matter your close attention.

Director of Harbor Craft.

Request classification 1 Para. 2.

1697

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of the Director of Harbor Craft,
Western Mediterranean.

7th June 1945.

MEMORANDUM: Secretary, Medbo Repair Sub-Committee.

SUBJECT: 150 ton Floating Crane CHEARE at Castellamare.

1. Reference is made to Minute 110A on 22nd March where a request was put forward for the repair of this floating crane.

2. It is understood that it was decided by Commander in Chief, Mediterranean, that no further work should be done but it is not known upon what considerations this decision was based.

3. It is now suggested the matter should be reconsidered in the light of new conditions.

4. The CHEARE would be very suitable for the work required at Civitavecchia. This requirement has been outstanding since January and the matter has been raised on numerous occasions at Medbo. All the suitable heavy floating cranes on the West Coast are in use by the Royal Navy and it has been stated no date can be given when one could be released for Civitavecchia.

It is essential that a crane be made available during the period when towing is possible.

Director of Harbor Craft.

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/37/17/Tn6

RMB/mvm
23 June 1945

SUBJECT: Wooden Barges for Sugar Mill at Pontelongo

TO : Movements Division
(Att. Col. M. J. Sieff)

1. For your information, we quote below report on visit made to our office by Dr. Riccardi, Manager of the Zuccherificio di Pontelongo, of Cimarosa 18, telephone 360-721, office at Societa Italiana Produttori Alcool, telephone 63-269:

"There are about 10 wooden barges of about 15 to 20 tons especially built for above sugar factory to carry beet root along the canals of Venetia region to the factory for the manufacture of sugar. These barges were sunk by the Germans using dynamite charges. The Company, authorized by AMG, are proceeding to raise and repair the barges, since they are essential for the carriage of beet root, the season starting early in August.

Dr. Riccardi, who arrived in Rome 7 June 45 from Venice, states that the canal from Pontelongo to Venice is in good condition for navigation.

The Company is planning the sugar campaign with AMG.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

1829

Declassified E.O. 12356 Section 3.3/NND No. 785021

Dr. Riccardi, via Cimarosa 18 - 860-721

office: Piazza Montecitorio 105 SIPA

(Società Italiana Produttori Alcool)

'phone 63-269

Zuccherificio di Pontelongo.

There are
/About 10 wooden barges of about 15 to 20 tons specially built for above sugar factory to carry beetroot along the canals of Venetia region to the factory for the manufacture of sugar. These barges were sunk by the Germans using dynamite charges. The Company, authorised by AMG, are proceeding to raise and repair the barges, since they are essential for the carriage of beetroot, the season ~~of which~~ starts early August.

Dr. Riccardi, who arrived in Rome 7/6/45 from Venice, states that the Canal from Pontelongo to Venice is in good condition for navigation.

The Company is planning the sugar campaign with AMG

~~acc~~ 1828

file Ith Corps.

ac/37/fnb

1701

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 489081
Ref. AC/17/25/Tn6
Corps 82 ac/37

3 July 1945
RMB/mvm

SUBJECT: Schooner "Volonta di Dio" #1765

TO : CO.GE.MA. , Naples

1. In reply to your letter #4698 of 5 May 1945, we quote hereinbelow information sent to this office by Mr. Stanley P. France, AC Port Liaison officer at Piombino:

> "The master of the schooner, Capitano Pennello, informed the writer that from November, 1944, to March, 1945, he operated under the jurisdiction of Captain Smith, of AMG, Elba, carrying wine to the mainland and returning with foodstuffs. Since being released by AMG, he has operated free and independent."

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

1704

Declassified E.O. 12356 Section 3.3/NND No. 785021

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

TO:- AIR MINISTRY, DEPARTMENT OF CIVIL AVIATION, AFRH. HOUSE, STRAND, LONDON. W.C.2.

DATE:- 6th. JULY, 1945.

REF:- AF3G/27/AIR.

B.O.A.C. REFUELLING LAUNCH "MALU".

With reference to your letter R/6120/45/C.O.1. dated 18th. May, 1945, the following action has been taken by this Headquarters:-

1. The Petroleum Section of A.F.H.Q. was contacted but they stated they could do nothing as they had no suitable transport.

2. The Transportation Sub Commission of the Allied Commission has stated verbally that the size and weight of the launch, and the state of the road and bridges on the route to Naples, makes the transportation a difficult but not impossible task at present.

3. The Italian Air Ministry have been asked to have the launch examined by a competent engineer and to submit an estimate for its repair at Brescians. This estimate of £522 is attached.

In view of the transportation difficulties and the possibility that B.O.A.C. may be planning a flying boat route via Lake Brescians, may consideration be given to (3) above. In the meantime we have requested MAAF's assistance to arrange the move to Cairo but will take no action until your reply to our suggestion is received.

L.E. JAYMAN, G/CAPT.
SENIOR STAFF OFFICER
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Copies to:-
H.Q. M.A.A.F., A.L.S.
Petroleum Section, A.F.H.Q.
Transportation Sub Commission, A.C.
Industries Sub Commission, A.C.

1826

ae/37

170-21

Declassified E.O. 12356 Section 3.3/NND No. 765021

COPY.

WORKS TO BE HANDED OVER TO A FIRM (BEST BIDDER) TO REPAIR THE BARGE "MARU" ON THE IMPERIAL AIRWAYS SEAPLANES BASE.

(a) WORKS ON THE HULL.

Scraping of hull.....3 workmen x 2 days = 6 x £ 500		£ 3000
Varnishing of hull.....4 " x 5 " = 20 x £ 600		£ 12000
Varnish for hull.....Kg. 70 x £ 500 a kg.		£ 35000
Linen oil, sarapers, brushes - let -		£ 5000

(b) WORKS NEEDED TO LAUNCH THE BARGE.

Repair of 'slip' - Material & workmen - the lot -	£ 8000
Tools and workmen for launching.	£ 6000
TOTAL	£ 69000

(c)	Engine overhaul (except spare parts)	£ 40000
(d)	Remaking of electrical plant.	£ 30000
(e)	Overhaul petrol pump and making of missing parts.	£ 60000
(f)	Overhaul axle.	£ 10000
	TOTAL	£209000

N.B.

It has not been possible to order the execution of the works referred to in letters (c) (d) (e) (f), owing to the lack of material that cannot be found on the market and particularly of the spare parts needed for the engine (type C.M. C.V. 36 - revs.600).

(s) Lt. Col. MINNERO.

1703

Declassified E.O. 12356 Section 3.3/NND No. 765021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/20/Tn6

ACA/cvm
6 July 1945

SUBJECT: Ilva Corporation - Tug "Sabazia" and Barge "Alberto"

TO : Industry Sub Commission

1. Reference to Ilva Corporation letter of 15 June 1945, and conversation Capt. Wright/Mr. Allmann.

2. We have taken up this question with Director of Harbor Craft, Naples and our Port Liaison Officer at Piombino, Mr. France.

3. Director of Harbor Craft is not satisfied that the position with regard to the vessel "Jason" as set forth in Ilva's letter is correct, as he believes this vessel is in commission.

4. Port Liaison Officer, Mr. France, at Piombino, states that it is not possible, in view of the urgent tonnage program required by AFHQ to be operated through Piombino, to release either of these craft which are essentially employed in port operations there.

5. In view of the foregoing, we do not find it advisable to grant your de-requisitioning request.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Declassified E.O. 12356 Section 3.3/NND No. 785021

Tel. 441

RCDB/ep

Ref. AC/5649/IND

4 July 1945

SUBJECT : Ilva Corporation

TO : Transportation Sub-Commission
(Attn.: Port Shipment Warehouse Div.-
Mr. Allwin)

FROM : Industry Sub-Commission

1. Ref. Ilva Corporation letter of 15 June 1945 and conversation Mr. Allwin - Capt. Wright.

2. Will you please take up the question of derequisitioning the Tugboat "Sabazia" and the Barge "Alberto" and inform this Sub-Commission of the result.

R.C.D. BOGER, Major

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

COPY

MR Allman P&W Div 3 floor Aug mi

I L V A

Tel : 42272 - 484516

ALTI FORNI E ACCIAIERIE D'ITALIA
Società Anonima Capitale £ 1.250.000.000 interamente versato.

Urgent

INDUSTRY SUB COMMISSION
H.Q.A.C.
R O M E

SEDE COMMISSARIALE

No. 1395 m
Da citare nella risposta.

ROMA 15 June 1945

The Mediterranean Shipping Board with a letter dated 15 May 1945 gave instructions to Cogena to arrange for the requisition of the vessel "Jason" of 500 tons D.W. that they believed was being rehabilitated at Leghorn, and should have been used for transport of Dolomite from Erchie (Salerno) to Bagnoli (Napoli).

Accordingly the Requisition Office of the Italian R.N. arranged for a represantative of our company to go to Leghorn in order to take over the said vessel, which belongs to Ilva.

Unfortunately our representative found out that the repair work to the said vessel had been stopped since May 15th 1945. But we have been assured by the Office in charge of the R.N. that the repair work will start once more before the 15th of next month and will be completed within 4 months.

This being the position we had now to make new shipping arrangements, and we look forward to use for the same purpose the 140 HP tugboat "Sabazia" with its 350 tons D.W. barge "Alberto".

We have to point out to you that both this tugboat and this barge are the property of the Ilva Company.

Up to now they were being used by Ilva for salvage work of sunk vessels between Piombino and Portoferraio.

But we foresee that this salvage work is now coming to an end, so that the tugboat and its barge could be used elsewhere for the transport of dolomite.

We beg to oint out to you that this transport of dolomite must be made during these summer months, because in winter months

Declassified E.O. 12356 Section 3.3/NND No. 785021

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We have to point out to you that both this tugboat and this barge are the property of the Ilva Company.

Up to now they were being used by Ilva for salvage work of sunk vessels between Piombino and Portoferraio.

But we foresee that this salvage work is now coming to an end, so that the tugboat and its barge could be used elsewhere for the transport of dolomite.

We beg to oint out to you that this transport of dolomite must be made during these summer months, because in winter months landing and loading at Erchie is almost impossible.

We mean that a stock at Bagnoli of this dolomite must be arranged to be made now, in order that it should last till next spring.

Otherwise, without this stock of dolomite, all steel works of Ilva Terni and Giovinazzo in Central and Southern Italy will have to close down.

./.

3721

Declassified E.O. 12356 Section 3.3/NND No. 785021

We therefore request the assistance of HQ. A.C. so that instructions be given to Shipping Transportation (ground floor) in order that Ilva Company be allowed to move from Piombino to Bagnoli the tugboat "Sabazia" and its barge "Alberto", for the purpose of transporting as soon as possible dolomite material from Erchie Mines to Bagnoli Works.

"ILVA"ALTI FORNI E ACCIAIERIE
D'ITALIA
SEDE COMMISSARIALE

S. Office kept in charge of steel works for request for transportation of the material but Hughes understands that the "Faron" is working and queries the above by Ilva.

Declassified E.O. 12356 Section 3.3/NND No. 765021

Declassified E.O. 12356 Section 3.3/NND No. 785021

To: Pers. Div

for retention (H)

E/8515
JULY 071000
ROUTINE

JULY 060947B

DIRECTOR OF HARBOR CRAFT
HQ ALLIED COMMISSION CITE ACTFT

UNCLASSIFIED.

Reference allocation of DUMB landing craft at MEDBO 12th June. 2 craft numbered MSC(L) 30 and MSC (L) 31 delivered to PIOMBINO.

DIST

ACTION - TN SC 2
INFO - CHIEF COMMISSIONER
NON SEC
FILE 2
FLOAT

1821

39 Rd act 27/7/46

Declassified E.O. 12356 Section 3.3/NND No. 785021

DIRECTOR OF HARBOR CRAFT NAVY HOUSE NAPLES

7424 12 MAY 43 OPERATIONAL PRIORITY

RESTRICTED FD

PARA ONE FD TWO DUMBLIGHTERS YOUR LETTER SEVEN MAY SUITABLE AND NEEDED

FOR TIBER RIVER COAL SERVICE FD

PARA TO DIRECTOR OF HARBOR CRAFT NAVY HOUSE NAPLES FROM HQ ALCOM CITE

ACTION NAMED

REQUEST ALLOCATION FOR SAME FD

TRANSPORTATION SC

347

1820

NICHOLAS PIOMBINO
CWO U.S.A.
Asst.Adjutant

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUATERS
Office of Director of Harbor Craft,
Western mediterranean.

7 May 1945

MEMORANDUM : H.Q. ALLIED COMMISSION, TRANSPORTATION S/C TN 6

SUBJECT : DUMB LIGHTERS (EX LANDING CRAFT)

1. There is a possibility that the Royal Navy could release for temporary duty two dumb lighters (ex landing craft).

2. The dimension of these lighters are as follows:-

LENGTH extreme	191' 11"	
BEAM " "	31' 0¾"	
DISPLACEMENT	350 Tons	When fitted with
DRAUGHT (For'ard)	1' 9"	
" " (A F T)	4' 3½	engines and fittings.
DIMENSION of HOLD	130' x 18' x 6'	

Both lighters have damaged but could be repaired within a reasonable time.

3. You are requested to advise where use could be made of these craft and how they would be operated.

for Director of Harbor Craft.

Copy :- Transportation S/C TN 3.

Signal sent Hughes asking for these
V-1-2-4
DMB

1819

ac/3?/fm6

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 489081
Ref. AC/37/23/Tn6

RMB/mvm
17 July 1945

SUBJECT: Barge "Vigneria"

TO : Director of Harbor Craft
Navy House, Naples

1. For your information, attached is copy of letter received from Mr. Stanley P. France, Port Liaison Officer at Piombino, dated 5 July 1945.

2. If there is any further information you wish, please let us know.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino,
5 July 1945

File: Fi/8/109

Subject: Barge "VIGNERIA"

To: Mr. R.M. Bazzanella
Chief, Ports & Warehouse Div.
Attn. Mr. Allman

1. Reference is made to the attached signal received from the Director of Harbour Craft.

2. The captioned steel barge, owned by Ilva, was formerly used for tar, pitch or petroleum products.

3. It's appearance indicates that it was probably sunk and later salvaged. It is now afloat with a 12 degree list, probably caused by water in one of the tanks.

4. The pipe supply lines and pumping equipment are damaged, and other repairs are necessary. The barge is by no means damaged beyond repair necessary to restore it to operating condition.

5. The writer believes that the vessel can be converted to a water barge by cleaning and cementing its tanks when repairs are made.

6. The barge is not presently in use because of its present condition. 1817

7. Kindly pass the above information to the Director of Harbour Craft.

Stanley P. France

(Stanley P.France)
Port Liaison Officer AC Piombino

Declassified E.O. 12356 Section 3.3/NND No. 785021

#1

CR-16

R

R-613

MJAQ V LBAE NR 469

T PIOMBINO

FROM DIRECTOR OF HARBOUR CRAFT

TO HQ ALCOM ATTENTION TN 6

INFO WSA PIOMBINO

U/C BT

REQUEST REPORT ON CONDITION AND PRESENT DUTY

OF WATER BARGE VIGNERIA OWNED BY ILVA AT PIOMBINO

BT 281749B JUNE

TOD 291306/6 T9 AR.AR.K.K.

R NR 469 (1) 29/1305B MT AR

WHAT IS THE CLASSIFICATION PLS

U/C K

1816

DOES THT THAT MEAN UNCLASSIFIED K

IT DOEE S OM K

OK TB

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

TN

Originator's Reference:

Date/Time of Origin: JUNE 281749B

Message Centre No: E/7272

Date Time Rec'd: JUNE 290945B

Precedence: ROUTINE

FROM: DIRECTOR OF HARBOR CRAFT

TO : HQ ALCOM ATTN TN & INFO WSA PIOMBINO

UNCLASSIFIED

Request report on condition and present duty on water barge VICTORIA owned by ILVA at PIOMBINO.

ACTION

Dist

Action - Tn SC 2
Info - Chief Commissioner
Econ Sec
PWTR
WSA
File 2
Float

1815

CENSORED
29 JUN 45

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: JULY 181710

Message Centre No: F/272

Date Time Rec'd: JULY 190845

Precedence: ROUTINE

FROM: C IN C MED

TO : PASS TO HQ ALCOM ADDSD FOTALI INFO NOIC NAPLES, HQ ALCOM G-4 (MOV AND TN-) AFHQ.

Hq 201/Tu 6.

UNCLASSIFIED.

To undertake work set out in G-4 (MOV & TN) 5/117 GDM of 25/2/45 (not to all) request dredger "ROMA" be transferred from NAPLES to SALERNO immediately and that HOPPER barge PB 24 be transferred on completion of repairs now being executed in NAPLES.

2."ROMA" is required to dredge to approximate depth of 25 ft. Sufficient delivery piping is to be taken to enable dredger to discharge to those pending arrival of HOPPER.

3. Dredging will be supervised by representative of A.C. as SALERNO.

INFO-ACTION

DIST

INFO-ACTION - TN SC 2
INFO - CHIEF COMMISSIONER
ECON SEC
NAVY SC
WSA
MWTR
MIN OF MARINE
1514 TN SC 9
FILE

1 9 AUG 1945

ac/37
cross ref ac/11

Declassified E.O. 12356 Section 3.3/NND No. 785021

NAVAL MESSAGE.

(GVM) Wt. 3256/O.833. 12,500M. 12/42. D. & S. 1,220. 51/7001.

S. 1320c.
(Established—May, 1939.)
(Revised—December, 1941.)

TO:

FONAM (R) ENLO MADDALENA ENLO CAGLIARI /

TRANSPORTATION SUB. COMMISSION.

FROM:

FOTALI ROME.

RESTRICTED DEFERRED

IN VIEW OF ENLO MADDALENA'S 030840 A MARCH. NO ACTION WILL BE TAKEN ON YOUR 281131 FEB. AND 021627 A MARCH. TRANSPORTATION SUB. COMMISSION A.C. CONCURS.

131259 A MARCH.

(REF. ACTION REGARDING TUG "ROMA")

DIS. 3.6.9.10.

F.L.T.P. TOD 1550/13

14/3/45.

actioned

1813

Declassified E.O. 12356 Section 3.3/NND No. 785021

INTER OFFICE MEMO

AMMC/ga

File N° AC/569/5/Tn.3.

20 July 1945

SUBJECT :- Tug Requirements.

TO :- Navy S/C

1. Reference signal N° 251137 B (message centre N° R/6800) from DONC to SNOWSY requesting a tug to move a ferry boat from Messina to Palermo for repair.

2. SNOWSY has signalled back to the effect that no tug is available for this duty. It will therefore be appreciated if this Sub-Commission can be informed when a tug can be made available, so that the necessary arrangements can be made.

For the Director :-

H.P. LARAMAN
Major R.N.

Copy to :- Ports & Warehouses Division

1812

AC/37/Trans

Declassified E.O. 12356 Section 3.3/NND No. 765021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 489081
Ref. AC/37/24/Tn6

ACA/mvm
28 July 1945

SUBJECT: Nine L.C.T. (landing Craft) available at Messina

TO : Director of Harbor Craft
Navy House
Naples

1. This Division is informed that some nine L.C.T's are available for use as harbor craft for lighterage purposes and that they are presently at Messina.

2. If our information is correct, this Division wishes to place a bid for these craft and request that you notify us when definite allocation is made, at the same time advising us of condition of the craft and whether or not we should have them surveyed before acceptance. It is requested also that you advise us regarding arrangements that can be made regarding towage of barges to the ports as required.

3. We have need of more lighterage at the port of Piombino in particular and other ports in general.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Declassified E.O. 12356 Section 3.3/NND No. 785021

INTER-OFFICE MEMO

Tel. 347
Ref. AG/37/25/Tn6

UAG/lml
28 July 1945

SUBJECT : Harbor Craft at Civitavecchia

TO : R. M. Bazzanella

1. Reference my letter AG/37/23/Tn6 of 23 July 1945.

2. Major P. Moretti, Civitavecchia, telephoned yesterday that the following ~~three~~ "decked" lighters were raised during the current week:

	Cargo Capacity (Metric Tons)	Expected Readiness
Craft No. 112	110	In about 10 days.
" " 195	60	About August 10th.
" " 65	50	" " "
Total 3 lighters	220 M/T	

U. A. GHILARDI

1720

Declassified E.O. 12356 Section 3.3/NND No. 785021

INTER-OFFICE MEMO

Tel. 347
Ref. AG/37/23/Tn6

UAG/lml
23 July 1945

SUBJECT : Harbor Craft at Civitavecchia.

TO : R. M. Bazzanella

1. Further to my memo of the 18 inst., Ref. AG/37/22/Tn6, I have obtained from Capt. Testa the following information, which he in turn, obtained from Messrs. Cinciari:-

a. Decked lighters salvaged and ready for employment:-

		Cargo Capacity (Metric Tons)
Craft No.	27	55
" "	29	40
" "	19	60
" "	63	65
" "	69	65
Total 5 Lighters	=	285 Metric Tons.

b. Open lighters (Burchi), salvaged and ready for employment:-

		Cargo Capacity (Metric Tons)
Craft No.	118	170
" "	55	110
" "	34	115
" "	120	115
" "	111	110
Total 5 Lighters	=	620 Metric Tons.

c. Open lighters (Burchi) already salvaged, repairing and expected ready about end of July:-

		Cargo Capacity (Metric Tons)
Craft No.	119	160
" "	33	110
Total 2 Lighters	=	270 Metric Tons.

1809

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. There are still 82 lighters (among which some "decked"), to be raised. It is expected that about 40, with a total tonnage of 4.500 metric tons cargo capacity may be available in the near future. Next week 4 lighters with a total cargo capacity of 500 metric tons will be raised. The time required for repairing the craft depends entirely on the possibility of finding necessary material.

3. All the lighters mentioned above are wood built. The following small wooden steam tugs have also been salvaged:-

KIENA - 12 tons gross register 56 I.H.P. (reciprocating engine)
3.25 tons net register 9 N.H.P. Now ready

ALCIONE - 24.21 tons gross register 112 I.H.P. (reciprocating engine)
6.79 tons net register 24 N.H.P.
Expected ready in about 2 months.

ELISA - 15.10 tons gross register 31 I.H.P. (reciprocating engine)
4.50 tons net register 6 N.H.P.
Expected ready in about 2 months.

The above three tugs are only suitable for towage of lighters in port.

4. Referring to paragraph 4 of my memo of 18 July, it is Major Moretti's considered opinion that the Minca lighters now being used in Civitavecchia should remain there and not be sent elsewhere, in order not to reduce the lighterage potential of the Port of Civitavecchia for the handling of coal cargoes. The eventual transfer of these lighters could be considered at a later date i.e. when Messrs. Cinciari will have been able to salvage and put into commission a larger number of craft.

U. A. GHILARDI

1221

Declassified E.O. 12356 Section 3.3/NND No. 765021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 408
Ref. AO/37/22/Tm6

TWO/lrl
28 July 1945

SUBJECT : Harbor Craft at Civitavecchia.

TO : Mr. R. M. Bemmelin
Chief, Ports & Warehouse Division

1. Captain Tosi has handed me the enclosed PRO-MEMORIA of which a translation is attached.

2. According to telephonic conversation he had this morning with Col. Lauricella, Ispettore Funzionamento Porti, Direzione Generale Marina Mercantile, it would appear that Messrs. Cimmiari are the sole owners of all port craft (lighters) in Civitavecchia, having purchased all such craft which had been sunk.

3. This firm has already salvaged and put into commission:

10 Lighters (among which some with deck) of total tonnage of about 1,000 tons D.W.

1 Small Tug("[illegible]" of about H.P. 60/70).

A further number of lighters is being salvaged of which some are of about 300 tons D.W.

4. It has been suggested that the utilization of the above craft in Civitavecchia would enable the number of Minen Lighters now operating in Civitavecchia to be released for work elsewhere, where they might be made [illegible] use of.

[illegible]
Ports & Whse. Division

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

6 July 1945

Memorandum : - Ministero della Marina.

Subject : - Water barge for Civitavecchia.

1. Your letter of the 26 June requesting the allocation of a water barge of 200 tons capacity for Civitavecchia has been submitted to the Waterboat S/C Medbo for action.

2. As soon as an allocation is made you will be advised.

for Director of Harbor Craft.

Copy :- H.Q. AC.
TN S/C TN 6

ac/37

1724

Declassified E.O. 12356 Section 3.3/NND No. 785021

Translation of letter dated 26 June 1945, N°187 addressed by Direzione Gen. Marina Mercantile, Ispettorato Funzionamento Porti, to Director of Harbor Craft (copy to AC)

Subject: Port of Civitavecchia - water supply barge.

In the port of Civitavecchia the Colombo mole is not connected with the water mains, so that ships mooring there cannot be supplied with water.

As it seems that large vessels will be coming in the future into the port of Civitavecchia, and owing to their draft they will have to moor at above mole, we would ask you to examine the possibility of sending to that port a water supply barge of about 200 tons capacity, fitted with a hose of at least one hundred metres length, for the supply of water to the ships, until the water mains be lengthened so as to supply also the Colombo mole, which is being planned.

Declassified E.O. 12356 Section 3.3/NND No. 765021

Roma 26 Giugno 1945

Ministero della MARINA MERCANTILE
DIREZIONE GENERALE DELLA MARINA MERCANTILE
UFFICIO FUNZIONAMENTO PORTI

Mr. Hughes
Director of Harbour Craft
Navy House - NAPOLI
e p.c. Allied Commission
Trasportation Sub-Commission
Ports and Warehouse Division
ROMA

Div. 1a Sez. Risposta al foglio
Pos. 1a
Fasc. N° 1871 Allegati

OGGETTO Porto di Civitavecchia - Bettoline per rifornimento acqua.-

Nel porto di Civitavecchia il molo Colombo non è collegato con l'impianto idrico, di modo che i piroscafi che si ormeggiano colà non possono effettuare rifornimento di acqua.

Poichè sembra previsto l'approdo frequente nel porto di Civitavecchia di grossi piroscafi, il cui forte pescaggio imporrà necessariamente l'ormeggio predetto, si prega di esaminare la possibilità di dislocare colà una bettolina della capacità di circa 200 tonnellate dotata di una manichetta lunga almeno 100 metri, da destinarsi al rifornimento di acqua alle navi, fino a che non potrà essere sistemata anche al molo Colombo la conduttura idrica, per cui il progetto è in corso.-

IL COLONNELLO DI PORTO
ISPETTORE

1804

Declassified E.O. 12356 Section 3.3/NND No. 785021

A L L I E D C O M M I S S I O N
Port Liaison Officer
Civitavecchia

Civitavecchia, August 2nd. 1945

to Allied Commission,
Transportation Sub Commission,
Ports & Warehouse Division,
R o m e .

Harbor craft at Civitavecchia.

With reference to memo AC/37/23/Tn6 date July 23rd, I herewith beg to state that after careful checking of the contents of same I am in position to confirm unreservedly everything mentioned in said memo.

Maj. Pietro MORETTI
Port Liaison Officer

Declassified E.O. 12356 Section 3.3/NND No. 785021

INTER-OFFICE MEMO

Tel. 347
Ref. AC/37/23/Tn6

UAC/lml
23 July 1945

SUBJECT : Harbor Craft at Civitavecchia.

TO : R. M. Bazzanella

1. Further to my memo of the 18 inst., Ref. AC/37/22/Tn6, I have obtained from Capt. Testa the following information, which he, in turn, obtained from Messrs. Cinciari:-

a. Decked lighters salvaged and ready for employment:-

		Cargo Capacity (Metric Tons)
Craft No.	27	55
" "	29	40
" "	19	60
" "	63	65
" "	69	65
Total 5 Lighters	=	285 Metric Tons.

b. Open lighters (Burchi), salvaged and ready for employment:-

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Craft No.	118	170
" "	55	110
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Craft No.	119	160
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1801

1728

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. There are still 82 lighters (among which some "decked"), to be raised. It is expected that about 40, with a total tonnage of 4,500 metric tons cargo capacity may be available in the near future. Next week, 4 lighters with a total cargo capacity of 500 metric tons, will be raised. The time required for repairing the craft depends entirely on the possibility of finding necessary material.

3. All the lighters mentioned above are wood built. The following small wooden steam tugs have also been salvaged:-

ELENA - 12 tons gross register 56 I.H.P. (reciprocating engine)
3.28 tons net register 9 N.H.P. Now ready

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6.79 tons net register 24 N.H.P.
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The above three tugs are only suitable for towage of lighters in port.

4. Referring to paragraph 4 of my memo of 18 July, it is Major Moretti's considered opinion that the Minca lighters now being used in Civitavecchia should remain there and not be sent elsewhere, in order not to reduce the lighterage potential of the Port of Civitavecchia for the handling of coal cargoes. The eventual transfer of these lighters could be considered at a later date i.e. when Messrs. Cinciari will have been able to salvage and put into commission a larger number of craft.

U. Ghilardi

U. A. GHILARDI

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 408
Ref. AC/37/22/Tn6

UAG/lml
18 July 1945

SUBJECT : Harbor Craft at Civitavecchia.

TO : Mr. H. M. Pazzanella
Chief, Ports & Warehouse Division

1. Captain Tosi has handed me the enclosed PRO-MEMORIA of which a translation is attached.

2. According to telephonic conversation he had this morning with Col. Lauricella, Ispettore Funzionamento Porti, Direzione Generale Marina Mercantile, it would appear that Messrs. Cinciari are the sole owners of all port craft (lighters) in Civitavecchia, having purchased all such craft which had been sunk.

3. This firm has already salvaged and put into commission:

10 Lighters (among which some with deck) of total tonnage of about 1,000 tons D.W.

1 Small Tug("ELENA" of about H.P. 60/70).

A further number of lighters is being salvaged of which some are of about 300 tons D.W.

4. It has been suggested that the utilization of the above craft in Civitavecchia would enable the number of Minca lighters now operating in Civitavecchia to be released for work elsewhere, where they might be made better use of.

U. A. GHILARDI
Ports & Whse. Division

1800

TRANSLATION OF PRO-MEMORIA OF MARIMERCANT dated 11/7/45

At Civitavecchia, in consequence of salvage work, now being carried on in the port, of port craft privately owned and destined for work in the port in peace time, there will soon be available a certain number of lighters which will render unnecessary the further stay there of the lighters supplied by the Allies.

We will have about twenty large lighters and two small tugs which will considerably ~~better~~ increase the output of cargo loading and discharge, as the material is specially suited for that port, and therefore it is necessary that these craft be left at Civitavecchia.

For the use of the craft, using the system already agreed upon with the Allied Authorities, they would be under the Port Commander, who would allot them gratuitously to the various ~~work~~ shipping for which they may be needed.

The management and upkeep would be done by the owners, under orders of the Port Commander, who would pay them a fixed inclusive sum per ton of goods actually transhipped, taking such sums out of the funds available through collection of ~~the tax~~ dues imposed on goods loaded and discharged in Italian ports.

Declassified E.O. 12356 Section 3.3/NND No. 765021

11/1/45
Maresciallo
Uff. franc. forze

PRO-MEMORIA

A Civitavecchia, in seguito ai lavori di ricupero in corso dei galleggianti portuali di proprietà privata già destinati fin dal tempo di pace al servizio di quel porto, sarà presto disponibile un certo numero di chiatte che renderanno inutile la ulteriore assegnazione delle chiatte fornite dagli Alleati.

Si avrà una disponibilità di circa una ventina di grossi burchi e di due piccoli rimorchiatori che creeranno un sensibile miglioramento anche nella resa delle operazioni commerciali, trattandosi di materiale specialmente adatto al traffico di quel porto, e che pertanto sarebbe necessario fosse lasciato a Civitavecchia.

Per l'uso dei galleggianti stessi, adottando il sistema già concordato con le Autorità alleate, essi verrebbero assunti in consegna dal Comandante del porto, il quale li assegnerebbe gratuitamente alle varie operazioni per le quali fossero necessari.

La gestione e la manutenzione sarebbe conservata dal proprietario, agli ordini del Comandante del porto, il quale corrisponderebbe allo stesso per l'uso un prezzo forfetario per ogni tonnellata di merce effettivamente trasbordata, prelevando la somma necessaria a tale spesa dal fondo che si costituirà con l'introito della tassa imposta sulle merci caricate e scaricate nei porti italiani.

1798

Declassified E.O. 12356 Section 3.3/NND No. 785021

COMPAGNIA MARITTIMA

GENOVA
PIAZZA PORTELLO, 6
TELEGRAMMI: MARINESE - GENOVA
TELEFONI: 28-424 - 28-795

TELEGRAMMI: MARINESE - ROMA
CODICI: NEW BOE - BCE
SCOTT'S 10 TH EDITION
A. B. C. - BENTLEY'S

UFFICIO DI ROMA,
VIA DEL TRITONE, 102
TELEFONI: 485-404 - 485-405

6th. August 19[illegible].

Mm Fed Off
Fuel Fin Dr Allegra
Via Flaminia

to the Allied Commission,
Harbour & Warehouse Division,
Rome.

Assignment of lubricating oil for our tugboats "MANUELO" and "MARTINA".

We herewith beg to apply for the assignment of the lubricating oil needed for the regular service of the two tugboats here above mentioned, running, as you know, between Civita vecchia and Fiumicino and Gaeta and Fiumicino, on our coal service:

external oil 100 Kilos per month
internal oil (cylinders) 100 " " "
altogether 500 = fivehundred = Kilos per month. (monthly shipment)

We trust that you will do your best to obtain us this assignment without any loss of time so as to avoid even the shortest interruption in this essential service entrusted to us.

Thanking you in advance,

1797

Yours faithfully.
COMPAGNIA MARITTIMA

Con Marittima
have never allocated
lubricating oil for the
Cisterna
Contacted Cdt Cordes
met Mr Van der Poel
to the

Declassified E.O. 12356 Section 3.3/NND No. 765021

UFFICIO DI ROMA, 6th. August 19.5.
VIA DEL TRITONE, 102
TELEFONI: 485 404 - 485-405

Min. Ind. Com. Ind. = Dr. Allegra Via Flaminia

to the Allied Commission,
Harbour & Warehouse Division,
Rome.

Assignment of lubricating oil for our tugboats "MANFREDO" and "MATILDE".

We herewith beg to apply for the assignment of the lubricating oil needed for the regular service of the two tugboats here above mentioned, running, as you know, between Civita vecchia and Fiumicino and Gaeta and Fiumicino, on our coal service :

external oil 300 Kilos per month
internal oil (cylinders) 100 " " "
altogether 500 = fivehundred = Kilos per month. (monthly assignment)

We trust that you will do your best to obtain us this assignment without any loss of time so as to avoid even the shortest interruption in this essential service entrusted to us.

Thanking you in advance,

1747

yours faithfully.

COMPAGNIA MARITTIMA

Con Marittima
transmissione allegata
ogni tuboscafo.

Capt Carling: This has been typed on the other side of your request Ltr. 30th ult.

Contacted Capt Carling + informed him that he must take the matter up with Min. A. Ind. Com. Via Flaminia (Dr. Allegra) 11/6/45

AC/37/Tug

Declassified E.O. 12356 Section 3.3/NND No. 755021

1734

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/37/30/Tn6

RMB/mvm
25 August 1945

SUBJECT: Barges "Dolly" and "Sussex"

TO : Director of Harbor Craft
Navy House
Naples

1. In line with instructions in your letter of 7 June 1945 wherein a monthly report on the condition of the above barges was requested, we wish to report that the barge "Sussex" has been in operation for some time while the barge "Dolly" is still undergoing repairs which are expected to be completed in the near future.

R. M. MAZZANELLA, Chief
Ports & Warehouse Division

[7351

Declassified E.O. 12356 Section 3.3/NND No. 785021

APHQ DIRECTOR OF HARBOR CRAFT

1378 7 JULY 45 PRIORITY

RESTRICTED FD
PARA ONE FD
SUBJECT DUNNAGE LUMBER FD BARGES SUSSEX AND DOLLY LOADED WITH COAL AT THE PORT OF CIVITAVECCHIA UNABLE TO PROCEED TO FIUMICINO WHERE COAL IS BADLY NEEDED BECAUSE OF OPEN HATCHES FD

PARA TO APHQ DIRECTOR OF HARBOR CRAFT ATTENTION CAPTAIN NICHOLAS DEPUTY DIRECTOR FROM HQ ALCOM GATE ACCEPT PARA

PARA TWO FD URGENTLY REQUEST TWENTY CUBIC METERS DUNNAGE LUMBER BE MADE AVAILABLE IMMEDIATELY AT CIVITAVECCHIA TO MAKE NECESSARY REPAIRS IN COMPLIANCE WITH NAVIGATION REGULATIONS FD

1795

TRANSPORTATION SO

347

NICHOLAS FIORENO
CWO U.S.A.
Asst.Adjutant

1730

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/14/Tn6

ACA/mvm
22 June 1945

SUBJECT: MT Barges "Dolly" and "Sussex"

TO : Director of Harbor Craft
Navy House, Naples

1. Reference your letter of 7 June 1945, the above barges are in process of being repaired and as the "Sussex" is now almost ready for service, we have addressed a letter to Compagnia Marittima, a copy of which is attached for your information.

2. We are advised that these barges are suitable for the Civitavecchia/Fiumicino/Rome service upon which they will be employed.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of the Director of Harbor Craft,
Western Mediterranean.

7th June, 1945.

MEMORANDUM: H.Q. Allied Commission,
Transportation Sub-Committee for TN.6.

(Copy to: Tn. Sub-Committee, TN.3,
M.W.T., Civitavecchia.)

Ministry of War Transport Barges
DOLLY and SUSSEX.

1. These two barges were shipped by the Ministry of War Transport from U.K. for operations and owing to heavy weather were cast adrift on the West Coast, Italy. Recently they were recovered and towed into Naples. A survey has been made and a copy is attached for information.

2. Confirming telephone conversations (Hughes-Warley), it was considered by this office that repairs could be more conveniently carried out at Naples. However, upon your urgent request, arrangements were made to tow the barges immediately to Civitavecchia, where you have advised the necessary repairs will be undertaken.

3. The barges have been allocated to the Allied Commission and you are requested to render a monthly report on the condition of the barges, also to advise if they are suitable, after overhauling, for the Civitavecchia/Fiumicino/Rome service.

A.J. Hughes
for Director of Harbor Craft.

ac/31/1526

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft
Western Mediterranean

24 May 1945

Dear Sir,

In accordance with instructions I made an ispection of the two THAMES type barges moored to buoys opposite R.N. Salvage Depot, Pier A,

No 1.

Identification : Named "DOLLY"
Owner:- L.M. OLIVER 555
Commercial Docks
No 5724

Dimension : Length 75' 9" Beam 18'
Draught Min 18" Max 7 6"

Construction : All steel rivetted hull deep well type. Single hatch with small (2") coaming to deck. Size of hatch 41' x 9" x 14'. Capacity of hold = 4085 cu. ft. (approx). All timber (bottom-boards) missing. Amount required to replace 630 square feet (10" x 2½" planking). There is a forepeak and an after compartment entered by small square hatches, the covers of which are missing. The upper deck over these spaces is thin-there are 3 small holes (corrosion) on the fore deck. These are all close together and call for no special comment or urgent repair. Several of the frames in the enclosed spaces are partially corroded but on the whole the frames are in a good condition. There is a cement box (leak stopper) on the ships bottom on the Port side adjacent to frames 18-19-20. It is 2' x 2' but anquiry on shore afterwards failed to get any information re size, nature, etc of damage. Condition of deck:- Hatch cover and stanchions for deck cargo missing. Also barrel of hand operated windlass for tow adjustment is gone. All bits, fair-leads and bollards in good condition.

Recommendation : That craft is well worthy of being slipped, repaired and painted.

No 2.

Identification : Name "SUSSEX"
Owner :- CHARLES HAY & SON Rotherhithe
No 1138 Ford. No 361 A.F.T.
Built by Robinson
Canning Town E.

Dimension : Length 75' Beam 12'92
Draught 18" Min Max 8'

Construction : All steel rivetted hull-deep well type. Single hatch with high coaming (16") to deck Size of hatch 46' x 15' x 6".
Capacity of hold 6250 cu. ft. (approx). The construction re internal compartment is identical with No 1. Both of these and the hull are visually sound and in good condition. Approx 12wi

Declassified E.O. 12356 Section 3.3/NND No. 785021

No 3/24.

Dimension : Length 75' 9" Beam 18'
Draught Min 18" Max 7 6"

Construction : All steel rivetted hull deep well type. Single hatch with small (2") coaming to deck. Size of hatch 41' x 9" x 14'. Capacity of hold = 4085 cu. ft. (approx). All timber (bottom-boards) mi--sing. Amount required to replace 630 square feet (10" x 2½" planking). There is a forepeak and an after compartment entered by small square hatches, the covers of which are missing. The upper deck over these spaces is thin-there are 3 small holes (co--rosion) on the fore deck. These are all close together and call for no special comment or urgent repair. Several of the frames in the enclosed spaces are partially corroded but on the whole the frames are in a good condition. There is a cement box (leak stopper) on the shins bottom on the Port side adjacent to frames 18-19-20. It is 2' x 2' but enquiry on shore afterwards failed to get any information re size, nature, etc of damage. Condition of deck:- Hatch cover and stanchions for dock cargo missing. Also barrel of hand operated windlass for tow adjustment is gone. All bits, fair-leads and bollards in good condition.

Recommendation : That craft is well worthy of being slipped, repaired and painted.

No 2.

Identification : Name "SUSSEX"
Owner :- CHARLES HAY & SON Rotherhithe
No 1138 Ford. No 361 A.F.T.
Built by Robinson
Canning Town E.

Dimension : Length 75' Beam 17' 92
Draught 18" Min Max 6'

Construction : All steel rivetted hull-deep well type. Single hatch with high coaming (18") to deck Size of hatch 46' x 15' x 6".
Capacity of hold 6250 cu. ft. (approx). The construction re internal compartment is identical with No 1. Both of these and the hull are visually sound and in good condition. Approx 12sq feet of bottom planking is required, also 2 hatch covers and 4 stanchions (for deck cargo). The hatch cover also is missing and windlass (similar to No 1,) needs a little attention-new ratchet pawls .

Recommendation : This craft needs slipping for cleaning, scraping and painting- in extreme urgency it could be operated now.

J CLARKEN.
D.C.E.C. Surveyor.

Declassified E.O. 12356 Section 3.3/NND No. 759021

1740

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 459081
Ref. AC/32/13/Tn6

ACS/mvm
21 June 1945

SUBJECT: Barges "Sussex" and "Polly" at Civitavecchia

TO : Compagnia Marittima
Roma

1. The above named barges, now lying at Civitavecchia, have been allocated to your Company for operational purposes on the Civitavecchia-Piombino-Rome service until further notice.

2. It is required that your Company bring them into service as soon as they are seaworthy and that a monthly report on the condition of these barges be furnished this office.

P. M. BARZANELLA, Chief
Ports & Warehouse Division

Copy to:
Director of Harbor Craft, Naples
Mr. Taylor, MFT, Civitavecchia
Magg. Moretti, PLC, Civitavecchia

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 489081
Ref. AC/3779/Tn6

ACA/mvm
14 June 1945

SUBJECT: Lighters "SUSSEX" and "DOLLY"

TO : Compagnia Marittima
Via Del Tritone, 102
Roma

1. With reference to your letter of 12 June 1945, this Division approves your proposals as outlined therein and we hereby authorize you to proceed in the matter without delay.

R. M. PAZZAGLIA, Chief
Ports & Warehouse Division

MPAGNIA MARITTIMA

GENOVA
PIAZZA PORTELLO, 6
TELEGRAMMI: MARINESE - GENOVA
TELEFONI: 28-424 - 28-798

TELEGRAMMI: MARINESE - ROMA
CODICI: NEW BOE - BOE
SCOTT'S 10 TH EDITION
A. B. C. - BENTLEY'S

UFFICIO DI ROMA, 12th. June 1945.
VIA DEL TRITONE, 102
TELEFONI: 485-404 - 485-405

Declassified E.O. 12356 Section 3.3/NND No. 785021

to the Allied Commission,
Transportation Sub Commission,
Ports & Warehouse Division,
Rome.

Lighters " SUSSEX " and " DOLLY " .

We beg to refer to the survey of the above craft made at Civitavecchia on the 8th. inst. by Mr. Allman of your Port Branch assisted by our Messrs. Cameli and Peirce.

Barges were found in the following conditions :

a/"SUSSEX" = No rudder = no hatch covers= No tarpaulins = no bilge pumps = some bottom planking missing.

b/"DOLLY" = No rudder = no bilge pumps = no bottom planking = hull leaking out of cement patchings = no hatch covers= no tarpaulins = hull in bad state of maintenance .

Due to the necessity of having the barges ready for operation in the shortest time, the surveyors agreed that our Company would immediately undertake the necessary repairs and fitting.

Therefore our agents at Civitavecchia were instructed to have rudders built for both barges and necessary repairs and fittings be arranged for the "SUSSEX" which, because of her better state, could be expected to be ready for operation in a very short time using local facilities.

As regards the "DOLLY", in order to have the hull repaired it is necessary to take her on slipways or to have her tipped somehow. On account of present unavailability of slipways at Civitavecchia it will be advisable, as agreed by your representative, to have the barge moved to Fiumicino where, by using our own salvage lifting plant, we shall be able to make further inspection of the hull and proceed with adequate repairs.

1/59

Charges regarding repairs and fitting of these two barges will be sustained by our Company. They will be eventually redeemed by the revenue of their service as operated by our Company under A.C. supervision.

We shall appreciate your approval of the arrangements

UFFICIO DI ROMA, 12th. June 1945.
VIA DEL TRITONE. 102
TELEFONI 485-404 - 485-405

to the Allied Commission,
Trasnportation Sub Commission,
Ports & Warehouse Division,
Rome.

Lighters " SUSSEX " and " DOLLY " .

We beg to refer to the survey of the above craft made at Civitavecchia on the 8th. inst. by Mr. Allman of your Port Branch assisted by our Messrs. Cameli and Peirce.

Barges were found in the following conditions :

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b/"DOLLY" = No rudder = no bilge pumps = no bottom planking = hull leaking out of cement patchings = no hatch covers= no tarpaulins = hull in bad state of maintenance .

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Therefore our agents at Civitavecchia were instructed to have rudders built for both barges and necessary repairs and fittings be arranged for the "SUSSEX" which, because of her better state, could be expected to be ready for operation in a very short time using local facilities.

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1 / 59

Charges regarding repairs and fitting of these two barges will be sustained by our Company. They will be eventually redeemed by the revenue of their service as operated by our Company under A.C. supervision.

We shall appreciate your approval of the arrangements made and action taken as exposed here above.

Yours faithfully.
COMPAGNIA MARITTIMA

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ministry of War Transport,
Civitavecchia.

14th June,1945.

To:- H.Q.., Transportation, Allied Commission, C.M.F.

Subject:- Report on Condition of Barges "Dolly" and "Sussex".

The following particulars of the above-mentioned craft have been given by Capitano Testa of the office of the Capitaneria di Porto, Civitavecchia.

"Dolly". Dimensions: Length = 72' 0". Breadth = 20' 0".
Depth = 7' 6".

Cargo carrying capacity = 160 Tons(English).
Condition: Moderately good. Bottom of hold requires planking in a manner similar to the "Sussex". Two pumps, rudder, anchor and hatch covers are needed. Situated amidships on the starboard side, is a cement box evidently placed to prevent leakage of water through holed or buckled plating; this would greatly handicap the using of grabs for coal discharge.

"Sussex". Dimensions: Length = 76' 0". Breadth = 20' 10".
Depth = 8' 0".

Cargo carrying capacity = 170 Tons(English).
Condition: Moderately good. Part of deck planking in hold requires repairs. Two pumps, rudder, anchor and hatch covers are needed.

The following structural repairs and additions are re-commended to enable barges to be employed on Fiumicino service.

"Dolly". Provision of hatch covers, size: 6' 11" long x 1' 5" wide x 2" wood thickness. Number required:58.
To enable cement box to be removed and repairs carried out on hull,it will be necessary for this barge to be hauled on to slipway. As already mentioned, pumps and a rudder are needed and it would be advantageous but not altogether essential,if the hull was scaled and painted.

"Sussex". Hatch covers needed. Size: 8' 0" x 1' 5" x 2" wood thickness. Number required: 64. Rudder, two pumps and anchor also needed and it would be beneficial for the hull if it was scaled and painted.

Yours faithfully,

Declassified E.O. 12356 Section 3.3/NND No. 785021

"Dolly". Dimensions: Length = 72' 0". Breadth = 20' 0".
Depth = 7' 6".

Cargo carrying capacity = 160 Tons(English).
Condition: Moderately good. Bottom of hold requires planking in a manner similar to the "Sussex". Two pumps, rudder, anchor and hatch covers are needed. Situated amidships on the starboard side, is a cement box evidently placed to prevent leakage of water through holed or buckled plating; this would greatly handicap the using of grabs for coal discharge.

"Sussex". Dimensions: Length = 76' 0". Breadth = 20' 10".
Depth = 8' 0".

Cargo carrying capacity = 170 Tons(English).
Condition: Moderately good. Part of deck planking in hold requires repairs. Two pumps, rudder, anchor and hatch covers are needed.

The following structural repairs and additions are re-commended to enable barges to be employed on Fiumicino service.

"Dolly". Provision of hatch covers, size: 6' 11" long x 1' 5" wide x 2" wood thickness. Number required:58.
To enable cement box to be removed and repairs carried out on hull,it will be necessary for this barge to be hauled on to slipway. As already mentioned, pumps and a rudder are needed and it would be advantageous but not altogether essential,if the hull was scaled and painted.

"Sussex". Hatch covers needed. Size: 8' 0" x 1' 5" x 2" wood thickness. Number required: 64. Rudder, two pumps and anchor also needed and it would be beneficial for the hull if it was scaled and painted.

Yours faithfully,

for: Ministry of War Transport,
Civitavecchia.

Copies to: M.W.T.R.,Med.,
D.O.H.C.,W.Med.,
D.M.W.T.R.,Med.,

Tel.Nos. C/vecchia.
Exs. 8 & 23.

04/37/1216

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/37/7/Tn6

ACA/lml
7 June 1945

SUBJECT : Harbor Craft - Barges "DOLLY" and "SUSSEX" ,
Now Lying at Civitavecchia, Inspected 6 June 1945.

TO : R. M. Bazzanella
Chief, Port & Warehouse Division

1. Steel Barges "DOILY" and "SUSSEX" recently arrived at Civitavecchia from Naples, now handed over by M. W. T. for operation by Allied Commission.

a. Barge "Sussex":

Hold measures - 14 Metres in Length)
5.5 " in Breadth) Capacity - 200 Cu.M.
2.6 " in Depth) Load - 160 Tons Coal

General Condition: Hull good, but requires scaling and painting.
No rudders or gudgeons for same.
Suction pipes are fitted, but pumps are missing.
Hatch beams are fitted, but no hatches.
No wood ceiling over floors.

Recommendations: Scraping and coating with dehydrated tar outside only.
Rudder gudgeons and simple type rudder to be fitted.
Pumping gear to be fitted to existing suction pipes.
Hatches - tarpaulins to be supplied and fitted.
Ceiling boards missing from hold to be fitted from material taken from one of the Minca Barges now out of use.

b. Barge "Dolly":

Hold Measures - 13.8 Metres Length)
5.5 " Breadth) Capacity - 160 Cu. M.
2.30 " Depth) Approx. 130 Tons Coal.

1707

Declassified E.O. 12356 Section 3.3/NND No. 785021

General Condition: Hull - above light water line, fair;
below light water line, doubtful; cement box on
Port side below water line is leaking.
No hatches, pumps, ceiling boards, rudders.

Recommendations: Placing on slip-way for examination of
bottom shell plating.
Removal of cement box and patching.
Mr. Cameli suggested that the barge could be careened
at Fiumicino by means of 70 ton crane.
Outside (only) to be scraped and coated with dehy-
drated tar or paint.
Rudder gudgeons and simple type rudder to be fitted.
Pumping gear to be fitted to existing suction pipes.
Hatches and tarpaulins to be supplied and fitted.
Ceiling boards to be fitted as in case of "Sussex".

A. C. ALLMAN
Ports & Warehouse Division

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RMB/mvm

30 August 1945

Tel. 290

SUBJECT: Landing Barges for Compagnia Marittima

TO : Mr. H. J. Richardson
Director of Harbor Craft
Navy House, Naples

1. This will introduce Mr. Raoul Vandenbulcke, representative of the Compagnia Marittima to whom the landing barges which were expected to arrive in Naples today have been allocated for use in the Civitavecchia/Fiumicino/San Paolo coal service.

2. Mr. Vandenbulcke wishes to inspect the barges to ascertain if any repairs are needed and at the same time make arrangements for towage of same to Civitavecchia.

3. We thank you for your cooperation in this matter.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Signature of:

Raoul Vandenbulcke

1785

AC/37/Tm 6

Declassified E.O. 12356 Section 3.3/NND No. 785021

INTER-OFFICE MEMO

UAG/lml
28 July 1945

Tel. 347
Ref. AC/37/23/Tn6

SUBJECT : Harbor Craft at Civitavecchia

TO : R. M. Bazzanella

1. Reference my letter AC/37/23/Tn6 of 23 July 1945.

2. Major P. Moretti, Civitavecchia, telephoned yesterday that the following [redacted] "decked" lighters were raised during the current week:

	Cargo Capacity (Metric Tons)	Expected Readiness
Craft No. 112	110	In about 10 days.
" " 135	60	About August 10th.
" " 65	50	" " "
Total 3 lighters	220 M/T	

U. A. GHILARDI

Declassified E.O. 12356 Section 3.3/NND No. 785021

Dott. ALDO ACCORONA
VIA MATTEO SCHILIZZI, 16
NAPOLI

Naples, 6th September 1945.

Ref. N° 379.
Subject : Purchase of TANAC Tugs and MINCA barges.
To : A.C. - H.Q. - Tn Sub-Commission - Ports & Warehouse Div.

We understand that there are in Italian ports several british small crafts which "Transportation Br. Stores (C.M.F.) considers surplus and is going to offer for sale.

As we are much interested in buying a couple of "Tanac" Tugs (preferably steel hull) and 20 Minca barges, we beg you to kindly inform us the conditions under which purchase of such crafts could be obtained.

Said crafts would be used for a salvage work which we have just started on a damaged vessel recently purchased.

For reference, if requested, you may apply to :
Banca Commerciale-di Napoli, ~~Napoli~~
Banco di Napoli -di Napoli

Awaiting your reply we remain
yours very truly

Dott. Aldo Accorona

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AC/37

17511

Declassified E.O. 12356 Section 3.3/NND No. 785021

Prov HS & ED/Land Div.

Subject : RETURN OF DUTCH INLAND BARGES.

ALLIED FORCE HEADQUARTERS

G-4(MOV & TN) 5/122/GEN

10 Sep 45

Tel : FRONDOR 318

To : P.B.E.O. (Med)
Tn(A)
HQ ALCOM (For Tn Sub-Commission).

1. A request has been received by this Section for information concerning Dutch Inland Barges which are in North Italian Ports. The Netherlands Government is asking for their return.

2. It will be appreciated if enquiries can be instituted by you and any information passed to this office.

C. F. RUSSELL, Lt.Col.
for Brigadier,
D.Q.M.G. (Mov & Tn)

CRR/KFS.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RNB/mvm
24 September 1945

Tel. 290
Ref. AC/37/ 42/Tn6

SUBJECT: Proposed Purchase of Tugs and Barges

TO : Director of Harbor Craft
Navy House, Naples

1. For your information, we quote hereinbelow translation of letter dated 19 September 1945, received from Societa Italiana Trasporti Marittimi, Via Tomacelli 146, Rome:

"We have been informed that the Allies (and we believe it is Transportation Br. C.M.F.) have decided to put up for sale a certain number of tugs and barges.

We are very much interested in buying tugs and barges and beg therefore you to keep us in mind whenever said crafts will be disposed of.

We plan to use the crafts for movement of essential commodities for the civil population, carrying on in such a way our pre-war activity which consisted mainly in transportation of coal, cereals and salt.

Trusting that our request be favorably met, we remain.."

R. M. RAZZANELLA, Chief
Ports & Warehouse Division

1.81

Declassified E.O. 12356 Section 3.3/NND No. 785021

translation

To : A.C - H.Q. - Transp. Sub. Comm- Ports & Warehouse Div.
From: Soc. Italiana Trasporti Marittimi, Via Tomacelli 146
Roma.

Subject ; Proposed purchase of Tugs & Barges.

We have been incormed that the Allies (and we believe it is Transportation Br. - C.M.F.) have decided to put up for sale a certain number of Tugs and barges.

We are very much interested in buying Tugs and barges and beg therefore you to keep us in mind whenever said crafts will be disposed of.

We plan to use tha crafts for movement of essential commodities for the civil population, carrying on in such a way our prewar activity which consisted mainly in transportation of coal, cereals and salt.

Trusting that our request be favourably met, we remain yours very truly

Società Italiana Trasporti Marittimi
sgd B.Luzzatto

Declassified E.O. 12356 Section 3.3/NND No. 785021

C. P. E. ROMA 122858

Telegr.: SITMAR ROMA
TELEF. 65501

SOCIETA ITALIANA TRASPORTI MARITTIMI
SOCIETÀ ANONIMA
CAPITALE SOCIALE L. 6.000.000 INT. VERSATO
SEDE IN MILANO

Ufficio di ROMA
VIA TOMACELLI 146/5

19 settembre 1945

Spett. COMMISSIONE ALLEATA - ROMA

PORTS AND WOREHOUSES SUB-COMMISSION

R O M E

Siamo stati informati che gli Alleati (e riteniamo si tratti della Transportation Brt. Sub-Commission) hanno deliberato di mettere in vendita un certo numero di rimorchiatori e di chiatte, esistenti nei porti italiani.

Poichè l'acquisto di alcuni di questi rimorchiatori e di alcune di queste chiatte c'interessa assai vivamente, preghiamo codesta Spett. Sotto Commissione di volerci tenere presenti nella cessione dei mezzi sopra menzionati.

Questi mezzi sarebbero da noi ucilizzati per il trasporto di merci di prima necessità per la popolazione civile italiana, continuando così la nostra attività passata che era principalmente quella del trasporto di carboni, grani e sale.

Siamo certi che codesta Commissione vorrà tenere presente la nostra richiesta e ringraziando, porgiamo distinti saluti.

SOCIETÀ ITALIANA TRASPORTI MARITTIMI S.A.

L/a

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