

ACC 109/PWM

10000/150/392
(VOL. I)

10000/150/392
(VOL. I)

PORTS
(AUG. 1943);
JAN.-OCT. 1944

Tel: 469081

HEADQUARTERS
ALLIED COMMISSION
Public Works and Utilities Sub-Commission
APO 394

GER/bb

118

ACC/109/PWU

28 Oct 44

SUBJECT: Repairs and Salvage at Civitavecchia Harbour.

TO : Regional Commissioner, Lazio-Umbria Region.
(Att: Regional Engineer).

*Noted
day in*

1. Refce. your letter RM/Pag/59 of 25 Oct 44, the answer is in the negative, i.e. to your para. 1.

The reason is that, so far as is known, the Italian Govt. have not yet replied to the letter 16 Sept 44 (No. A/CC 091.711-2), of which I attach a copy.

2. Please see, also, this Sub-Commission's September Report, para. 5, where the position was fully set out.

G.R.H.

G.E. RHODES,
Lieut-Colonel, R.E.,
Acting Director.

B/F 5/11.

M/

Encl: Copy of A/CC 091.711-2
dated 16 Sep 44.

P.S.

Please refer to our letter dated 11 October of approval of projects including "Repairs to sea wall at Civitavecchia". May we assume that this work is under way?

2232

folio 3 (new set) refers

26 OCT Recd

G.de CEF/gb

C01087

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

117

25 October 1944

TO : HQ. ACC. (P.W.) ✓

SUBJECT : Repairs and Salvage at Civitavecchia Harbour X

IN REPLY QUOTE: R4/ENG/59

1. Reference my R4/ENG/59 dated 28th August 1944 para 4. (105 B)

This asked for permission to get on with the work in a port used by the Allied Navies for operational purposes.

Can we get on or NOT ?

2. The other correspondence copies of all of which have gone to you have got involved in means of doing work and entirely overlooked the fundamental question reset out above.

The letters are:

From HQ.ACC.(P.W. & U.) TO Navy Sub-Comm. on 1st Sept.44 File ACC/109/PWU
From HQ.ACC. Navy Sub.Comm. TO C.in C. Mediterranean on 5th Sept.44 File NSC/799
From HQ.ACC. Navy Sub.Comm. TO Ministry of Marine on 24th Sept.44 File NSC/889 (105 C)
(109)
(114 B)

3. As the winter storms are now very near and this was started on 28th August 8 weeks of fair weather has been LOST and the matter is now very urgent.
Please bring it to a head. -

Carl V. Gandy

Lt.Col.R.E.

Regional Engineer
Lazio Umbria Region AMG.

2233

Tel: 489081

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

File
CCB/lam
114
B

ACC/109/PWU

7 October 1944

Subject: Civitavecchia Harbour - Salvage operations, etc.

To : Minister of Public Works.

The attached copy letter is forwarded for your comments,
if any.

G.E. Rhodes
G.E. RHODES
Lieut-Colonel, R.E.
Acting Director.

Enclosure:
WSC/889 dated 24 Sept. 44, from Navy Sub-Commission.

223

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 334

HCC/229

24 September 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Ministry of Marine - Rome.
Subject: CIVITA VECCHIA Harbor - Salvage Operations at.

1. The Ispettore Generale Compartimentale del Genio Civile per il Lazio & Umbria through the Headquarters, Region IV, ACC, advises that a project has been proposed for repairs to Civita Vecchia Harbor prior to the commencement of winter storms. In order to carry out this work, it is necessary to salvage a floating steam crane (70 tons capacity) mounted on two floats, property of Società Italiana Lavori Marittimi which organization before and during the war is stated to have had charge of work in the harbor. In order to raise the crane it is proposed to salvage the tug "DOMINICO" (HP 350), which is sunk at the end of Sardinia Pier. The firm of ROSCHI & CO - FIORICCHI & SALVATAGGI of Civita Vecchia are interested in the work at an estimated cost of L 900,000.

2. The Naval Allied Commander-in-Chief, Mediterranean, considers that the salvage work involved is non-operational and should be financed by the Italian Government. The President of the Council of Ministers was requested on 16 September 1944, to inform the Allied Control Commission whether the Italian Ministry of Marine or the Italian Ministry of Public Works is responsible for the broad planning and coordination of harbor clearance and reconstruction work including actual salvage operations. In view of the urgency of the salvage work proposed in Civita Vecchia Harbor, it is requested that the Ministry of Marine, pending a reply from the President of the Council of Ministers, make an investigation of the salvage operation proposed and submit recommendations to the Allied Control Commission. An early report is desired in order that the commencement of work will not be delayed.

H. T. RYDOL,
Commander, U.S. Navy,
for Ch. of, Navy Sub-Commission, ACC.

Copy to:
CinC-MED
FOUO
FOUO
Public Liaison
Utilization SC, ACC.
NR. 204, ACC.

Office: Send a copy to
M/PW for [unclear]
Comments, [unclear]
GER.
6/10.

→ Public Work + Utilities
18 SEP Recd
109 ccs.
EWS/wfs
113

N/ CG 091.711-2

16 September 1944

Col Rhodes
Thompson

My dear Mr. Prime Minister:

Up to the present time the Naval Allied Commander-in-Chief, Mediterranean, has exercised complete control over all salvage operations in Italian waters, including Sicily and Sardinia. It is now planned to retain direct control only over operational salvage, including port clearance necessary in all harbors required for the use of Allied Forces and the salvage of such ships and crafts in non-operational areas as may be required for use by the Allied Forces. All other non-operational salvage will be gradually turned over to the Italian Government under the Allied Control Commission.

Salvage facilities of the Italian Navy and commercial salvage firms have been utilized through the Italian Ministry of Marine to excellent advantage for salvage work. The Naval Allied Commander-in-Chief, Mediterranean, will continue to employ a proportion of these facilities, the remainder will be available for non-operational salvage. In order that appropriate instructions may be issued, information is requested as to whether the Italian Ministry of Marine or the Italian Ministry of Public Works is responsible for the broad planning and co-ordination of harbor clearance and re-construction work and the actual salvage operations.

Yours very truly,

ELMER S. STONE
Captain, USNR
Acting Chief Commissioner

His Excellency Ivanoe Bonomi,
President of the Council of Ministers,
Italian Government,
Rome.

Copy to:
Naval CinC-Med.
PW & U SC ACC.
Navy Sub-Com.

2228
18 Sept 0960
116
1192

9 SEP Recd

109 CB.

112

HEADQUARTERS
ALIED CONTROL COMMISSION
Navy Sub-Commission
APC 334

NSC/311

7 September 1944.

FIRST ENDORSEMENT on
Public Works & Utilities
Subcomm. ltr ACC/109/PWU
of 5 September 1944.

From: Navy Sub-Commission, Hq, ACC.
To : Flag Officer Western Italy, Naples.
Subject: Repairs to Port of Civitavecchia.

1. Forwarded.
2. Comments on the proposed repairs to the sea wall at the port of Civitavecchia are requested indicating whether or not the project is approved to be undertaken under the supervision of the Public Works & Utilities Sub-Commission, ACC.
3. The return of correspondence is requested.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, ACC.

Copy to:
Public Works & Utilities Subcomm,
Hq, ACC.

This is copy to us
for info.
We shall then receive
orders from Navy S/C.
M 11/9

At Cal Thompson
Pls take up with
At Cal Findlay and
prepare answer
W 11/9

Tel. 489081

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

CCB/aa

ACC/109/PWU

11 Sept. 44

Subject: San Stefano - Repairs to Breakwater.

To : Ministry of Public Works.
(Att. Comm. Tizzano)

Attached copy of letter 520/44, dated 19 Aug. 44, from
officer i/o Works, Western Italy, is forwarded for information.

GER
G. E. RHODES,
Lt. Colonel, R. E.,
Deputy Director.

Encl: Report - Repairs to Breakwater.

2226

8 SEP Recd

109
cc/b.

110B

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APQ 394

NSC/793

3 September 1944.

From: Navy Sub-Commission, Hq, ACC.
To : Public Works & Utilities Sub-Commission,
Headquarters, Allied Control Commission.

Subject: San Stefano - Repairs to Breakwater.

Enclosure: (A) 520/44, 19th August 1944-Officer-in-Charge of
Works, Western Italy.

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

H. W. Ziroli
H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, ACC.

Edw. Rhodes
Thompson

*Per note & file
Aug 6/9*

A. C.

*Send a copy of it to
J. H. (for his info)*

GR

2225

7/9

C O P Y

From:- Officer in Charge of Works, Western Italy.

Date:- 19th August 1944.

To :- Fleet Civil Engineer Mediterranean,
Staff of C. in C., Mediterranean, Naples.

No. 520/44

San Stefano - Repairs to Breakwater.

1. This breakwater was badly damaged by Allied attacks prior to May 1944. Three large gaps were blown in the mole, and the sea-ward end caused to settle some feet from its former position.
2. The method of repairs is shown on the attached drawing.
3. Up to point A, at Section 12', new rubble was tipped from bomb damaged buildings to form a strong toe to the breakwater.
From Section 60' to Section 130' the gap was repaired by reconstructing in a similar method to the existing structure. That is, hardcore tipped to water level, two strong concrete retaining walls, tied together, built on each face, and the centre filled with large hardcore, and surfaces with concrete.
From Section 130' to Section 180' the method of repair was similar.
From Section 180' to Section 250', where the wall had shifted bodily a new seaward face was constructed in concrete to reinforce the existing, and tie it up with the new repairs.
From Section 320' to Section 410', it was decided that large hardcore, tipped in the break, which was up to 5' deep below water level, would prove satisfactory.

No movement has so far been noticed.

At Section 540' a break has been filled with mass concrete. This Section is practically below sea-level, very considerable settlement having taken place.

In addition to these measures, a tipped hardcore wavebreaker bank is being tipped to sea-ward, between points A and B. This is the most exposed section.

It is considered that from point B to Section 640', protection on the sea-ward face is satisfactory.

Summary.

In general it is considered that repairs are adequate for the time we shall require to use the port. It may be necessary to add to the wavebreaker tip from time to time, and possibly to the hardcore tipped repair (Sections 320'-410').
Attention is drawn however to the serious damage to the sea-ward end (Section 640'-680'), it is not known what further movement may take place this winter, but a careful check can be kept.
It is highly possible that this portion of the structure is so badly damaged as to suffer complete destruction in a winter gale. The

2. The method of repairs is shown on the attached drawing.
3. Up to point A, at Section 13', new rubble was tipped from bomb damaged buildings to form a strong toe to the breakwater. From Section 60' to Section 130' the gap was repaired by reconstructing in a similar method to the existing structure. That is, hardcore tipped to water level, two strong concret retaining walls, tied together, built on each face, and the centre filled with large hardcore, and surfaces with concrete.
 From Section 130' to Section 180' the method of repair was similar. From Section 180' to Section 250', where the wall had shifted bodily a new seaward face was constructed in concrete to reinforce the existing, and tie it up with the new repairs.
 From Section 320' to Section 410', it was decided that large hardcore, tipped in the break, which was up to 5' deep below water level, would prove satisfactory.
 No movement has so far been noticed.
 At Section 540' a break has been filled with mass concrete.
 From Section 640' to Section 680' no action has been taken. This section is practically below sea-level, very considerable settlement having taken place.
 In addition to these measures, a tipped hardcore wavebreaker bank is being tipped to sea-ward, between points A and B. This is the most exposed section.
 It is considered that from point B to Section 640', protection on the sea-ward face is satisfactory.

Summary.

In general it is considered that repairs are adequate for the time we shall require to use the port. It may be necessary to add to the wavebreaker tip from time to time, and possibly to the hardcore tipped repair (Sections 320'-410').

Attention is drawn however to the serious damage to the sea-ward end (Section 640'-680'), it is not known what further movement may take place this winter, but a careful check can be kept.

It is highly possible that this portion of the structure is so badly damaged as to suffer complete destruction in a winter gale. The loss of this end, while in no way endangering the safety of the harbour to tankers, would cause in time the movement of the blocks, (Section 570'-640').

It is intended to keep a careful record of any movements during the winter.

It is also stressed that these repairs are sufficient to keep the breakwater in use for its original use only, and that it must not be utilised for mooring ships alongside on the harbour face.

For this reason no bollards or ring bolts have been constructed on the breakwater.

Commander R.N.V.R.
 Officer in Charge of Works.

Encl: Record drawing of repairs. C. in C. (Na.2/44).

5 SEP 1944
109 cc's

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 384

109

NSC/799

5 September 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Commander-in-Chief, Mediterranean.
Subject: Salvage Operations at Civitavecchia Harbor.

1. Recommendations were made in Flag Officer Liaison Italy letter No. L. 296/1 of 2 September 1944, for a promulgation of a directive relating to non-operational salvage. A request has been received by the Public Works and Utilities Sub-Commission, ACC, from the Headquarters, Region IV, ACC, for authority to conduct salvage work at Civitavecchia Harbor. This request was made as a result of a report made by the Ispettore Generale Compartimentale del Genio Civile per il Lazio & Umbria, inviting attention to the urgent need for repairing the harbor breakwaters prior to the commencement of winter storms.

2. In order to carry out the above work, it is proposed to salvage a Floating Steam Crane (70 tons capacity) mounted on two floats, property of Societa Italiana Lavori Marittimi which organization before and during the war had charge of works in the harbor. For work in connection with the crane, it is proposed to raise the tug "DOMENICO" (HP 350) with pumps, which is sunk at the end of the Sardinia pier. The firm of POSCHI & CO. - RIMORCHI & SALVATAGGI of Civitavecchia, are interested in the work at an estimated cost of £ 500,000.-

3. Information is requested as to whether the above described salvage work falls in the category of non-operational salvage referred to in POLI letter No. L 296/1 of 2 September 1944, which is to be supervised by the Italian Ministry of Marine in which case the project will be referred to that office. If not, instructions are requested as to the procedure to be followed to accomplish the necessary salvage work.

4. An early reply is requested in view of the urgent necessity of proceeding with this work without delay.

Copy to:
FOTALI
FOWIT
FM & H SC, ACC.
Hq. Rgn. IV
Rgn. IV Eng. Div.
NOIC-Civitavecchia

E. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, ACC.

228
Rhodes
Thompson
Res-note & file Aug 9/9

6 SEP Recd

109
celbBy Col Rhodes - 457
Thompson
Res note & file had 9/9FLAG OFFICER LIAISON ITALY,
ALLIED CONTROL COMMISSION
HEADQUARTERS, ROME.

2 September 1944.

No. L. 296/1

COMMANDER-IN-CHIEF, MEDITERRANEAN.

(Copy to: Flag Officer Taranto, Adriatic Liaison Italy.
Flag Officer Western Italy.
Economic Section, Hq, ACC.
Public Works & Utilities Subcomm, Hq, ACC.
Agriculture Sub-Commission, Hq, ACC.)

NON OPERATIONAL SALVAGE IN ITALIAN WATERS

1. Commander-in-Chief, Mediterranean, letter Med. 217/4/17 of 23 August 1944, submitted a draft proposal for non-operational salvage in Italian waters. The draft has been discussed with the Public Works & Utilities Sub-Commission, ACC, the Agriculture Sub-Commission, ACC, and the Navy Sub-Commission, ACC. In view of your letter Med. 219/3/8 of 10 July 1944, relative to salvage in Eastern Sicily and Reggio (Calabria), Navy Sub-Commission letter NSC/725 of 11 August 1944 previously requested a clarification of the salvage policy in the Mediterranean Theater of Operations.

2. The draft indicates that a decision has already been made to delegate the responsibility for non-operational salvage in Italian waters, including Sicily and Sardinia to the Italian Ministry of Marine. It is assumed that this decision has been communicated to the Minister. It is not known whether the Minister has accepted this responsibility or whether the Italian Naval authorities are competent to undertake a comprehensive salvage program. The Public Works & Utilities Sub-Commission, ACC, advises that under Italian procedure, the Minister of Public Works is responsible for clearing obstructions in ports and that the Minister is willing to undertake this task provided assistance is rendered by Allied and Italian Naval authorities in raising sunken vessels. The question arises as to whether the Ministry of Marine is the best Italian Governmental agency to carry out salvage work or whether this authority should be delegated to the Ministry of Public Works. It would therefore appear that the decision to delegate salvage work to the Ministry of Marine should be carefully reviewed and that positive assurances are obtained from the Minister that the work will be pursued energetically and efficiently, before the final decision is made to allocate this task to the Italian Navy.

No. L. 236/1

2/9/44

108B

Subject: Non Operational Salvage in Italian Waters.

3. The next matter discussed at the conference pertained to the functions and responsibilities of the Allied Control Commission in non-operational Italian salvage work. All parties to the conference agree that the Allied Commander-in-Chief, Mediterranean, is primarily responsible for all operational salvage. It would appear, however, that the time is rapidly approaching when non-operational salvage will be the primary consideration. Under this condition, it is submitted that the Allied Control Commission has a direct responsibility and interest in salvage work. If this work were undertaken by the Allied Control Commission, the Public Works and Utilities Sub-Commission would have primary responsibility and would carry out the salvage through the Italian Ministry of Public Works.

4. Paragraph 2 of the draft provides that the Ministry of Marine will submit particulars of all salvage operations to the Commander-in-Chief, Mediterranean, via the Flag Officer, Taranto, Adriatic and Liaison, Italy (Rome) for approval. It is not clear whether it is intended that the office of Flag Officer Taranto, Adriatic and Liaison (Rome) should actively supervise and co-ordinate the non-operational work undertaken by the Italian Navy or merely act as the channel through which the reports of salvage operations are submitted to the Commander-in-Chief, Mediterranean. The consensus of the conference however, was that unless a definite agency is designated to perform this function, no considerable results in salvage operations will be achieved. Whether this duty should be undertaken by FOTALI, Rome or a Sub-Commission of the ACC, depends upon the roll the Allied Control Commission is to take in future salvage operations and whether the work is delegated to the Italian Ministry of Marine or the Italian Ministry of Public Works.

5. Paragraph 5 of the draft places the Allied Control Commission on a level with Italian agencies in demands for non-operational salvage. It is considered that the Allied Control Commission should be placed in a position to direct the Italian Minister of Marine or Italian agency delegated to carry out salvage work to undertake any non-operational salvage required, provided the project is approved by the Allied Commander-in-Chief, Mediterranean.

6. It is noted that the draft makes no reference to ²²²³ policy for the disposition of salvaged vessels or equipment. It is considered that the policy in this connection should either be incorporated in the directive or referred to.

7. In connection with paragraph 9(a), the designation of rations as, "non-combatant ration scale" has been abolished. All Italian Naval personnel are issued a standard ration, irrespective of their employment.

No. L. 298/1

2/9/44

108A

Subject: Non Operational Salvage in Italian waters.

8. In review, the following recommendations are made:

- (a) That the decision to delegate non-operational salvage to the Italian Ministry of Marine be carefully reviewed.
- (b) That provision be made for the utilisation of the facilities of the Italian Ministry of Public Works.
- (c) That the function and responsibility of the Allied Control Commission in non-operational salvage be definitely stated.
- (d) That an Allied agency either under the Allied Control Commission or the Allied Commander-in-Chief, Mediterranean, be designated to co-ordinate and supervise the operations of the Italian agency responsible for conducting non-operational salvage.

9. Subject to the above remarks, the promulgation of a directive relating to non-operational salvage is considered highly desirable. To avoid delays and expedite the initiation of a policy, it is recommended after taking into consideration the points raised by this correspondence, that a directive be issued without further consultation to serve as an interim policy. Amendments may then be made depending upon difficulties which are experienced.

for REAR ADMIRAL.

2220

Public Works & Utilities

TO : H.Q. A.C.C. (~~For Public Relations Office~~)

FROM : H.Q. REGION V - A.M.G.

SUBJECT : Inventions.

REF : R5/507/15.

DATE : 31 August 1944.

4 SEP Recd

109
ccB

Director

To see

5/9

4/9

The attached letters from GALBINO Cagnucci are forwarded to you for any action you may deem necessary.

FOR THE REGIONAL COMMISSIONER :

TC/mc

Thompson

HEADQUARTERS C.H.A. FRENCH
Lt. Colonel
Executive Officer.

1 SEP 1944

A. C. C.

Ship raising may become our task. I evaluated Mary Sub-Comm. to 2219 but they wrote to me that command and we should do it. no answer as yet. Aug. 17

CAV. GALBINO CAGNUCCI
A N C O N A
CORSO VITT. EMANUELE, 13.

1070L
ANCONA, 24 Agosto 1944
TELEFONO 35.70
Per Telex: GALBINO CAGNUCCI - ANCONA

Recapito attuale

Borgo Rodi N° 9 presso Gasparri

Spett. COMANDO MILITARE AMERICANO
A N C O N A

Mi onoro portare a Vostra conoscenza di avere brevettato alcune sostanziali modifiche da apportare al già noto sistema di recupero navi sommerse a mezzo dei cassoni ad aria, modifiche che permettono di realizzare grandi benefici sia dal lato tecnico come da quello economico.

Allego pertanto una sommaria relazione nella quale sono esposti i principali vantaggi che si ottengono con l'uso del nuovo metodo di recupero.

Qualora, come ritengo, la mia proposta abbia per Voi interesse, sarò ben lieto mettermi a Vostra completa disposizione per tutti quei chiarimenti che riterrate opportuno ricevere.

Con la massima osservanza mi professo

obblmo.

Galbino Cagnucci

N° I Allegato

[Handwritten signature]
2818

Gal GALBINO CAGNUCCI

A N C O N A
Corso Vittorio Emanuele 13

Actual address:

Borgo Rodi No. 9 presso Casparri

Transmitted in
MILITARY GOVERNMENT
REGION 5
107c

TO: THE MILITARY AMERICAN GOVERNMENT

ANCONA

I have the honour to bring to your knowledge to have brevetted some substantial alterations to be applied to the formerly noted system for regaining submerged ships using air-cans. Such variation permit to realise great benefits from the technical point and from the economical.

I attach therefore a summary relation in which I expose the principal advantages that can be obtained using the new method of regaining.

If, as I think, my proposal is for you interesting, I will be glad to be at your disposition for all those informations you will deem opportune to receive. 2217

Respectfully

GALBINO CAGNUCCI
(Signed)

to alla forte pressione che l'acqua esercita sulle pareti esterne del cassone, pure essendo costruiti con lamiere sottilissime (dai 2 ai 3 m/m di spessore), mentre come è noto, gli attuali cassoni per resistere anche alle più piccole pressioni debbono essere costruiti con lamiere di uno spessore mai inferiore ai 15 m/m.

E' ovvio far rilevare come la enorme differenza di peso fra gli uni e gli altri vada a tutto danno del relitto da sollevare, differenza notevolissima ad esempio:

Prendiamo per base un cassone normale che abbia una spinta di 50 Tonn. il peso di esso, costruito con lamiere di soli 15 m/m sarà di circa 11 Tonn., mentre costruito con il nuovo sistema verrà a pesare completo 3 Tonn.

La differenze di peso in meno di quest'ultimo di circa 8 Tonn. permetterà di sollevare, in confronto al primo, un peso maggiore di 8 Tonn., e quindi è evidente che per eseguire un recupero non solo occorreranno un numero minore di cassoni, ma data la loro leggerezza si rende più agevole la manovra di applicazione al relitto, con conseguente minore impiego di tempo, e non trascurabile infine la minore spesa di costruzione.

Dal lato tecnico si fa rilevare che ciascun cassone è munito di uno speciale dispositivo che serve ad annullare la pressione che l'acqua esercita durante la sua immersione sulle pareti esterne, ciò che serve ad impedire lo schiacciamento o la deformazione, come altresì la spinta da dare al relitto può essere data sia da un cassone alla volta, come da ²²¹⁶tutti contemporaneamente qualunque sia il numero di essi, ciò che si rende necessario nella maggior parte dei casi di recupero.

Tale dispositivo può anche essere applicato oltre che ai cassoni metallici anche a sacche di qualsiasi tessuto impermeabile o gomma qualunque sia il volume di essi.

L'uso di queste sacche danno il vantaggio di potersi trasportare sul luogo di recupero in quantità molto maggiore che non sieno i cassoni metallici dato che possono essere piegate o arrotolate come un qualsiasi sacco ed offrono anche il privilegio di poter essere applicate al relitto con maggiore facilità.

Concludendo con il nuovo sistema (Brevetto Cagnucci) si ottengono i seguenti benefici:

1°= Enorme leggerezza dei cassoni rispetto a quelli attualmente in uso, e quindi minore impiego di materiale costruttivo.

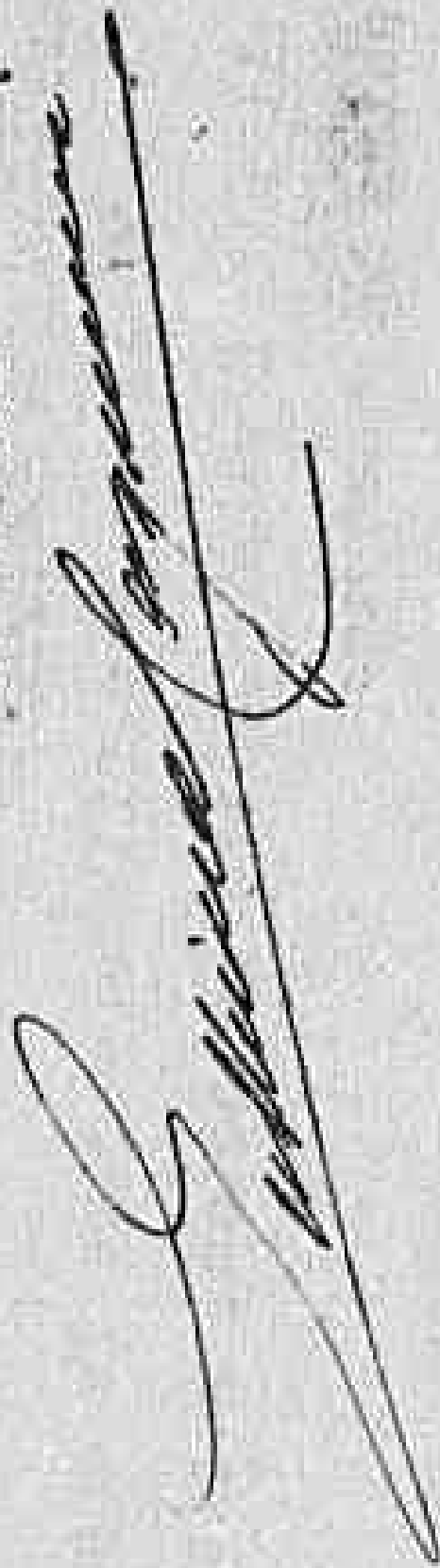
2°= Maggiore capacità di sollevamento rispetto allo stesso volume degli attuali cassoni.

3°= Minore impiego di essi nelle operazioni di recupero e perciò più sollecita l'operazione di recupero.

4°= Facilità di applicazione di essi al relitto da sollevare.

5°= Minore costo di costruzione.

GALBINO CAGNUCCI



RELATION ON THE NEW METHOD FOR THE REGAINING OF SUBMERGED RELICTS.
(CAGNUCCI Brevet)

With the new type of preparation we have the great advantage of immersing air-cans at a great profundity, also many hundreds of meters, without running the risk of contusion or deformation caused by the strong pressure exercised by water on the exterior walls of the large can, though constructed with very thin blades (from 2 to 3 m/m of thickness) while, as it is noted, the actual large cans have to be constructed by blades which have a thickness not less than 15 m/m in order to resist also to the least pressure. It is obvious to make known that the enormous difference of weight between the ones and the others is all damage for the relict to be raised, very considerable difference, for example:

Let's take, as a basis, a normal can which has a push of 50 tons, if it is construed by blades of 15 m/m depth, its weight will be about 11 tons, but, constructed with the new system it will be only 3 tons.

The difference of weight of about 8 tons will give the possibility of raising a weight 8 tons superior to the first. It is evident, therefore, that for effecting a regaining a less number of cans will be needed and as they are light the manoeuvre of application to the relict is easier, consequently spending less time and with a less expense for the construction.

From the technical side it is to be noted that each can is furnished with a special dispositive which is necessary to annul the pressure exercised by water during its immersion on the exterior walls. It serves to avoid the contusion or the deformation. Besides, the push to be given to the relict can be given either by a big can at a time or by all contemporaneously whatever the number of them may be. This is necessary in most cases for the regaining.

Such dispositive can also be applied, besides the metal cans, also to the sacks of every impermeable texture or rubber whatever the volume of them may be. The use of these sacks gives the advantage of transporting them on

the place of the regaining in a quantity much greater than the metallic cans, as they can be creased or rolled like any sack; besides, they offer the privilege of aplying them to the relict with more facility.

Concluding, with the new system (CAGNUCCI Brevet) the following advantages can be obtained.

- 1) Great lightness of the cans, in respect to those actually in use, and therefore less employ of material.
- 2) More capacity to raise in respect to the volume of the actual cans
- 3) Less employ of them in the operation of regaining and therefore quicker the operation of regaining.
- 4) Facility of their application to the relict to be raised.
- 5) Less expense for the construction.

GALLINO CAGNUCCI

(Signed)

Col. J. J. 106

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

RWS/fr

5 September 1944

ACC/109/PWU

Subject: Repairs to Port of Civitavecchia.

To : Naval Sub-Commission.

1. The Genio Civile has submitted an estimate for certain repairs to sea wall at Port of Civitavecchia in the amount of 990,000 lire.

2. A map is attached showing the exact location of this proposed work and its relation to other facilities at the Port.

3. It will be appreciated if you will ascertain the reaction of the Navy to this proposal. We shall withhold any action until advice is received from you.

V.B. THOMPSON
Lt. Col. R.C.E.
Chief, Public Wks. Div.

File
221

Tel: 489081

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

105c
LAS/bb

ACC/109/PWU

1 Sept. 44

SUBJECT: Clearance of the Port of Civitavecchia

TO : Navy Sub-Commission
attention Commodore Palmer

Following our recent conversation as to who should handle ship salvage in non-operational ports of Italy, and the agreement reached that, while we have military operations going on, the Italian Navy, under the direction of your Sub-Commission, should carry on such tasks, I have received a letter from Region IV concerning Civitavecchia. This letter is forwarded to you with the suggestion that you look into the question of raising ships in that harbor so that we in turn may be able to make repairs to structures when the time is opportune.

Will you please advise me on the above?

file

L.A. JENNY,
Lt-Colonel, C.E.,
Director.

C.C. Regional Engr. Reg. IV.

2213

HEADQUARTERS REGION IV
Allied Control Commission
(Engineering Division)

APC 394

10513
GdeCCT/sc.

28th August 1944.

TO : HQ. ACC. (Public Works & Utilities Sub-Commission) —

SUBJECT: Repairs and Salvage at CIVITAVECCHIA Harbour.

IN REPLY QUOTE: 24/ENG/59

1. The Ispettore Generale Compartimentale del Genio Civile per il Lazio & Umbria has drawn my attention to the Urgent need of carrying out repairs to certain parts of the harbour prior to winter storms starting.

Useless ~~portions~~ portions of the harbour will be unfit for use. A project for this is being prepared.

2. In order to carry out these works it is necessary to salvage a Floating Steam Crane (70 tons capacity) mounted on two floats property of Società Italiana Lavori Marittimi who before and during war had charge of works in the Harbour.

3. To tackle the raising of the CRANE it is necessary to have a tug and it is proposed to raise the tug "DOMINICO" (HP 350) with Pumps which is sunk at the end of the SARDINIA pier.

The firm of FUSCHI & C. - RIMORCHI & SALVATAGGI of CIVITAVECCHIA, are the firm interested.

The cost is estimated at £. 500,000.-

4. Permission of Allied Navy is requested to carry out these works.

Corrigan
Lt. Col. R.E.
Regional Engineer ACC. IV.

2213

25 AUG Recd

109 Cel

GMB/1ab

Tel: 307

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

104

WS/20

24 Aug 44

SUBJECT: Use of Port of Fiumicino - AAI Conference.

Further to WS/20, 24 Aug 44, the decisions of the conference held at HQ AAI on 24 Aug 44 were as follows: -

1. Fiumicino will not be used as a petrol port. The pipe line has been out of use for four years whilst tankers were only able to discharge pre-war on an average of two days out of every fourteen. Some petrol will be brought to Naples and other ports and brought to Rome by rail.

2. Though ACC reserved the right to use Fiumicino at a later date for the handling of imported Sardinian coal, it was decided that at the present time coal for Rome will normally be handled through Civitavecchia. Such supplies will be augmented by locally produced lignite from Grosseto and other provinces. PSE will be asked to rehabilitate Civitavecchia for use as a coal port and will later hand over for operation to ACC the repaired installations.

3. There is no likelihood of the railway line from Fiumicino to Rome being available as parts of this are now dismantled for cannibalisation elsewhere.

4. There is no objection to the continuation of the port repair work at Fiumicino now being carried out by a civilian firm under the supervision of Region IV.

408
26/8
Lt Col Rhodes
Happell
Thompson
G. M. SHARP, Lt. Col., RA.
S.O.I. (CA) Economic Section.

Pls note & file
25/8

2211

30 AUG Recd 124
HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/766

S-E-C-R-E-T:

28 August 1944

From: Navy Sub-Commission, Hq. ACC.
To : ✓ Public Works Sub-Commission, Hq. ACC.
Subject: Boundries of Swept Channel off FIUMICINO.
Reference: (a) Public Works SC 5A/TCU/1500/700 of
1 August 1944.

1. In answer to reference (a), you are informed that an area off the port of Fiumicino has been swept clear of mines as follows:

One mile wide with centre line from position
41 degs. 44' 05" North, 012 degs. 07' 05" East
in an 065 degs. direction into Harbour.

2. Attention is directed to the SECRET classification of the above supplied information.


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

2210

019 AUG Recd
109 Cel.
HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. SECTION
APO 394

Phone
484034

REF : 201/58/CA

SUBJECT : Pescara Harbour.

TO : R.C. Region V.

1. I refer to your RS/601/2/5 of 26 July.

2. Flag Officer Taranto and Adriatic informs us that there are no Naval divers or equipment available for work in Pescara Harbour; he says however that the Royal Navy have no objection in this instance to the employment of civilian divers by A.M.G.

*Discuss with Col Latimer
Monday morning
AM 23/8
make copy for Reg V*

Norman E. Fiske
NORMAN E. FISKE
Colonel,
Deputy Executive
Commissioner.

Copy to: Economic Section (for PW and Ut. Sub-Com.) With the request that you approach the appropriate Italian Ministry on this matter.

2208

• 1 copy given to Col Latimer 29/8/44

24 AUG Recd

109 cc

Tel: 307

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

GMS/1ab

RS/20

24 Aug 44

SUBJECT: Use of Port of Fiumicino.

1. A conference was held in the office of the Executive Director at 1700 hrs, 23 Aug 44 to consider the implications of AAI/550.2/DCAG, dated 18 Aug 44, as affecting ACC so as to ensure that the considered views of ACC on the operation of the port of Fiumicino could be presented at the conference to be held at HQ AAI at 1100 hrs, 24 Aug 44. Present:

Lt.Cols. Oxley, Vining and Glenville - Transportation
Lt.Col. Jenny - Public Works & Utilities
Lt.Col. Birchett - Region IV
Major Rorimer - Food Sub-Commission
Major Thompson, Lt.Col. Sharp - Economic Section.

2. Lt.Col. Oxley stated that the suggestion that the port of Fiumicino be placed in good order had been raised by the DCMRS primarily in order to get coal into Rome. This coal was required for civilian needs. The coal quay and a crane were in good order. Coal and lignite could be brought up to Rome by barge, and, if and when the railway line was repaired, by rail.

3. Lt.Col. Birchett stated that the port was now being cleared of sunken ships, the work being carried out under the supervision of Region IV. Ships up to 100,000 tons would be able to use the port.

4. The question arose as to whether ACC wished to use and operate Fiumicino in addition to Civitavecchia. Lt.Col. Jenny, Lt. Col. Vining and Lt.Col. Oxley all agreed that it was in the interests of ACC to concentrate on Civitavecchia, a much bigger port with better port facilities and with rail connections as well.

5. It was agreed that ACC's replies to the queries raised in para 5 of the AAI letter should be as follows:

a., b., c. - no comments to make. A matter for PETSEC AAI to determine.

d. - Region IV will supervise the repair of the petrol installations at the present time.

e. - A civilian firm operating under CIP.

f., g. - ACC not concerned with these.

h. - These facilities are available.

- 2 -

i. - Repairs not required. As stated above sunken ships are being removed under supervision of Region IV. Coal will be transferred from ship to wagon by a civilian firm operating under direction of the Ministry of Communications.

j. - No materials, etc., required from military sources, but private company will undertake any necessary repairs.

k. - ACC considers it is neither necessary or advisable or economical to operate Fiumicino and Civitavecchia at the same time for coal purposes. This involves splitting the work of supervision, etc., whilst the repair of the railway line from Fiumicino to Civitavecchia does not appear to be warranted at the present time.

However, necessary port equipment appears to be available for both.

Labour supply could be made available for both ports. In the case of Civitavecchia this would involve the transfer of labour from Rome and either overnight accommodation would be required at Fiumicino, possibly in a camp operated under Army conditions and with Army rations or, alternatively, road transport from Rome would be required and a heavy workers midshift meal served at Fiumicino.

At the present time it might be necessary to transfer labour to Civitavecchia, operating under similar conditions as suggested at Fiumicino. If and when PBS cease to operate the port of Civitavecchia their labour demand would accordingly cease and adequate labour would be available at Civitavecchia for the operation of the port for civilian purposes.

l. - Lignite would still be required.

6. It was agreed that Lt.Col. Oxley and Lt.Col. Birchett (Reg IV) should attend the conference at AAI as representatives of ACC, Lt.Col. Sharp promising to give Lt.Col. Oxley full details of the decisions of the Economic Section meeting.

7. Lt.Col. Glanville and Lt.Col. Birchett stated that small schooners operating without authority were bringing wine, etc., to Fiumicino for shipment to Rome. Major Rorimer said he would take up this matter with Region IV and at the same time consider the possibility of using existing facilities at Fiumicino for small shipments of supplementary food required in Rome.

G. A. Sharp

G. A. SHARP, Lt.Col., R.A.,
S.O.I. (CA), Economic Section.

Tel: 550

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

HS/ml

ES/15

SUBJECT: Salvage of Ships

TO : Public Works & Utilities Sub-Commission

17 August 1944

1. Reference your ACC/109/PWU dated 26 July 44.

2. We wrote the Navy Sub-Commission on 30 July asking them for clarification of the whole position and we attach copy of their letter to C in C Mediterranean dated 11 Aug.

3. As soon as we hear of a reply to this letter we will advise you further.

1 Incl: Copy Navy S/C letter
NSC/725 dated 11 Aug.

J. B. Huid. Smith
Left R. 9.
A. G. ANTOLINI
Executive Director
Economic Section

Noted
220
17/8

(1) Director

To see
(to return)

17 AUG Recd

GER.

17/8.

109
Rlw

(2) B/F 24/8

100

CONFIDENTIAL

ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

BSC/723

11 August 1944.

From: Navy Sub-Commission, Hq. ACC.
To: Commander-in-Chief, Mediterranean.
Subject: Salvage Operations - Responsibility for.
Reference: (a) PWIT ltr No. 283 of 3 May 1944.
(b) CINC MED. ltr Med. P10/3/3 of 10 July 1944.
(c) PWIT ltr No. 283 of 1 July 1944.
(d) Navy Sub-Comm, ACC, ltr BSC/661 of 18 July 1944.

1. The Flag Officer Eastern Italy in reference (a) advised the Chief Commissioner, ACC, that salvage operations, both operational and commercial, in the Mediterranean, are under the control of the Allied Naval Commander-in-Chief, Mediterranean.

2. The Allied Naval Commander-in-Chief, Mediterranean, in reference (b) advised the Allied Control Commission, that it is intended shortly to withdraw all the Royal Naval salvage personnel and resources from Sicily and the Toe. It was further proposed that the Allied Control Commission accept responsibility for commercial salvage for Italian vessels, etc., in the ports of Eastern Sicily and Reggio (Calabria).

3. The Agriculture Sub-Commission, ACC, was advised by reference (c) that arrangements had been made with the Italian Government to demise all Italian owned salvage firms and their equipment to the Italian Government for commercial salvage work. It was further stated that in accordance with Admiralty instructions, all vessels salvaged in Italian waters are to be handed over to the Italian Government, and that any civilian firms equipped for salvage operations should make application to Admiral Brivonesi, Italian Admiralty, Taranto. Details of the arrangements were requested by reference (d).

4. In connection with reference (b) the Public Works and Utilities Sub-Commission, ACC, advised that the question of salvaging vessels in ports of Eastern Sicily, Reggio and Vibo Valentia has been discussed with the Minister of Public Works, who, under Italian procedure, is responsible for clearing obstructions in ports. The Ministry is willing to undertake the task of clearing these ports but will require

55C/723
11 August 1944

Subject: Salvage Operations - Responsibility for.

assistance from Naval authorities for raising the vessels.

3. As reference (c) indicates that the salvage of Italian commercial vessels has been undertaken by the Italian Government under the direction of the Ministry of Marine, under arrangements made by Flag Officer, Western Italy, whereas, reference (b) proposes that the Allied Control Commission supervise commercial salvage in certain areas in which case the work will be accomplished by the Italian Ministry of Public Works, clarification of the salvage policy in the Mediterranean theatre of operations is requested.

M. W. MIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, A.C.C.

Copy to:
Comdr 6th Fleet
FOTALI
FORIT
COMNAV-Palermo
Economic Sect ACC

2207

11 AUG Recd

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV
APO 394
TCU DIV.

9
0-3081

CRB/mp
9 August 1944

5A/TCU/1500/700

TO: Regional Commissioner
Region IV

1 Forwarded for your information is a report received in this office as regards the port of Piumici-
no.

C. R. Birchett

C.R. BIRCHETT
Lt. Col. C.E.
Dir. TCU Div.

Copy to:

Pub. WKS. Sub Commission, ACC ✓
Econ. & Supply, Region IV

[Signature]

2203

Col. BIRCHETT:

Commod. Palmer called on telephone (8/5) relative to mine sweeping at Pinnicino.

He has a signal communication which said the area had been swept up to 2.7 line (12' depth).

When all the details are forwarded he will forward full information to you.

A.E. MICHAEL

2202

Tel: 489081

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

File
CCB/bb

ACC/109/PWU

10 AUG 1944

SUBJECT : Fiumicino Port

TO : HQ. Region IV
att. Lt. Col. Birchett.

1. Rep. our ACC/109/PWU dated 24 Jun 44.
2. The attached copy message is forwarded for information.

9/c
GER
G.E. RHODES
Lieut Colonel, R.E.,
Deputy Director.

2201

5 AUG Reg

124

94

Public Works

ALLIED CONTROL COMMISSION
OUT GOING MESSAGE

FOUNT

NAVY SUBCOM HQ AGC (PALMER)

SECRET

ROUTINE

NAVY SUBCOM HQ AGC

1402
AUG 051500Z

REQUEST INFORMATION FOR PUBLIC WORKS 4/6 AGC SPA AREA OFF FUELSING
PAREN TO REVISIT FROM NAVAL SUBCOM HQ AGC PAREN WHICH HAS BEEN CLEARED
OF MINES AND IS SAFE FOR USE BY SMALL COASTAL CRAFT

✓ 94
to Col Rhodes
Chapman

*This is the port we visited and
from which coal was to be
brought here*

Cal 58

Capt. R.

*Who asked
about Hs 221? Was
it Lt Birchall?*

*1/2 on - he should be
told as above 588
2/8*

DISTRIBUTION:

- 1- Public Works Subcom.
- 2- files

MINISTERO DEI LAVORI PUBBLICI

N° 20

28 JUL Recd
log COB-

Roma 27 luglio 1944

Lt. Col. JENNY
Direttore della Sottocommis-
sione LL.PP. e Servizi .
ACC. R o m a

OGGETTO: Ricupero navi nei porti della Calabria e della Sicilia.

Con riferimento alla vostra richiesta informo che per il ricupero delle navi segnalate nella lettera del 10 luglio 1944 del Comandante in Capo del Quartier Generale Alleato si è interessata la Società Enrico Conti-Vecchi con sede in Cagliari, che ha recentemente eseguito analoghi lavori nelle acque della Sardegna.

Si è in attesa di avere al più presto notizie se la detta Società ha la possibilità di estendere tale attività anche nella Sicilia e Calabria.

Inoltre a Roma si è interessata la ditta Eugenio Parrini che risulta molto esperta per questi lavori e che attualmente sta lavorando per analoghi ricuperi in Fiumicino e nel Tevere.

IL DIRETTORE GENERALE

Cherian

mm:

219

Ship

Salvo file
Def

Tel: 489081

LAI/gf

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

26 July 1944

ACG/109/PWU

SUBJECT: Salvage of Ships.
TO : Vice President, Economic Section.

1. Reference Med. 219/3/B dated 10 July 1944 from Office of the Commander in Chief, Mediterranean Station, Allied Forces H.Q., Algiers.
2. The question of salvaging ships in ports in Eastern Sicily, Reggio and Vibo Valentia has been discussed with the Minister of Public Works. I am advised that, since under Italian procedure, the Minister of Public Works is responsible for clearing obstructions in ports, the Ministry is willing to undertake the task of clearing these ports. However, it may be necessary for some early assistance from naval authorities in the raising of salvage ships. After these have been raised, the Ministry can proceed. The Ministry will also contact contractors who may be in a position to assist and do what it can to proceed with the work.
3. Some time early in 1944 the question of raising ships in these harbors had been actively pushed by the Ministry of Public Works and this Sub-Commission. However, we had been advised by our naval authorities that this was their function. Consequently we ceased all activities.
4. If it is desired at this time to raise these ships by the Ministry of Public Works under our supervision, we shall do everything possible to expedite this task so that much needed ship tonnage, although small in size may be made available at the earliest possible date.
5. We await definite instructions from the Commander in Chief of the Mediterranean Naval Forces.

B/F 15/2
L. A. JERRY,
Lt. Col., G.H.
Director

2198

Copy

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

10th July 1944.

Med. 219/3/8.

THE ALLIED CONTROL COMMISSION.

SALVAGE IN EASTERN SICILIAN PORTS, REGGIO AND VIBO VALENTIA.

It is intended shortly to withdraw all Royal Naval Salvage personnel and resources from Sicily and the Toe.

2. It is understood you will be willing to accept responsibility for commercial salvage of Italian vessels etc. in the ports of Eastern Sicily and Reggio (Calabria). No British or Allied vessel should be dealt with without approval from the Commander-in-Chief, Mediterranean.

3. Subject to your confirmation of above, the Commander-in-Chief, Mediterranean will delegate his authority on salvage matters as above to you.

4. Should you accept, the work should be undertaken in the following priority:-

- (a) Vibo Valentia. Salvage of 60 ton sheerlegs. It should then be handed over to the Italian Government for harbour clearance work.
- (b) Augusta, Survey of tugs PROCIDA and LIBIA with a view to salvage.
- (c) Salvage of any other repairable tugs.
For your guidance the two tugs at Messina have already been surveyed and are too badly damaged to be worth repairing.

5. A copy of Mediterranean Temporary Memorandum 43 regarding salvage of Ex-Italian and ex-enemy ships is attached for information.

sgd. L. H. Phillips
for A D M I R A L .

Enclosure:-

Mediterranean Temporary Memorandum 43.

Copy

Enclosure No.1 to C-in-C Med's letter No. Med.219/3/8 dated
10 Jul 1944

MEDITERRANEAN TEMPORARY MEMORANDUM

M.T.M. 43 - Salvage of Ex-Italian and Ex-Enemy Ships.

Admiralty policy regarding the salvage of enemy vessels and any gear, equipment or scrap therefrom salvaged by British resources in occupied territory in the Mediterranean is as follows:-

A. Enemy Warships and Gear Therefrom.

These become Crown property immediately and prize proceedings are unnecessary.

B. Ex-Enemy Merchant Vessels (other than Italian).

Such vessels which may be salvaged or any gear, equipment or scrap which may be recovered therefrom should be seized in prize and placed in the custody of the Admiralty Marshal's substitute for this area. While it is possible for the Admiralty to enter into contracts for the salvage of such ships, gear etc., it is not possible to sell them without the authority of the Admiralty Marshal, who, in turn, must obtain an order from the Court. The Custodian of Enemy Property is not concerned.

C. Italian Merchant Vessels.

(i) In Libyan Waters.

As for (B) above.

(ii) In Italian, Sicilian or Sardinian Waters.

Ex Italian ships etc. salvaged in these waters are to be delivered to the Italian Government and claims for repairs reported to Flag Officer, Taranto and Adriatic Liaison Italy. Claims for salvage are to be forwarded through the normal service channels to the Admiralty, with a copy to Flag Officer, Taranto and Adriatic Liaison Italy in the normal manner. The procedure for fixing such claims against Italians is at present under consideration.

2. As a matter of policy it is undesirable to institute or to sponsor the sale of any of the vessels referred to in

2.

(A) (B) and (C) (i) above to neutrals for use as free ships. If the condition of a ship is such that repair facilities cannot justifiably be expended on her for Government service the use of those facilities by a neutral with a view to the ship subsequently trading free from the restrictions on British or Allied tonnages would be strongly deprecated. Similarly, vessels should not be sold for breaking up or for the recovery of equipment or scrap unless control over the disposal of the materials is established as a condition of contract. In this connection it is desired to secure for the home market as much scrap material as can be loaded into empty ships homeward bound.

(A.L.S1297/43 of 12.11.43); A.M.240627 February, 1944)

Med.219/3/2.

2195

Copy

Enclosure No.1 to C-in-C Med's letter No. Med.219/3/8 dated
10 Jul 1944

MEDITERRANEAN TEMPORARY MEMORANDUM

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(A.L.S1297/43 of 12.11.43); A.M.240627 February, 1944)

Med.219/3/2.

219

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ROME REGION
A.P.O. 394
TCU DIV.

Conn Sec (P.W. 40.)
43301
file

18 JUL Recd
CCB 109

CRB/mp

13 July 1944

TO: Public Works Sub Commission - ACC
Through Regional Commissioner
Rome Region

VDA
HEADQUARTERS
17 LUG 1944
A. C. C.

1. Forwarded.
2. The action taken in the basic letter was approved by me.

C. R. Birchett

C.R. BIRCHETT
Lt. Col. C.E.
Dir. TCU Div.

Enclosed:

1 Letter dated 11 July 1944

To Col. Hopper
Thompson
M21/6

Please note & file.
H. had discussed this
with me previously

21927

17 Jul
120

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ROME REGION
A.P.O. 394
TCU DIV.

Com Sec (PW 40.)
45501
1/11/44

18 JUL Recd
CB 109.

CRB/mp

13 July 1944

TO: Public Works Sub Commission - ACC
Through Regional Commissioner
Rome Region



1. Forwarded.

2. The action taken in the basic letter was approved by me.

C. R. Birckett

C.R. BIRCHETT
Lt. Col. C.E.
Dir. TCU Div.

Enclosed:

1 Letter dated 11 July 1944

Col. Hopper
Thompson M21/6

Please note & file.
He had discussed this
with me previously

2192/

17 Jul
130

AEM/rm 41

HEADQUARTERS
ALLIED MILITARY GOVERNMENT R A C
T C U DIVISION

Rome 11 July 1944

Subject: Restoration of Fiumicino Harbor for Navigation
To : Lt. Col. Jenny, Director Public Works and
Utilities Sub-Commission
Thru T C U Division and S C A C Rome Region.

1. This will confirm the telephone conversation had with you relative to action taken toward clearing the Fiumicino Harbor and Tevere River of sunken craft and one draw bridge in order to restore navigation.
2. A copy of the original report on the condition of the Harbor dated 24 June was forwarded with copy of the recommendation thereon made by the Dir. of T C U Div. R A A C dated 28 June. The project was approved by the Regional Commissioner, Rome Region on 29 June.
3. Agreement to do the work was entered into with Compagnia Marittima on 30 June. For your information this Company has associated with it the resources of FERROBETON Co. and S.I.L.M. The latter Co. built the dry docks at Naples, La Spezia, Leghorn and Genoa besides extensive harbor work at Naples, Civitavecchia and other points and are well qualified to carry out the work.
4. The agreement was not submitted to your office because it does not require obtaining controlled materials of a civil, electrical or mechanical engineering nature and does not exceed 1,000,000 lire in cost. In fact it is without cost to the Allied Military Government except to furnish in so far as same is available, a prime mover with trailer to move 2495 ton steam cranes, heavy hoists and steel caissons to the site of the work.
5. Progress. Immediately after signing agreement the Compagnia Marittima and associated Co.'s started

(Restoration of Fiumicino Harbor cont'd) 11 July 1944 86

dismantling and assembling about 200 T. of equipment using approximately 50 men for this purpose. Equipment movement started 10 July. To date about 27 T. of equipment has been moved. Delay has been experienced in moving the equipment due to inability to obtain prime mover at right time and to obtain release of trucks from food, coal and other necessary haulage.

6. Authorization has been granted to the chief engineer for the Special Office for the Tevere River and Agro Romano to clear the debris from the streets and restore the water and sewer service at Fiumicino.

7. Your office will be kept informed of the results of surveys now being undertaken by the chief Engineer Tevere River of urgent work required on the Tevere River itself and our recommendations relative to the repair of the mole and right quay as well as estimate of cost.

A E Michel

A. E. MICHEL
Major, Spec-Res.
Public Works Section
T C U Div. - R A A C

2193

C O P YALLIED CONTROL COMMISSION
OUTGOING MESSAGEJUL Recd
CCB.
109.

TO: FOWIT

FROM: NAVY SUBCOMM ~~EXX~~ ADV HQ(PALMER) CLASSIFICATION: SECRET
 REFERENCE NO: ADV -265 PRECEDENCE: PRIORITY
 DATE AND TIME OF ORIGIN: 7-61130B OFFICE OF ORIGIN: NAVY SUBCOMM

AM INFORMING AUTHORITIES IN ROME THAT THE TIBER RIVER AND APPROACHES
 THERETO ARE DANGEROUS PAREN TO FOWIT FROM ADV HQ ACC FOR COMODORE
PALMER PAREN DUE TO MINES AND ALL VESSELS ENTERING THIS AREA DO SO AT
 THEIR OWN RISK AND PERIL

At 21:30 Hopper
 Thompson M817
 Pls note & file
 Ray 7/7

DISTRIBUTION:

All Submissions
 Area Command, Rome
 HQ, AAI.

2189

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

GER/hf 84

ACC/109/PWU

30 June 1944

Subject: Cargo handling Gear and Equipment in Italian Ports.

To : H.E. Minister of Public Works.

Please see my letter ACC/109/PWU dated 1 June to which I have had as yet no reply.

Director
P. Pignatelli
off. 586
30/6

L.A. JENNY
Lt.Col. G.E.
Director. 2188

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394.

14/8

100/100/PWU

24 June 1944.

SUBJECT: Plumbino Port.
TO : Naval Sub-Commission, A.C.C.

1. On a recent visit to Rome, the Regional Engineer of the Rome Region advised me that this Region was very much interested in having the Port of Plumbino cleared of obstructions so that it could be used to unload coal and other supplies destined for that Region. I was also advised that they had contacted naval authorities and that these authorities had advised them that they were not interested in the clearance of this port as it was not of an immediate military character.

2. In view of a recent decision made that the clearance of ports was the responsibility of the Navy and not of this Sub-Commission, although under Italian procedure the Ministry of Public Works is charged with such tasks, and in view of the urgent need for clearing this port so that it can be used by the Rome Region, will you please take this matter up with proper naval authorities and advise this Sub-Commission as soon as possible as to what they are prepared to do to assist in the clearance of this port and, if they cannot engage in this task, to advise us also who should engage in this work of clearing the port.

L. A. JENNY,
Lt. Col., C.E.,
Director.

CC to: Economic Section.
Lt. Col. G. R. Birchett.

Let Col. Rhodes
Pls. note & file
14/8

95R
14/8

Port
file
2187

HEADQUARTERS
 ALLIED CONTROL COMMISSION
 Public Works and Utilities Sub-Commission
 APO 394.

LHJ/3

AOC/109/PWU

1 June 1944.

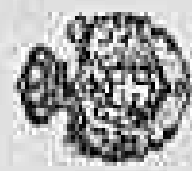
SUBJECT: Cargo-handling Gear and Equipment In Italian Ports.
 TO : H. E. Minister of Public Works.

1. About one month ago I discussed with you the problem of having a survey made in your various ports to find out what cargo-handling gear and other equipment might be needed in the various ports in Italy so as to immediately rehabilitate them after the war.

2. I know that you have issued instructions to your various assistants asking them to make a report to you on this subject. However, I would like to stress that this matter be expedited as much as possible so that we may make a report on this subject at an early date and so that proper arrangements can be made to comply with such a request as soon after the cessation of hostilities as conditions then will permit.

L. A. JERRY,
 Lt. Col. C.E.,
 Director.

I/F
3/16
15/6
Col. Rhodes
Res. note & file
Place temp. in Working Reports
2/10/45
4/6



MINISTERO

DEI

LAVORI PUBBLICI

Prot. N.

4

Alligati

OGGETTO:

Al SIG. COLONNELLO A JENNY

Public Works and Utilities Director
Sub-Commission

16 MAG 1944

194

NAPLES

Risposta al foglio del

Dir.

Ser.

N

L'Ufficio "Repair Yard y water transport coy R.A.S.C." ha emesso l'ordine di demolizione dello scafo della motonave "Giuseppina Surdo" impostato nel Cantiere navale Ciro Palomba di Torre del Greco, e per metà ultimato, perchè riteneva erroneamente che il proprietario Marco Surdo fosse residente all'estero.

Il proprietario Marco Surdo è invece residente nell'Italia Liberata e precisamente a Trapani e si impegna insieme al costruttore Palomba di ultimare la costruzione in 75 giorni avendo già a disposizione tutti i materiali necessari.

Si richiede di urgenza la revoca dell'ordine di demolizione.

IL DIRETTORE GENERALE DEL MINISTERO
DEI LAVORI PUBBLICI

The Office "Repair Yard y water transport coy R.A.S.C." has issued the demolition order of the hull of the motor-ship "Giuseppina Surdo" which lays on the stocks of the Yard Ciro Palomba at Torre del Greco, because it thought by mistake that the owner Marco Surdo, was residing abroad.

The owner Marco Surdo, instead, is residing in the Free Italy and precisely at Trapani, and he binds himself together with the constructor Palomba to complete the construction of the motor-ship within 75 days, having at his disposal already all the necessary materials.

With urgency, it is requested the revocation of the demolition order.

C. PIZZARO S.
General Director of the
Ministry of Public Works.

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DEI LAVORI PUBBLICI

Chapman

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With urgency, it is requested the revocation of the demolition order.

Chapman

C. PIZZANO
General Director of the
Ministry of Public Works.

*Can action not
take place
File*

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JBT/sem

99
109
Rlw.

ES/15

20 May 44

SUBJECT: Salvage of Ships.

TO : Public Works and Utilities Sub-commission.

Reference this Section ES/15 dated 18 May 44, the draft letter submitted to the Chief Commissioner has been signed and forwarded to Flag Officer, Western Italy.

J. Bruce Thompson Major R.A.

J. BRUCE THOMPSON, MAJOR R.A.
G.S.O. 2, ECONOMIC SECTION

2184

Noted

File

418

20/5

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 994

GER/ocb

ACC/109/PWU

19 May 44.

Subject: Salvage of Ships.

To : Ministry of Public Works,
Att: Sig. Tizzano, Director General.

1. Reference previous correspondence on the above matter, I enclose copy of a letter from the Rear-Admiral, Office of Flag Officer, W. Italy, Naples, dated 3 May 44.

2. I invite your particular attention to para. 2, and you should, therefore, take steps to cancel any arrangements you may have made in this connection, and hand over any available information in your possession to your Naval Department.

3. Please transmit this information to the Minister, at once, and acknowledge receipt of this letter.

*Important
Letter*

(1) Lt. Col. Laffer *to acc*
(2) Director. *In return*

Encl. Letter from Office of Flag Officer,
dated 3 May 44.

G.B. RHODES,
Lieut-Colonel, R.E.,
Deputy Director.

2183

ALLIED MILITARY GOVERNMENT
INTER OFFICE MEMO

19 MAY Recd

JBT/lab

107

las

From: ECONOMIC SECTIONSUBJECT: Salvage of ShipsFILE No. ES/15TO: Public Works & Utilities Sub-Comm.18 May 1944

1. Reference the attached letter to the Chief Commissioner, please ensure that the Ministry of Public Works is notified of the correct organisation of salvage in Italian waters as stated in the FOWIT letter dated 3 May 44 (copy also attached).

2. It is made quite clear in the above mentioned letter that the only Italian organisation that can deal with salvage is the Italian Navy working under the direction of the Allied Governments. I do not think therefore that a conference is necessary.

Incl: FOWIT ltr dtd 3 May 44.
ES/15 dated 17 May 44



D. S. ADAMS,
Colonel, C.E.,
Executive Officer,
Economic Section

2182

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

96
JET/1ab

ES/15

17 May 44

SUBJECT: Salvage of Ships.

TO : Chief Commissioner.

Reference attached correspondence I am enclosing a letter from Public Works & Utilities Sub-Commission explaining the actions they have taken.

There appears to have been some confusion in Italian Government circles as to the responsibility of the various Ministries for ship salvage. The position is made quite clear in Rear Admiral Everett's letter, and I do not see any necessity for a conference as suggested in the last paragraph of Lt. Col. Jenny's letter. I will instruct him to tell the Ministry of Public Works that all salvage in Italian waters is controlled by the Naval Commander-in-Chief, Mediterranean, who is dealing with the Italian Navy in this matter.

I am also enclosing a draft letter to Rear-Admiral Everett, as requested.

D. S. ADAMS,
Colonel, C.E.
Executive Officer,
Economic Section.

Incl: Draft of ltr to FOWIT.

218

D-R-A-F-T

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

DSA/iab

ES/15

SUBJECT: Italian Salvage Organisation.

TO : Flag Officer, Western Italy.

1. Reference your FOWIT 223 of 3 May 44, calling attention to a cutting from the Union Jack involving the appropriation of 5,000,000 Lire for raising sunken vessels in Italian harbours. I have made an investigation and find that the basis of this article rises from the activities of the Italian Ministry of Public Works.

2. I have been advised that this Ministry was expecting to engage in certain harbour clearance of secondary ports.

3. In order there may be no confusion I have ordered that the Italian Ministry be notified of the information contained in your letter as to the proper organisation to deal with such matters.

NOEL MASON MACFARLANE
Lieutenant General
Chief Commissioner

Office of Flag Officer,
Western Italy
Naples

3rd May, 1944.

No. FOWIT 223

CHIEF COMMISSIONER,

ALLIED CONTROL COMMISSION

(Copies to:- Flag Officer Taranto, Adriatic & Liaison,
Commodore I. M. Palmer, Head of Naval Sub-Commission
Allied Control Commission
Deputy Principal Salvage Officer, Mediterranean
Commander-in-Chief, Mediterranean.

ITALIAN SALVAGE ORGANISATION

My attention has been drawn in a recent issue of the "Union Jack" to a cutting which reads as follows:-

"Sunken vessels in Italian harbours are to be raised by the Allied Control Commission. An initial appropriation of 5,000,000 lire has been made by the Italian Government."

2. In this connection it is pointed out that the whole of the salvage organisation in the Mediterranean is under the control of the Naval Commander-in-Chief, Mediterranean. This organisation embraces both the operational and commercial salvage interests. At the present moment, by an Allied agreement issued by the British Ministry of War Transport, all salvage in Italian waters (i.e. both marine and war salvage) is regarded as an operational commitment and is dealt with by the Allied Governments.

3. I have been closely in touch with the Italian Navy in recent months, with the approval of the Admiralty, and the Italian Navy have now set up a salvage department which is fully engaged with the Allied salvage organisation in dealing with operational commitments in Italian waters. This Italian salvage organisation has been provided to a certain extent with Allied material and every endeavour is being made to enable them to carry on where the Allied organisation leaves off.

4. As far as is known there is no other material salvage resources in captured Italy which could be applied to this work, and although there may be some perhaps well intentioned speculators posing as potential salvors, they have no apparatus with which to carry out their work, as it is all destroyed.

5. If it is intended that this fund is to be employed for the salvage of vessels in Sicilian waters, it is pointed out that at the present moment, the sunken ships are prizes of war, having been taken in captured ports before the surrender of Italy.

6. It is requested therefore that full details of the proposed salvage fund and organisation now contemplated may be forwarded, and that the British Naval authorities may be consulted before any further steps are taken in this matter. In this connection, it is pointed out that the Italian Naval authorities at Naples have no information regarding the scheme now proposed.

2179
/s/ D. H. Everett
for REAR ADMIRAL
(on duty)

ALLIED MILITARY GOVERNMENT

INTER OFFICE MEMO

From: _____

SUBJECT: *Raising of Ships*
 TO: *Lt Col Rhodes*

FILE No. _____

16/5 1944

If a meeting should be called on this subject while I am away - you saw my letter on it - it should also be pointed out that some of the salvage ships sunk in some of the harbours belong to the Ministry of Public Works and that it has always been its function to do such work.

*2172**43*

File
(Ports)
GSR
17/5

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

LAJ/cob

72

ACC/109/PWU

7 Mar 44

Subject: Salvage Work in Ports.

To : Ministry of Public Works.
Attention Sig. Tiziano, Dir. Gen.

1. Your letter of 6 March 1944 (No.913), regarding salvage operations, does not answer my inquiry. I have to make a reply to our Commissioner in Sardinia on the question of whether the Public Works Ministry representative there can have some of the ports cleared of sunken vessels, or if the Italian Navy is to direct such operations, as your Navy stopped civil operations there. If this is a task which the Ministry of Public Works is to perform, then definite arrangements should be made accordingly and other authorities should not interfere.

2. Will you, therefore, please have this matter looked into and advise me so that I in turn may advise our Commissioner accordingly.

L. A. JENNY,
Lt.Col.,C.B.
Director.

File

2177

Mod. CP. 4

MINISTERO DEI LAVORI PUBBLICI
ISPETTORATO SUPERIORE DEL GENIO CIVILE
 CON SEDE IN NAPOLI

Napoli, addi

- 6 MAR 1944

ANNO

N. 918

Risposta al foglio del

Div. N.°

Allegati N.°

Al TO THE A.E.G.

COLONEL JEMMY

NAPLES

OGGETTO Ditta Enrico Conti-Vecchi Recupero galleggianti effossori del Servizio Escavazione Porti

Subject: Firm: Enrico Conti-Vecchi. Rescue of floating excavators belonging to the Service excavation ports.-

Si prega trattare per ogni lettera un solo argomento, e indicare nella risposta il N. di Protocollo a cui si risponde.

Dal rapporto in data 2 febbraio 1944 indirizzato alla Commissione Alleata in Sardegna dalla Ditta Enrico Conti Vecchi di Milano sui recuperi di navi da essa effettuati nel porto di Cagliari, si deduce che essa è in possesso dell'attrezzatura e della capacità tecnica necessarie in lavori del genere anche di notevole importanza. Sarebbe, perciò, interessante trattare con questa Ditta per il recupero dei numerosi galleggianti effossori di proprietà dell'Amministrazione dei Lavori Pubblici affondati nei vari porti di Napoli, Messina, Trapani, Marsala, Tripoli d'Africa e della Sardegna (oltre quelli affondati o che saranno affondati nei porti dell'Italia occupata). Poiché la Ditta Conti-Vecchi sta esplicando attualmente la sua attività in Sardegna, si potrebbe prendere in considerazione per prima il recupero dei galleggianti effossori affondati nei porti di quell'isola. E' consigliabile, pertanto, che essa prenda accordi col Provveditorato alle Opere Pubbliche della Sardegna, il quale è in grado di fornire notizie aggiornate sulla situazione del naviglio effossorio di proprietà del Ministero dei Lavori Pubblici.

From the report dated 2/2/44 addressed to the Allied Commission in Sardegna, by the Firm Enrico Conti Vecchi of Milan, on the rescues of ships effected in the port of Cagliari, we deduce that it has the equipment and the technical ability necessary for these works, also if they are of considerable importance. Consequently, it would be very useful to deal with this Firm for the rescue of numerous floating excavators belonging to the Administration of Public Works, sunk in the several ports of Napoli, Messina, Trapani, Marsala, Tripoli d'Africa e della Sardegna (besides those sunk or which will be sunk in the ports of the occupied Italy). As the Firm CONTI-Vecchi is at present working in Sardegna, we could firstly take into Consideration the rescue of floating excavators sunk in the ports of the Isle. It is advisable for it to agree with the Provveditorato alle Opere Pubbliche of Sardegna, which is able to furnish adjurned news on the situation of the floating navy belonging to the Ministero Lavori Pubblici in the different ports of Sardegna. For a proper orientation we enclosed a list of the floating excavators existing in Sardegna towards the end of August, in refe-

ci nei vari porti della Sardegna.

Per un'opportuno orientamento si unisce un elenco dei galleoni anti effossori esistenti in Sardegna verso la fine dello Agosto u.s. con indicazione dell'ubicazione e delle condizioni in cui si trovavano in quell'epoca.

Sarebbe desiderabile, infine, che un rappresentante della Ditta in parola di cui non è indicato alcun recapito a Napoli prenda contatto con lo scrivente per trattare il recupero delle draghe, bette in ferro, barche deposito in legno, rimorchiatori ecc., di cui allo elenco allegato, affondati nei porti di Napoli, Messina, Marsala, e Trapani.

rence with the place and the conditions in which they were in that period. It would be advisable that a representative of the firm of which we do not know its address in Naples would come in contact with the undersigned in order to deal with the rescue of excavators, deposit boat in wood, tow boat ect. as in the enclosed list, sunk in the ports of Napoli, Messina Marsala and Trapani.

Chian
THE CHIEF
SERVICE OF P.W. MINISTRY
(C. TIZZANO E)

IL CAPO DEI
SERVIZI DEL MINISTERO LL.FP.
(ING. C. TIZZANO)

Chian

ALLEGATO A

PROGETTO DEI GALLEGGIANTI EFFOSSORI DEL SERVIZIO ESCAVAZIONE PORTI

DISLOCATI IN SARDEGNA

Situazione a fine Agosto 1943

N° d'ordine	Denominazione del galleggiante	TIPO	Porto in cui si trovava nello Agosto 1943	Annotazioni
1	" Duilio "	Draga a secchie	Olbia	affondata
2	" Oneglia "	Pirobarca	"	?
3	" Zara "	Motoscafo	"	?
4	" L/60/1 "	Betta in legno	"	?
5	" L/60/2 "	" "	"	?
6	" A/60 "	" ferro	"	?
7	" Nurra "	Draga a secchie	Alghero (Stagno di Calik)	?
8	" A/50/x "	Betta in ferro	"	?
9	" A/50/J "	" "	"	?
10	" A/190/1 "	" "	S. Antioco (canale di ponente)	affondata
11	" A/190/2 "	" "	" "	"
12	" Sassari "	Draga a refluitamento	Colasetta	"
13	" Sulcis "	Rimorchiatore	"	"
14	" A/210 "	Betta in ferro	Carloforte	"

Allegato B

ELENCO DEI GALLEGGIANTI EFFOSSORI AFFONDATI NEL PORTO
DI NAPOLI E NEI PORTI DELLA SICILIAA) NEL PORTO DI NAPOLI:

- | | |
|--|---------------|
| 1) Betta in ferro della capacità di mc. 210 | " A/210/2 " |
| 2) " " " " " " 290 | " A/290/1 " |
| 3) " " " " " " 190 | " A/190/2 " |
| 4) " " " " " " 190 | " G/H/2 " |
| 5) Barca deposito in legno della portata di Tonn. 100 | " -B.D./35 " |
| 6) " " " " " " 130 | " -B.D./33 " |
| 7) Pontoncino a biga (a mano) della portata di Tonn. 8 | " -Luigi C. " |
| 8) Motoscafo di 60 HP "Glaucio" | |

B) NEL PORTO DI MESSINA:

- | | |
|---|------------------------------|
| 1) Draga a secchie della potenza di HP. 150 | <i>denominata "Vespucci"</i> |
| 2) Betta in ferro della capacità di mc. 190 | " A/190/3 " |
| 3) " " " " " " 210 | " A/210/1 " |

C) NEL PORTO DI MARSALA:

- | | |
|--|--|
| 1) Draga Sardegna ^u Potenza HP. 350-capacità delle secchie
mc. 0,850 (produzione oraria circa mc. 500) | |
| 2) Betta in ferro della capacità di mc. 400 , con porte manovrate
a motore - " A/400/1 " | |
| 3) Betta in ferro capacità mc. 300 - " A/300/4 " | |
| 4) Pontoncino a biga "Littorio" portata Tonn. 15 | |

D) NEL PORTO DI TRAPANI:

- | | |
|--|--|
| 1) Betta in ferro capacità mc. 300 - " A/300/4 " | |
|--|--|

E) NEL PORTO DI MAZARA DEL VALLO:

- | | |
|--|--|
| 1) Perforatrice per minatura subacquea . | |
|--|--|

ENRICO CONTI-VECCHI

PRODOTTI CHIMICI - MINERALI FERROSI - TRASPORTI MARITTIMI - SALVATAGGI E RICUPERI

MILANO

GENOVA CAGLIARI ROMA

FILIALE DI CAGLIARI
ASSEMINI per MacchiaredduTELEGRAMMI COVEMARE
C. P. E. N.On.le
COMMISSIONE ALLEATA in SARDEGNA
CAGLIARI

SEZIONE Salv. Ric.	DATA
RIL. VMP/Pa	5.2.1944

DA CITARE NELLA RISPOSTA

Oggetto : ricupero di piroscafi nel Porto di Olbia

La ns. Ditta ha effettuato il ricupero dei seguenti piroscafi affondati per azioni belliche nel Porto di Cagliari

S. Rita	8.000	Tonn.
Albisola	8.500	"
Capo Mele	5.500	"
Paolo	8.000	"

Di questi, l' Albisola, è stato già rimesso in grado di navigare e, carico di carbone sardo, è già giunto felicemente a Palermo.

Il s/s Capo Mele a fine mese potrà anch' esso riprendere il mare con utili funzioni di trasporto.

Il Paolo si trova sotto scarico.

Del S. Rita, che era stato a suo tempo, ⁱⁿ in condizioni di riprendere il mare, nuovamente colpito da azione bellica il 13 maggio 943 è in corso di II° ricupero.

I carichi di tutti i detti piroscafi sono stati in gran parte recuperati e riutilizzati.

L' opera è stata eseguita a tutto rischio della ns. Ditta, con la sola ns. attrezzatura e con i soli ns. capitali.

Il lavoro di sgombrò nel Porto di Cagliari è pressochè ultimato, e la ns. Ditta nell' intento di non lasciare inutilizzata la propria attrezzatura tecnica e la propria maestranza specializzata, che hanno resi possibili i risultati di cui sopra, aveva già provveduto ad esaminare le possibilità di ricupero dei piroscafi affondati negli altri porti dell' Isola ed in particolare in quelli di Golfo Aranci e di Olbia, dandone relazione al Comando Marittimo Autonomo della Sardegna con lettera 1° Dicembre 943 di cui si allega copia (allegato 1).

Successivamente, valendosi di uno specifico disposto del Codice della Navigazione, con lettera 19 gennaio 944 AL/Ca (allegato 2) la ns. Ditta notificava alle Regie Capitanerie di Porto di Olbia e Golfo Aranci il suo proposito di procedere quanto prima al ricupero dei seguenti piroscafi :

DITTA ENRICO CONTI-VECCHI
RAMO RICUPERI E SALVATAGGI
FILIALE DI CAGLIARI

seguito: Lettera 5.2.1944 alla Commissione Alleata
 in Sardegna-

Piroscafo	" Agata "
"	" S. Josè "
"	" Tana "
"	" Conegliano "
"	" Cor Jesu "
"	" Nirvo "

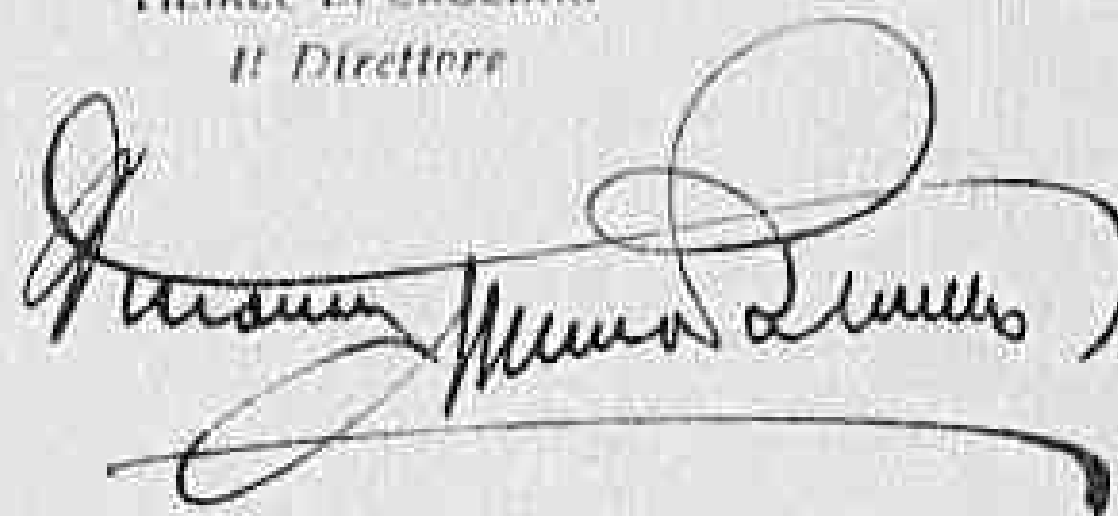
Con vivissima sorpresa riceviamo ora la lettera della R. Capitaneria di Porto di Olbia di cui alleghiamo copia (allegato 3) in detta lettera viene inibito alla ns. Ditta di prendere qualsiasi iniziativa di ricupero, contrastando con i diritti degli armatori e con le più impellenti necessità della Marina Mercantile Italiana; (si noti inoltre che le merci esistenti nei piroscafi affondati sono ancora suscettibili di essere utilizzate).

Si ritiene utile rimettere in visione la ns. lettera di risposta alla R. Capitaneria di porto di Olbia, lettera che qui alleghiamo in copia (allegato 4).

Mentre provvediamo a metterci in contatto con i proprietari delle navi o loro rappresentanti, saremo grati a codesta On.le Commissione se vorrà cortesemente provvedere in modo che la ns. attrezzatura ed organizzazione tecnica, la cui efficienza ha dato i noti risultati, non resti inutilizzata.

In attesa di cortesi comunicazioni portiamo distinti saluti.

Ditta ENRICO CONTI-VECCHI
RAMO RICUPERI E SALVATAGGI
FILIALE DI CAGLIARI
Il Direttore



Telef. 2233

ING. MINIO

2172

COPIA

Ditta L...

RAMO RICUPERI E SALVATAGGI
FILIALE DI CAGLIARIAL COMANDO MILITARE MARITTIMO
DELLA SARDEGNA
E P.C.

AL COMANDO MARINA

ALL'UFFICIO RICUPERI DELLA
SARDEGNA - CAGLIARI

Assemini per Macchiareddu

SALV. RIC. 1.12.1943
LN/lnOggetto: recupero piroscafi

In esecuzione delle istruzioni verbali date dal Sig. Ammiraglio Bruno Brivonesi riferiamo sommariamente sulle condizioni attuali e sulle possibilità di recupero dei piroscafi affondati nei porti di Olbia e di Golfo Aranci. La nostra relazione è basata sulle informazioni dateci cortesemente dal Comando Marina di Olbia; dalle Regie Capitanerie dei porti di Olbia e di Golfo Aranci; dall'Ufficio Imbarchi e Sbarchi di Olbia. Abbiamo potuto altresì raccogliere molti dati in occasione di una visita da noi eseguita sul posto mediante un rimorchiatore messo a nostra disposizione dal Comando Marina di Olbia, mentre altri dati ci sono stati forniti da un palombaro, pure messo a nostra disposizione dal Comando Marina di Olbia, che eseguì varie immersioni sotto la sorveglianza e secondo le nostre istruzioni.

A) SITUAZIONE DEL NAVIGLIO AFFONDATO

OLBIA - Piroscavo A G A T A

Piroscavo della portata di circa ton. 4000/4500, di

E p.c.

AL COMANDO MARINA

OLBIA

ALL'UFFICIO RICUPERO DELLA

SARDEGNA - CAGLIARI

SALV.RIC. 1.12.1943
LN/lmOggetto: recupero piroscafi

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A) SITUAZIONE DEL NAVIGLIO AFFONDATO

OLBIA - Piroscafo A G A T A

Piroscafo della portata di circa ton. 4000/4500, di costruzione non recentissima, ma in buone condizioni. La nave si trovava sotto scarico, quando venne colpita da varie bombe, che produssero numerose falle sulla dritta e sulla sinistra della regione poppiera. Lo spostamento d'aria di altra bomba esplosa ²⁷ banchina

foglio secondo della lettera al Comando Militare Marittimo della Sardegna e per conoscenza al Comando Marina - Olbia e all' Ufficio Ricuperi della Sardegna - Cagliari

produsse una falla nella regione centrale della murata sinistra. La nave trovasi affondata presso la banchina su un fondale di circa m. 7. Il carico è costituito da cereali e legumi.

Consideriamo possibile il recupero della nave, ma non senza qualche difficoltà. Non conosciamo le condizioni dell' apparato motore e delle caldaie, cosicchè non possiamo fare fondate previsioni circa l' entità e la durata degli eventuali lavori necessari per mettere le nave in condizioni di navigabilità.

OLBIA - Piroscalo CORNIGLIANO

Piroscalo della portata di circa Ton. 8.000. La nave carica di esplosivi si trovava attraccata alla banchina dell' Isola Bianca, sotto scarico quando fu colpita da numerose bombe, le quali produssero l' incendio e l' esplosione del carico. La nave affondò presso la banchina, su un fondale di circa m. 8. La murata destra presenta un grande avvallamento nella regione poppiera. L' esplosione del carico ha totalmente distrutto la sovrastruttura della regione prodiera. La prua presenta una notevole inflessione, che fa presumere la rottura della chiglia. E' incerta la quantità di esplosivo che si trova tuttora a bordo.

Ogni possibilità di recupero della nave come ta-

secondo della lettera al Comando Militare Marittimo della Sardegna e per conoscenza al Comando Marina - Olbia e all' Ufficio Ricupero della Sardegna - Cagliari

produsse una falla nella regione centrale della murata sinistra. La nave trovò affondata presso la banchina su un fondale di circa m. 7. Il carico è costituito da cereali e legumi.

Consideriamo possibile il ricupero della nave, ma non senza qualche difficoltà. Non conosciamo le condizioni dell' apparato motore e delle caldaie, cosicchè non possiamo fare fondate previsioni circa l' entità e la durata degli eventuali lavori necessari per mettere le nave in condizioni di navigabilità.

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Ogni possibilità di ricupero della nave come tale è esclusa e deve considerarsi la necessità dello sgombero della banchina e la possibilità di ricupero dei rottami.

foglio terzo della lettera al Comando Militare Marittimo della Sardegna e per conoscenza al Comando Marina di Olbia e all' Ufficio Ricupero della Sardegna, del 1.12.1943

OLBIA - Piroscalo SAN JOSEPH

Piroscalo della portata di circa Ton. 10.000 di recentissima costruzione. La nave di origine francese, fu catturata dai tedeschi nel corso della guerra e, all' epoca del suo affondamento, navigava per conto di questi ultimi. Essa fu affondata a seguito di azione bellica nemica che causò varie falle allo scafo e trovasi attualmente arenata in rada, su un fondale di circa m. 7, a mezzo miglio dalla banchina di Isola Bianca. La nave è in buone condizioni e si presume fondatamente che il suo ricupero possa essere effettuato con solo alcune settimane di lavoro.

Si presume che essa possa essere resa navigabile. Non si hanno notizie sul carico.

OLBIA - Piroscalo TANA

Piroscalo di circa Ton. 6.000 di portata. La nave è affondata su un fondale di circa m. 7, in rada, a 3/4 di miglio dalla banchina della Isola Bianca. E' presumibile che l' affondamento sia avvenuto in conseguenza dell' incendio, causato a sua volta da azione bellica nemica, la quale produsse anche alcune falle nella regione poppiera dello scafo. Gli scoppi produssero la demolizione del ponte nella regione poppiera e il contorcimento delle murate di dritta e di sinistra.

foglio terzo della lettera al Comando Militare Marittimo della Sardegna e per conoscenza al Comando Marina di Olbia e all' Ufficio Ricuperi della Sardegna, del 1.12.1943

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Si presume che essa possa essere resa navigabile. Non si hanno notizie sul carico.

OLBIA - Piroscalo TANNA

Piroscalo di circa Ton. 6.000 di portata. La nave è affondata su un fondale di circa m. 7, in rada, a 3/4 di miglio dalla banchina della Isola Bianca. E' presumibile che l' affondamento sia avvenuto in conseguenza dell' incendio, causato a sua volta da azione bellica nemica, la quale produsse anche alcune falle nella regione poppiera dello scafo. Gli scoppi produssero la demolizione del ponte nella regione poppiera e il contorcimento delle murate di dritta e di sinistra. Il pelo dell' acqua giunge a ⁹ ~~2~~ ¹/₂ m livello

foglio quarto della lettera al Comando Superiore Marittimo della Sardegna e per conoscenza al Comando Marina - Olbia e all' Ufficio Ricupero della Sardegna - Cagliari, del 1.12.1943

della coperta. La nave è tuttora carica di scatolame, di artiglieria, di automezzi e di altro materiale bellico.

Il ricupero della nave appare possibile, e ci riserviamo di dare maggiori ragguagli a seguito di una visita allo scafo da parte di un nostro palombaro di fiducia.

GOLFO. ARANCI - Piroscavo C O R J E S U S

Piroscavo di circa Ton. 5.000 di portata, tuttora in parte carico di farina, zucchero e motocarrozzette. Il carico è parzialmente recuperabile, e la parte di essa non deteriorata può essere immessa al consumo, qualora si preceda senza ulteriore indugio al sollevamento della nave e alla scarica. Il piroscavo affondò per azione bellica nemica che causò varie falle allo scafo, mentre si trovava attraccato alla banchina di Golfo Aranci. Allo scopo di liberare lo scalo, la nave venne rimorchiata sotto costa e arenata su un fondale di circa m. 7.

Si prevede che il ricupero possa essere realizzato in poche settimane di lavoro e che la nave possa essere resa navigabile in breve tempo.

B) PROGRAMMA DEGLI EVENTUALI RICUPERI

foglio quarto della lettera al Comando Superiore Marittimo della Sardegna e per conoscenza al Comando Marina - Olbia e all' Ufficio Ricuperi della Sardegna - Cagliari, del 1.12.1943

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B) PROGRAMMA DEGLI EVENTUALI RICUPERI

folgio quinto della lettera al Comando Militare Marittimo della Sardegna e per conoscenza al Comando Marina di Olbia e all'Ufficio Ricupero della Sardegna, del 1.12.1943

Il ricupero del naviglio in oggetto potrebbe essere iniziato col ricupero del piroscafo Cor Jesus, che appare particolarmente urgente in vista delle possibilità, almeno parziali, di utilizzazione del carico. L'opera potrebbe essere proseguita con il ricupero del piroscafo Agata, soprattutto al fine di liberare una banchina del porto di Olbia e continuata col ricupero del piroscafo San Joseph e Tana e con la demolizione del piroscafo Cornigliano. Deve notarsi che il piroscafo San Joseph potrà sicuramente essere reso navigabile in breve volgere di tempo.

Tutto ciò esposto sommariamente, rimaniamo in attesa delle istruzioni che codesto Superiore Comando vorrà impartirci e che sarà nostra cura eseguire con la massima accuratezza e speditezza.

Tin d' ora però vogliamo esprimere i sensi della nostra gratitudine al Comando Marina di Olbia; alle Regie Capitanerie dei porti di Olbia e Golfo Aranci; all' Ufficio Imbarchi e Sbarchi di Olbia che ci hanno cortesemente e prontamente messo a disposizione tutti i mezzi e le notizie in loro possesso atti a facilitarci il compito assegnatoci.

Con osservanza.

Ditta ENRICO CONTI-VECCHI
Ramo Salvataggi e Ricupero

foglio quinto della lettera al Comando Militare Marittimo della
Sardegna e per conoscenza al Comando Marina di Olbia e all'Ufficio
Ricuperi della Sardegna, del 1.12.1943

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il compito assegnatoci.

Con osservanza.

Ditta ENRICO CONTI-VECCHI
Ramo Salvataggi e Ricuperi
P. Il Direttore

F.to Ianza

ENTRATO CONTI ECCHI
RAMO RICUPERO E SALVAFACCI
FILIALE DI CAGLIARI

C O P I A

ALLA REGIA CAPITANERIA DI PORTO
di

O L B I A

ALLA REGIA CAPITANERIA DI PORTO

di

GOLFO ARANCI

p:6.

AL COMANDO MARINA

O L B I A

ASSEMINI per Macchiareddu

Salv.Riv. 19 Genn. 944
AL/Ca

OGGETTO : Denuncia ai sensi dell' Art. 501 Codice della Navigazione.-

1.12.43.

Con riferimento alla ns. lettera Salv.Ric./In/In del

Officiali dal Comando Militare Marittimo della Sardegna nei giorni 29 e 30 novembre 1943 abbiamo identificato e visitato a mezzo di un rimorchiatore gentilmente messi a disposizione dal Comando Marina di Olbia, i relitti affondati nei porti di Olbia e Golfo Aranci, e particolarmente i seguenti :

- 1) - Piroscalo " AGATA " Olbia
- 2) - " " SAN JOSEPH " Olbia
- 3) - " " TANARUS " Olbia
- 4) - " " CORNICLIANO " Olbia
- 5) - " " COR JESU " Golfo Aranci
- 6) - " " NIEVO " Olbia

ed abbiamo riferito con foglio sopracitato circa le possibilità del ricupero, segnalando che è possibile rimettere a galla i piroscafi sopra indicati ad eccezione del s/s "CORNICLIANO", il quale dovrà a ns. parere essere demolito sul posto data la gravità delle falle, ciò che rende assai dubbio un utile lavoro.-

Con la presente ci pregiamo notificare ad ogni conseguente effetto in conformità ed in applicazione del Codice della Navigazione, ed in particolare degli Art. 501 e 504 dello stesso Codice, che la ns. Ditta ha l'intenzione di provvedere al ricupero delle navi sopra elencate, riservandosi di iniziare le operazioni al più presto, non appena espletate le pratiche prescritte.-

Pregiamo di volerci dare cortesemente atto della presente e, riservandoci di prendere accordi per quanto necessario alla pratica effettuazione dei ricuperi, porgiamo distinti saluti.

OGGETTO : Denuncia ai sensi dell' Art. 501 Codice della Navigazione.-

1.12.43.

Con riferimento alla ns. lettera Salv.Ric./In/In del

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- | | | |
|------|---------------------|--------------|
| 1) - | Piroscafo " AGATA " | Olbia |
| 2) - | " " " SAN JOSEPH " | Olbia |
| 3) - | " " " TANAGLIA " | Olbia |
| 4) - | " " " CORNIGLIANO " | Olbia |
| 5) - | " " " COR JESU " | Golfo Aranci |
| 6) - | " " " NIEVO " | Olbia |

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Ditta ENRICO GENTILE VECCHI
RAMO RICUPERO PIROSCAFI
FILIALE DI CAGLIARI

F.to Ing. V. M. P.
Il Direttore

Ditta ENRICO CONTI-VECCHI
RAMO RICUPERI E SALVATA
FILIALE DI CAGLIARI

R. Capitaneria di Porto di Olbia
Per telegrammi: Compagnare Olbia

Prot. N. 522

Olbia, li 1 febbraio 1944

Alla Ditta ENRICO CONTI-VECCHI
Filiale di Cagliari ASSEMINI per
Macchiareddu.

Argomento : Ricupero nel Porto di Olbia.-

TASSA A CARICO DEL DESTINATARIO

Con riferimento alla Vostra in data 19 gennaio U.S.
informo che il Comando Militare Marittimo Autonomo in Sardegna, interpellato in merito ha disposto che nessuna Ditta privata può assumere l'impresa dei lavori per ricupero dei piroscafi sinistrati in porto.-

Resta perciò vietato in modo tassativo ai rappresentanti di Codesta Ditta, o di qualsiasi altra Società di ricupero, di salire a bordo dei p/fi sinistrati o di intraprendere lavori di qualsiasi genere.+

I lavori di ricupero di questo porto saranno esclusivamente eseguiti dall' Ufficio Ricuperi del Comando Militare Marittimo della La Maddalena.-

P. IL MAGGIORE DI PORTO COMANDANTE .in M.R.S.

IL CAPITANO DI PORTO COMANDANTE

(Cesare Ramponi)

F.to Ramponi Cesare

Diffa ENRICO CONTI - VECCHI
RAMO RICUPERI E SALVATAGGI
FILIALE DI CAGLIARI

Raccomandata espresso

R. CAPIFARMERIA DI PORRO

di

OLBIA

ASSUMINT per Macchiareddu

Salv.Ric. 5-2-1944

IL/2a

Oggetto : Ricuperi sul porto di Olbia

A pregiatissima Vs. N. 522 in data 1 c.m.
Mi duole vedere che le Autorità che dovrebbero aiutare la iniziativa privata nella ricostruzione del nostro Paese, si opponga a che alla nostra Vittoria, che già ha ricuperati 4 piroscafi nei porti dell'Isola, si vieti di compiere delle operazioni di ricupero che oltre ad essere di interesse sociale e nazionale immediato, sono espressamente autorizzate dalle leggi vigenti, dall'altro lato non sappiamo in base a quali norme sia riservato all'Ufficio ricuperi della Sardegna il monopolio del ricupero di navi private affondate per cause belliche; anzi ci fu data in visione una lettera con cui il Ministero della Marina non solo fa divieto alla R. Marina di provvedere al ricupero di navi di privati, ma anche disapprova esplicitamente che la Marina abbia in un primo tempo presa l'iniziativa di occuparsi di tali operazioni.

Sta il fatto che gli unici ricuperi effettuati in Sardegna sono opera dell'iniziativa privata, la quale ha ricuperato a galla in pochi mesi ben 5 piroscafi per complessive 38.000 tonnellate.

Comunque il divieto contenuto nella lettera cui si risponde non tiene in alcun conto il diritto di ciascun proprietario di nave di farla ricuperare da chi più crede opportuno.

Del fatto che fino ad ora solo l'iniziativa e l'attrezzatura privata si sono dimostrate efficienti e realizzatrici, provvediamo a dare notizia alle Superiori Autorità, in modo che esse possano a fondo possino quanto prima

Oggetto : Riporti sul porto di Olbia

A pregiatissima Vs. N. 522 in data 1 c.m.
 Ci duole vedere che le Autorità che dovrebbero aiutare l' iniziativa privata nella ricostruzione del nostro Paese tanto martoriato, si opponga a che alla nostra Ditta, che già ha recuperati 4 piroscafi nei porti dell' Isola, si vieti di compiere delle operazioni di recupero che oltre ad essere d' interesse sociale e nazionale immediato, sono espressamente autorizzate dalle leggi vigenti. D' altro lato non sappiamo in base a quali norme sia riservato all' Ufficio riporti della Sardegna il monopolio del recupero di navi private affondate per cause belliche; anzi ci fu data in visione una lettera con cui il Ministero della Marina non solo fa divieto alla R. Marina di provvedere al recupero di navi di privati, ma anche disapprova esplicitamente che la Marina abbia in un primo tempo presa l' iniziativa di occuparsi di tali operazioni.

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Comunque il divieto contenuto nella lettera cui si risponde non tiene in alcun conto il diritto di ciascuna proprietario di nave di farla recuperare da chi più crede opportuno.

Del fatto che fino ad ora solo l' iniziativa e l' attrezzatura privata si sono dimostrate efficienti e realizzatrici, provvediamo a dare notizia alle Superiori Autorità, in modo che anche i piroscafi che sono tuttora a fondo possano quanto prima riprendere il mare nell' interesse economico del Paese.

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ENRICO CONTI-VECCHI

Prodotti chimici - Minerali ferrosi - Trasporti Marittimi -
Salvataggi e ricuperi

M I L I T A R E

ON. LE COMMISSIONE ALLEATA IN SARDEGNA

C A G L I A R IFILIALE DI CAGLIARI
ASSEMBLARI PER MACCHIAREDDU

Sez. Salv. Ric.

VME/Pa

5/2/44

OGGETTO: ricupero di piroscafi nel Porto
di Olbia

La ns. Ditta ha effettuato il ricupero dei seguenti piroscafi affondati per
azioni belliche nel Porto di Cagliari

S. Rita	8.000	Tonn.
Albisola	8.500	"
Capo Mele	5.500	"
Paolo	8.000	"

Di questi, l'Albisola, è stato già rimesso in grado di navigare e, carico
di carbone sardo, è già giunto felicemente a Palermo.

Il ns. Capo Mele a fine mese potrà anch'esso riprendere il mare con utili
funzioni di trasporto.

Il Paolo si trova sotto carico.

Del S. Rita, che era stato a suo tempo rimesso in condizioni di riprendere
il mare, nuovamente colpito da azione bellica il 13 maggio 1943 è in corso
di 2° ricupero.

I carichi di tutti i detti piroscafi sono stati in gran parte recuperati e
riutilizzati.

L'opera è stata eseguita a tutto rischio della ns. Ditta, con la sola ns.
attrezzatura e con i soli ns. capitali.

Il lavoro di sgombrò nel Porto di Cagliari è pressochè ultimato, e la ns.
Ditta nell'intento di non lasciare inutilizzata la propria attrezzatura tecni-
ca e la propria maestranza specializzata, che hanno resi possibili i risulta-
ti di cui sopra, aveva già provveduto ad esaminare le possibili 216 di ricupe-
ro dei piroscafi affondati negli altri porti dell'isola ed in particolare in
quelli di Golfo Araci e di Olbia, dandone relazione al Comando Marittimo Auto-
nomo della Sardegna con lettera 1° dicembre 1943 di cui si allega copia (al-
legato 1)

Successivamente, valendosi di uno specifico disposto del Codice della Navigazione, con lettera 19 gennaio 1944 AL/Ca (allegato 2) la ns. Ditta notificava alle Regie Capitanerie di Porto di Olbia e Golfo Aranci il suo proposito di procedere quanto prima al ricupero dei seguenti proscafi:

Biroscafo	"Agata"
"	"S. Josè"
"	"Tana"
"	"Conegliano"
"	"Cor Jesu"
"	"Nirvo"

Con vivissima sorpresa riceviamo ora la lettera della R. Capitaneria di Porto di Olbia di cui alleghiamo copia (allegato 3) in detta lettera viene ~~wwwwww~~ ~~taxax~~ inibito alla ns. Ditta di prendere qualsiasi iniziativa di ricupero contrastando con i diritti degli armatori e con le più impellenti necessità della Marina Mercantile Italiana;

(si noti inoltre che le merci esistenti nei proscafi affondati sono ancora suscettibili di essere utilizzati)

Si ritiene utile rimettere la ns. lettera di risposta alla R. Capitaneria di Porto di Olbia, lettera che qui alleghiamo in copia (allegato 4).

Mentre provvediamo a metterci in contatto con i proprietari delle navi o loro rappresentanti, saremo grati a codesta On.le Commissione se vorrà cortesemente provvedere in modo che la ns. attrezzatura ed organizzazione tecnica, la cui efficienza ha dato i noti risultati, non resti inutilizzata.

In attesa di cortesi comunicazioni porgiamo distinti saluti.

DITTA ENRICO CONTI VECCHI

Ramo ricupero e salvataggi

Filiale di Cagliari

IL DIRETTORE

F. TO

2164

DITTA ENRICO CONTI-VECCHI
Ramo Ricuperi e Salvataggi
Filiale di Cagliari

Assemini per Macchiareddu

AL COMANDO MILITARE MARITTIMO
DELLA SARDEGNA

E per conoscenza

AL COMANDO MARINA
OLBIA

ALL'UFFICIO RICUPERI DELLA
SARDEGNA CAGLIARI

SALV. RIC.
LN/In

1.12.1943

Oggetto: ricuperi piroscafi

In esecuzione delle istruzioni verbali date dal Sig. Ammiraglio Bruno Brivonesi riferiamo sommarariamente sulle condizioni attuali e sulle possibilità di ricupero dei piroscafi affondati nei porti di Olbia e di Golfo Aranci. La nostra relazione è basata sulle informazioni dateci cortesemente dal Comando Marina di Olbia; dalle Regie Capitanerie dei porti di Olbia e di Golfo Aranci; dall'Ufficio Imbarchi e Sbarchi di Olbia. Abbiamo potuto altresì raccogliere molti dati in occasione di una visita da noi eseguita sul posto mediante un rimorchiatore messo a nostra disposizione dal Comando Marina di Olbia, mentre altri dati ci sono stati forniti da un palombero, pure messo a nostra disposizione dal Comando Marina di Olbia, che eseguì varie immersioni sotto la sorveglianza e secondo le nostre istruzioni.

A) SITUAZIONE DEL RAVIGLIO AFFONDATO

OLBIA - Piroscafo A G A T A

Piroscafo della portata di circa ton. 4000/4500, di costruzione non recentissima, ma in buone condizioni. La nave si trovava sotto scarico, quando venne colpita da varie bombe, che produssero numerose felle sulla dritta e sulla sinistra della regione poppiera. Lo spostamento d'aria di altra bomba esplosa in banchina produsse una fella

nella regione centrale della murata sinistra.

La nave trovasi affondata presso la banchina su un fondale di circa m.7. Il carico è costituito da cereale e legumi.

Consideriamo possibile il recupero della nave, ma non senza qualche difficoltà. Non conosciamo le condizioni dell'apparato motore e delle caldaie, cosicchè non possiamo fare fondate previsioni circa l'entità e la durata degli eventuali lavori necessari per mettere la nave in condizioni di navigabilità.

OLBIA - Piroscalo C O R M I G L I A N O

Piroscalo della portata di circa Ton. 3.000. La nave carica di esplosivi si trovava attraccata alla banchina dell'Isola Bianca, sotto scarico quando fu colpita da numerose bombe, le quali produssero l'incendio e l'esplosione del carico. La nave affondò presso la banchina, su un fondale di circa m.8. La murata destra presenta un grande avvelamento nella regione poppiera. L'esplosione del carico ha totalmente distrutto la sovrastruttura della regione prodiera. La prua presenta una notevole inflessione, che fa presumere la rottura della chiglia. E' incerta la quantità di esplosivi che si trova tuttora a bordo.

Ogni possibilità di recupero della nave come tale è esclusa e deve considerarsi la necessità dello sgombrò della banchina e la possibilità di recupero dei rottami.

OLBIA - Piroscalo S A N J O S E P H

Piroscalo della portata di circa Ton. 10.000 di recentissima costruzione. La nave di origine francese, fu catturata dai tedeschi nel corso della guerra e, all'epoca del suo affondamento, navigava per conto di questi ultimi. Essa fu affondata 2169 a seguito di azione bellica nemica che causò varie falle allo scafo e trovasi attualmente arenata in rada, su un fondale di circa m.7, a mezzo miglio dalla banchina di Isola Bianca. La nave è in buone condizio-

ni e si presume fondatamente che il suo ricupero possa essere effettuato con solo alcune settimane di lavoro.

Si presume che essa possa essere resa navigabile. Non si hanno notizie sul carico.

C E B I A - Piroscalo T A N A

Piroscalo di circa Ton. 6.000 di portata. La nave è affondata su un fondale di circa m.7, in rada, a 3/4 di miglio dalla banchina della Isola Bianca. E' presumibile che l'affondamento sia avvenuto in conseguenza dell'incendio, causato a sua volta da azione bellica nemica, la quale produsse anche alcune falle nella regione poppiera dello scafo. Gli scoppi produssero la demolizione del ponte nella regione poppiera e il contorcimento delle murate di dritta e di sinistra. Il pelo dell'acqua giunge a poppa al livello della coperta. La nave è tuttora carica di sciolame, di artiglieria, di automezzi e di altro materiale bellico.

Il ricupero della nave appare possibile, e ci riserviamo di dare maggiori ragguagli a seguito di una visita allo scafo da parte di un nostro pelombaro di fiducia.

GOLFO ARACI - Piroscalo C O R J E S U S

Piroscalo di circa Ton. 5.000 di portata, tuttora in parte carico di farina, zucchero e motocarrozzette; Il carico è parzialmente recuperabile, e la parte di essa non deteriorata può essere immessa al consumo, qualora si prenda senza ulteriore indugio al sollevamento della nave e alla discarica. Il piroscalo affondò per azione bellica nemica che causò varie falle allo scafo, mentre si trovava attraccato alla banchina di Golfo Araci. Allo scopo di liberare lo scalo, la nave venne rimorchiata sotto costa e arenata su un fondale di circa m. 7.

Si prevede che il ricupero possa essere realizzato in poche settimane di lavoro e che la nave possa essere resa navigabile in breve tempo.

B) PROGRAMMA DEGLI EVENTUALI
RICUPERI =

Il ricupero del naviglio in oggetto potrebbe essere iniziato col ricupero del piroscafo Cor Jesus, che appare particolarmente urgente in vista delle possibilità, almeno parziali, di utilizzazione del carico. L'opera potrebbe essere proseguita con il ricupero del piroscafo Agata, soprattutto al fine di liberare una banchina del porto di Olbia e continuata col ricupero dei piroscafi San. Joseph e Tana e con la demolizione del piroscafo Cornigliano. Deve notarsi che il piroscafo San Joseph potrà sicuramente essere reso navigabile in breve volgere di tempo.

Tutto ciò esposto sommariamente, rimaniamo in attesa delle istruzioni che codesto Superiore Comando vorrà impartirci e che sarà nostra cura eseguire con la massima accuratezza e speditezza.

Fin d'ora però vogliamo esprimere i sensi della nostra gratitudine al Comando Marina di Olbia; alle Regie Capitanerie dei porti di Olbia e Golfo Aranci; all'Ufficio Imbarchi e Sbarchi di Olbia che ci hanno cortesemente e prontamente messo a disposizione tutti i mezzi e le notizie in loro possesso atti a facilitarci il compito assegnatoci.

Ditta ENRICO COTTI-VECCHI
Ramo Salvataggi e Ricupero
p. Il Direttore
F/to Lanza

2159

DITTA ENRICO CONTI-VECCHI
 Ramo Ricupero e Salvataggi
 Filiale di Cagliari

ASSEMINI PER MAUCCHIAREDDU

ALLA REGIA CAPITANERIA DI PORTO
 di OLBIA

Salv. Ric.
 AL/Co

19 Genn. 1944

ALLA REGIA CAPITANERIA DI PORTO
 di GOLFO ARANCI

p.c.
 AL COMANDO MARINA

OLBIA

OGGETTO: Denuncia ai sensi dell'art. 501 Codice della Navigazione-

Con riferimento alla ns/ lettera Salv. Ric. In/In del 1.12.43.

Officiati dal Comando Militare Marittimo della Sardegna nei giorni 29 e 30 novembre 1943 abbiamo identificato e visitato a mezzo di un rimorchiatore gentilmente messi a disposizione del Comando Marina di Olbia, i relitti sfondatai nei porti di Olbia e Golfo Aranci, e particolarmente i seguenti:

1)-	Piroscafo	" AGATA "	Olbia
2)-	"	" SAN JOSEPH "	Olbia
3)-	"	" TANA "	Olbia
4)-	"	" CORNIGLIANO "	Olbia
5)-	"	" COR JESU "	Golfo Aranci
6)-	"	" NIEVO "	Olbia

ed abbiamo riferito con foglio soprascritto circa le possibilità del ricupero, segnalando che è possibile rimettere a gallo i piroscafi sopra indicati ad eccezione del s/s "CORNIGLIANO", il quale dovrà a ns/ parere essere demolito sul posto data la gravità delle falle, ciò che rende assai dubbio un utile lavoro.

Con la presente ci preghiamo notificare ad ogni conseguente effetto in conformità ed in applicazione del Codice della Navigazione, ed in particolare degli art. 501 e 504 dello stesso Codice, che la ns/ditta ha l'intenzione di provvedere al recupero delle navi sopra elencate, riservandosi di iniziare le operazioni al più presto, non appena esperite le pratiche prescritte.

Preghiamo di volerci dare cortesemente atto della presente e, riservandoci di prendere accordi per quanto necessario alla pratica effettuazione dei ricupero, porgiamo distinti saluti.

DITTA ENRICO CONTI-VECCHI
 Ramo Ricupero e Salvataggi
 IL DIRETTORE
 F/to Ing. V.M.P.

DITTA ENRICO CONTI-VECCHI

R. Capitaneria di Porto di Olbia
per telegramma: Compagnare Olbia

Prot/ N° 522

Olbia, li 1 febbraio 1944

ALLA DITTA ENRICO CONTI-VECCHI
Filiale di Cagliari ASSEMINI per
Bacchiareddu.

Argomento- Ricupero nel porto di Olbia.-

TASSA A CARICO DEL DESTINARIO

Con riferimento alla vostra in data 19 gennaio u.s. informo che il Comando Marittimo autonomo in Sardegna, interpellato in merito ha disposto che nessuna ditta privata può assumere l'impresa dei lavori per ricupero dei piroscafi sinistrati in porto.

Resta perciò vietato in modo tassativo ai rappresentanti di codesta ditta, o di qualsiasi altra Società di ricupero, di salire a bordo dei piroscafi sinistrati o di intraprendere lavori di qualsiasi genere.

I lavori di ricupero di questo porto saranno esclusivamente eseguiti dall'Ufficio Ricupero del Comando Militare Marittimo della M. La Maddalena.

P. IL MAGGIORE DI PORTO COMANDANTE in M.R.S.

IL CAPITANO DI PORTO COMANDANTE

F/to Cesare Ramponi

GV

2157

DITTA ENRICO SONTI-VECCHI
Ramo Ricupero e Salvataggi
Filiale di Cagliari

ASSEMBLARI per Macchiareddu

Salv. Ric. 5.2.1944
LA/Pa.

Raccomandata espresso

CAPITANERIA DI PORTO

i

LEIA

OGGETTO/ Ricupero sul porto di Olbia.

A pregiatissima Vo. N° 522 in data 1 c.m. -

Si duole vedere che le autorità che dovrebbero aiutare l'iniziativa privata nella ricostruzione del nostro Paese tanto martoriato, si opponga a che alla nostra ditta, che già ha recuperati 4 piroscafi nei porti dell'Isola, si vieti di compiere delle operazioni di ricupero che oltre ad essere d'interesse sociale e nazionale immediato, sono espressamente autorizzate dalle leggi vigenti. D'altro lato non sappiamo in base a quali norme sia riservato all'Ufficio ricupero della Sardegna il monopolio di navi private affondate per cause belliche; anzi ci fu data in visione una lettera con cui il Ministero della Marina non solo fa divieto alla R. Marina di provvedere al ricupero di navi di privati, ma anche disapprova esplicitamente che la Marina abbia in un primo tempo presa l'iniziativa di occuparsi di tali operazioni.

Sta di fatto che gli unici ricupero effettuati in Sardegna sono opera dell'iniziativa privata, la quale ha riportato a galla in pochi mesi ben 5 piroscafi per complessive 38.000 tonnellate.

Comunque il divieto contenuto nella lettera cui si risponde non tiene in alcun conto il diritto di ciascun proprietario di nave di farla recuperare da chi più crede opportuno.

Del fatto che fino ad ora solo l'iniziativa e l'attrezzatura privata si sono dimostrate efficienti e realizzatrici, provvediamo a dare notizia alle Superiori Autorità, in modo che anche i piroscafi che sono tuttora a fondo possano quando prima riprendere il mare nell'interesse economico del Paese.

Firmato

2

GV



MINISTERO DEI LAVORI PUBBLICI
UFFICIO SPECIALE DEL GENIO CIVILE
 per le Opere Marittime di Napoli e Provincia

4 MAG 1944
 N. 662 di prot. Sez. 1st

Allegati:

Al Sig. Col. Jenny
 Headquarters Allied Control
 Commission

NAPLES

Risposta al foglio del

N. Div. Sez.

OGGETTO: Visita ai porti di Vibo Valentia- Reggio Calabria - Messina e Cotrone -

Con riferimento al mio rapporto del 27 aprile 1944 n. 594 comunico qui di seguito alcune informazioni avute di recente e che possono essere utili per organizzare le operazioni di recupero di navi nei porti visitati.

1) La Ditta S.I.L.M. (Società Italiana Lavori Marittimi) possiede nel Porto di Napoli un grande pontone a biga denominato " Trieste " della potenza di sollevamento fino a 130 tonn.

Il pontone venne affondato dai Tedeschi.

Le operazioni di recupero iniziate dall'U.S. Navy Department Salvage Group sotto la direzione del Sig. Cap. Daost sono attualmente a buon punto.

La Società S.I.L.M. sta proseguendo detti lavori e si presume che all'incirca entro due mesi il pontone potrà essere in condizione di iniziare i lavori.

Si raccomanda che vengano dati alla S.I.L.M. da par-

Si prega di trattare per ogni lettera un solo argomento e indicare nella risposta il numero di protocollo e la sezione cui si risponde.

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te del Salvage Group i necessari aiuti di materiali e mezzi per accelerare i lavori trattandosi di un pontone che per la sua importanza può rendere utili servizi.

2-) La Società Pietro Cidonio possiede i seguenti mezzi adatti per le operazioni di salvataggio.

1) Nel porto di Castellammare il Pontone " Cesare " della portata di 150 tonn. in corso di recupero -

2) Il pontone " Labor " della portata di 60 tonn. anche in corso di recupero.

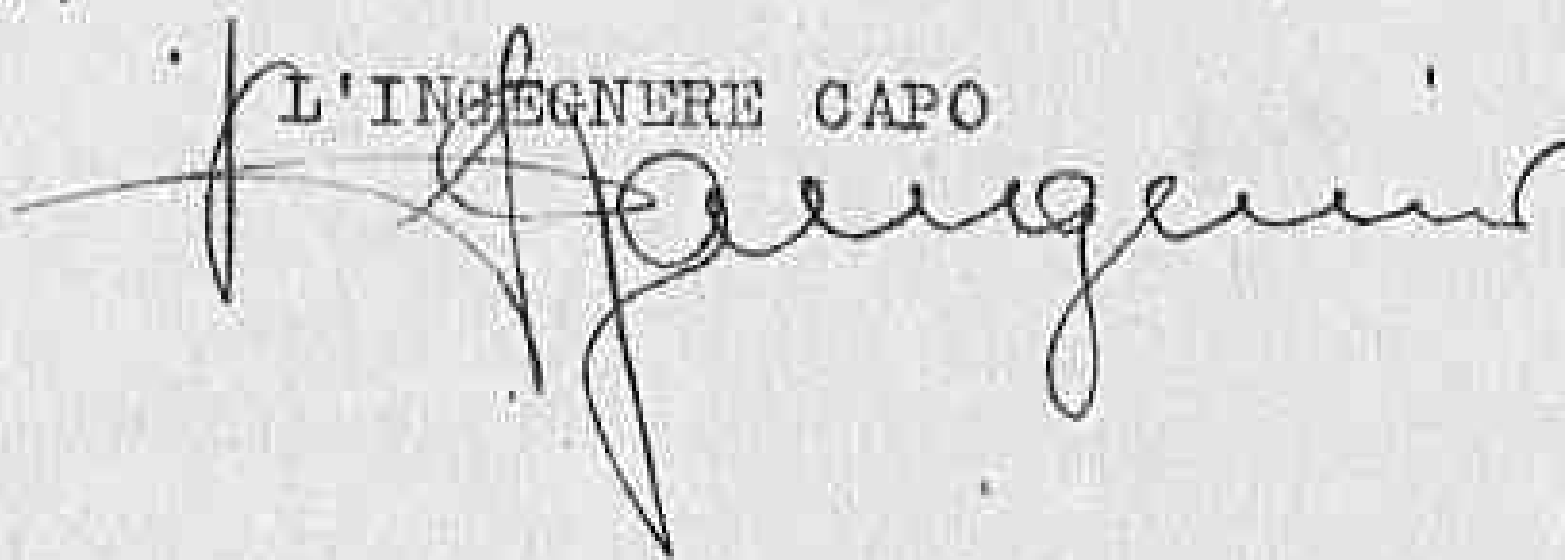
Nel porto di Brindisi il pontone a biga " Ancona " per sollevamento di T. 50 in efficienza ed il pontone "Vincenzo " della portata di T. 100 anche in efficienza.

3) La Ditta Giardino Vincenzo di Napoli possiede 4 barche da palombaro attrezzate e complete con il relativo personale.

4) La Ditta Enrico Conte-Vecchi sta attualmente eseguendo in Sardegna importanti operazioni di recupero e quindi è da presumere che abbia l'attrezzatura necessaria per eseguire analoghi lavori nei porti visitati.

Napoli, li 4-5.44

L'INGEGNERE CAPO



TRANSLATION

To Lt. Col Jenny ; HQ ACC
NaplesMinistry Public Works
Special Office of Genio Civile
for Maritime Works in Naples & Province

File No. 662

subject : Visit to the Ports of Vibo-Valentia
Reggio Calabria; Messina & Cotrone

Referring my my report dated 27 April 44, No. 594
I wish to pass some information that may be useful for the
organization of the salvage of ships sunk in the visited ports.

1) The firm S.I.L.M. (Società Italiana Lavori Marittimi) owns in the port of Naples a large floating crane (salvage ship) "Trie ste" with a lifting capacity up to 130 tons.

This craft was sunk by the Germans; its salvage ^{started} ~~was~~ by the U.S. Navy, Department Salvage Group, under the supervision of Capt. Daost, is almost completed.

SILM is completing the salvage operation of their craft and it is expected that in about two months time this salvage ship will be in operating conditions.

It is recommended that the above mentioned Salvage Group help SILM with materials and means to speed up the salvage of this craft that in view of its importance may render useful services.

2) Società Pietro Cidonio has the following salvage equipment.

1) In the Castellamare harbor the floating crane "Cesare"; with a lifting capacity of 150 tons; now being salvaged.

2) The floating crane "Labor" (lifting capacity 60 tons) also being salvaged now.

In the Brindisi harbor : the floating crafts "Ancona" (50 tons lifting capacity) and "Vincenzo" (100 tons lift. capac.); both in operating conditions.

3) The Firm Giardino Vincenzo of Naples owns 4 divers-boats complete with equipment and personnel.

4) The Firm Enrico Conte-Vecchi is actually engaged ; in Sardinia; in important salvage work ; therefore we believe that they must have the necessary equipment which could be used for similar work to be done in the visited ports.

Naples 4 May 44

THE CHIEF ENGINEER (Gangemi)

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

LJL/csb

ACC/109/PBU

14 May 44.

Subject: Raising of sunken vessels in Italy.

To : Vice President, Economic Section.

Reference, Office of Flag Officer, Western Italy No. FOWIT 223, dated 3 May 44, and memo to you on this subject from Brig. Lush, dated 11 May 44.

On 11 Feb. 44 Brigadier J.K. Dunlop, Regional Commissioner in Sardinia, wrote me about the Ship Salvage Company ENRICO CONTI-VECCHI which had raised four ships in the Port of Cagliari, Sardinia, of from 8000 to 8500 tons, but which firm was refused permission by the Italian Navy to engage in similar operations in the port of OLBIA. He stated that this firm had done good work over there and if it could not continue in Sardinia their equipment and services might be used to advantage over here. To his letter was attached a long statement from that company stating its case. I showed these statements to the Minister of Public Works and asked him to transmit the information to the proper Italian authority.

Some time later the Minister advised me that the clearing of harbors of deposits and wrecks was a function of his Ministry and that he could not see why their Navy was interfering with their functions. I told him that there seemed to be a difference of opinion and that he had better clear it up.

I heard nothing on this subject until March 6 when the Minister stated he was taking the matter up with his government in an effort to clear up that situation and asked would I give him copies of these statements from the CONTI-VECCHI firm. This was done the following day.

On 3 April 1944, I received a letter from the Ministry stating that ship salvage operations were the function of this department and that it had instructed its officers in Sardinia to proceed with their program. A translation of this letter is attached.

In the meantime the Minister had advised me personally that it had been agreed that his Ministry was to handle such operations; that they needed help from us to permit an inspection being made, and that he had advice of a large number of ships being sunk in Reggio harbor, and other So. Italy harbors. I offered to give him whatever assistance we could to find out what the situation was so that a program might be prepared.

Since this was to be his function it naturally also became our function, and we try to act promptly on all such matters.

On 10 March 1944 the Minister wrote a letter to his representative at Catanzaro, with a copy to me, asking him to take action and stating that 5,000,000 lire had been made available for this work. Copy of a translation of his letter is attached.

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Early in April the Minister advised me that he wanted to send a representative to Co. Italy to make a general inspection and would I assign someone from my office to accompany him. Capt. Gamble from this office and a Mr. Gengoni of the Ministry made such a general survey and report. The report gave the names and tonnages of vessels, and a plan showed the approximate location of vessels in three ports. It was found that there were some salvage ships there which should be raised first and that, according to our information, Italians had obtained the assistance of the Allied Navies in the raising of one of these salvage ships for them.

After we had this information it was evident that some program was needed in order to proceed in an orderly manner. Consequently we contacted our Shipping Sub-Commission in an effort to have their cooperation and to see that whatever ships may be raised would be of a type which they could use.

We were never informed of any exclusive jurisdiction of the Navy in such matters and, we naturally went on the assumption that if the P.W. Ministry can raise sunken ships in Sardinia it can do so here, and since ships are needed, we were glad to cooperate.

As to the article in Union Jack, we have made reference to this activity in several monthly reports, which were available to Public Relations Branch, and I have made reference thereto at the last Staff Meeting of General MacFarlane. (See report of meeting, page 16, para. F-4.) No one raised any objection thereto. As a result of the above the article was prepared and it was read to me over the phone asking if it was correct to which I stated, it was.

Since it now is evident that there appear to be differences as to jurisdiction of such matters it would seem that a conference be had on this subject by all interested parties to determine where the Ministry of Public Works may be permitted to operate and under what restrictions. All we did was to be helpful in what appeared to be an important task of our responsibility.

L.A. JENNY,
Lt.-Col., C.E.,
Director.

Enclosures: References above returned herewith.

April 1944

MINISTRY OF PUBLIC WORKS

File No 836/VI General Affairs

reply to com. of 7 March
ACC/109/PWU

To Lt-Col L.A. Jenny
ACC- P.W. & U. Sub-Commission, APO 394

subject : Works for the salvage of ships
sunk in Sardinian ports.

Referring to your letter of March 7, 44 ACC/109/PWU I inform that operations for the salvage of the ships sunk in Sardinian ports have been entrusted to the Provveditorship (Office of the Provveditore) of the Public Works of Sardinia.

Said Office has been invited to get in touch with the Company that had already salvaged four sunken ships, with an aggregate tonnage of 30.000 tons, in order to proceed to bring to the surface other ships now lying at the bottom in the ports of the Island.

THE CHIEF OF THE INSPECTORATE

(signed) Ing. Vito Pugliese

(translation)

Salerno, 10 March 44

MINISTRY OF PUBLIC WORKS

File N. 2412

To the Inspector General of the
Genio Civile Compartimento of
Catanzaro

Copies to: Chief Engineer of Genio Civile
Reggio Calabria

Subject :

Chief Engineer of Genio Civile
Catanzaro

Salvage of ships sunk in
the Reggio Calabria harbor.

Lt-Col L.A. Genny
ACC- P.W.AU. Sub-Commission
Naples

From information received it appears that 39 ships lie
sunk in the harbor of Reggio Calabria; some of these ships appear
to contain cargoes of a certain value.

Bringing to the surface such ships we will obtain the
double advantage of eliminating the present difficulties in the
usage of the port and at the same time salvage provisions and
precious materials.

The question interests very much the Italian Government
and it has been brought to our attention by the Allied Control
Commission.

We beg this Office of the Inspector General to examine
this matter and to propose to this Ministry the measures to be taken,
keeping in mind that among said ships there is one equipped for the
salvage of boats, so that if it would be possible to salvage first
this ship, this would make easier the successive work for the salvage
of the other ships.

Another ship equipped with ship salvage equipment sank in
the harbor of Vibo-Valentia.

Your Office will contact local firms equipped to carry on
works of this type, or firms in other regions, or the local Command
of the Royal Navy because they eventually study the possibility of
employing for such work any means and capable personnel that they
may have at their disposal.

Your Office must study accurately the question about
which we are discussing, and attempt all possible means to arrive to
a quick and concrete result.

We wish to inform that the Chief Engineer of the Reggio
Calabria Office, in a project presented to this Ministry, has

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estimated, for the salvage of the ships sunk in that port and for other works concerning repair and banking of the jetties, an expenditure of 5,000,000 Lire. Within the limits of this sum and giving absolute priority to the salvage work we authorize the immediate execution of this work, for the purpose above mentioned of salvaging the ships.

A kind and prompt acknowledgment will be appreciated.

THE MINISTER
(signed) De Caro

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 394

6 - MAY 1944

59
109
120

Ref/201/24/CA.

6 May 1944

SUBJECT: Salvage of Shipping.

TO : R.C. Region II.

1. Reference your ECA/2061/6 of 28 March 1944.

2. The salvage of shipping in this theatre is the responsibility of the Royal Navy or the United States Navy. The offer of Piero Luigi's firm referred to in your letter under reference will be brought to the notice of the authorities responsible.

3. The question of salvage of shipping round the coasts of S. Italy, Sicily and Sardinia has been given considerable attention lately by this HQ and it is expected that salvaging operations will be in hand before long.

MES
for NORMAN M. FISKE
Colonel,
Deputy Executive
Commissioner.

✓ Copies to: Economic Sec. (2) - For Public Works & Utilities, 2143
and Shipping Sub-Commissioner

6 May
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MINISTRY OF PUBLIC WORKS
No. 21004
(translation)

Salerno, 4 May 44

subject : data on ports equipment

Please
Please reply immediately to the urgent service note, No. 4476, 19 April 1944, requesting that the Offices under your jurisdiction should send as soon as possible to this Ministry detailed reports on the equipment and installations necessary for the operation of the ports in their areas, mentioning in details the capacity and sizes and types of the equipment (elevators, cranes, etc.) specifying if the request covers new installations or installations to replace equipment destroyed or damaged, mentioning also the type of equipment most suitable (preferred) and estimated data on the traffic to be handled by the port.

THE MINISTER (signed) Tarchiani

2147

MODULARIO
L. P. C. - 324Mod. 116-a (speciale)
(Edizione 1941)

N° 21004

UFFICIO

MINISTERO DEI LAVORI PUBBLICI

OGGETTO: notizie sulle
attrezzature portuali.AL PROVVEDITORE ALLE
OO. PP. PALERMOAL PROVVEDITORE ALLE
OO. PP. CAGLIARIAGLI ISPETTORI GENERALI
DEL GENIO CIVILE DI N. BARI

Risposta al N.

CATANZARO

del

POTENZA

e, per conoscenza:

ALL'ISPettorato SUPERIORE
DEL GENIO CIVILE DI

Al

NAPOLI

AL L.T. JENNY

Direttore della Sottocommissione Alleata
di Controllo per i lavori
e servizi pubbliciNAPOLI

Biglietto Postale di servizio urgente



Salerno

194

Si prega voler dare immediato
riscontro al biglietto urgente
di servizio del 19/4/1944 n. 4476
col quale si invitava la S.V. a
disporre che gli Uffici dipendenti
inviassero subito a questo
Ministero relazioni dettagliate
sulle attrezzature necessarie al
funzionamento dei porti di loro
giurisdizione, con speciale ri-
ferimento alla capacità e specie-
rità del macchinario (elevatori,
grue, etc.), specificando se si
tratti di impianti nuovi o di so-
stituzione di quelli precedenti
ed eventualmente distrutti o
danneggiati, il tipo di macchine
preferite ed il presuntivo movi-
mento commerciale del porto.

IL MINISTRO
(Tarchiani)

21/4/44

Ufficio Delegato
Posta (Chiusura)
[Signature]

Mod. 116 - a (speciale).
(Edizione 1941)



MINISTERO DEI LAVORI PUBBLICI

BIGLIETTO POSTALE DI SERVIZIO URGENTE

(da spedirsi e recapitarsi coi mezzi ordinati e da aprirsi subito dall'ufficio destinatario)

Al LT. COL. JENNY

DIRETTORE SOTTOCOMMISSIONE ALLEATA
DI CONTROLLO DEI LAVORI E SERVIZI PUBBLICI



NAPOLI

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

6 MAY Recd

JBT/ml

109
Rls.

Quincy at

TO : Public Works & Utilities Sub-Commission.

Reference conversation (Lt. Col. Rhodes and Major Thompson) herewith,
copy Luigi Fiore's offer for submission to the appropriate Naval Authorities.

J. B. Thompson Major R.A.

J. B. THOMPSON, Major R.A.
G.S.O. 2, Economic Section

Incl.
Copy of Luigi Fiore's letter.

For Lt. Col. Rhodes

hml

Offer

Put in Ports File

x B/F

2146

GER

7/5

6 May

C O P Y

Translation of letter from Luigi Fiore, Cittadella del Capo,

21 March 1944

A.M.G. Headquarters,

COSENZA

Whereas, on the 9/11/43 and the 10/12/43 the undersigned Firm asked the Allied Command and the XXXI Army Corps for authorisation to recover and salvage the vessels lying on the coastal zone between S. Eufemia Lamezia and Sapri.

And whereas the said vessels, if put back into working order, could greatly relieve the maritime coastal traffic, especially in this moment of need for supplies for the civilian population.

And whereas, in spite of the urgent application by the undersigned Firm to the competent Authorities, between 9/11/43 and now much loss and damage has been incurred by vandalism, neglect and bad weather, to the great disadvantage of the Nation, the National Economy and the general interests.

The undersigned Firm has the honour to repeat the request that there should be no objection ("nulla osta") to the recuperation of the said materials, according to Articles 501 and following Articles of the "Codice della Navigazione", in order that work may be started as quickly as possible, to remedy and restrict the damage sustained.

Therefore a "nulla osta" is requested for the following concession scheme:

- 1) The Firm Fiore Luigi is authorised to recover and salvage all nautical material and accessories, if necessary by demolition, in the maritime zone from S. Eufemia Lamezia to Sapri inclusive, and in the coastal zone as far as concerns abandoned or wrongfully recovered material, that may be utilisable in the in-

And whereas the said vessels, if put back into working order, could greatly relieve the maritime coastal traffic, especially in this moment of need for supplies for the civilian population.

And whereas, in spite of the urgent application by the undersigned Firm to the competent Authorities, between 9/11/43 and now much loss and damage has been incurred by vandalism, neglect and bad weather, to the great disadvantage of the Nation, the National Economy and the general interests.

The undersigned Firm has the honour to repeat the request that there should be no objection ("nulla osta") to the recuperation of the said materials, according to Articles 501 and following Articles of the "Codice della Navigazione", in order that work may be started as quickly as possible, to remedy and restrict the damage sustained.

Therefore a "nulla osta" is requested for the following concession scheme:

- 1) The Firm Fiore Luigi is authorised to recover and salvage all nautical material and accessories, if necessary by demolition, in the maritime zone from S. Eugemia Lamezia to Sapri inclusive, and in the coastal zone as far as concerns abandoned or wrongfully recovered material, that may be utilisable in the interests of the undertaking; 2145
- 2) The concessionary Firm is authorised to restore the vessels to efficiency to the greatest possible extent, and to use them to relieve coastal, maritime and land transport;
- 3) The concessionary Firm undertakes to place at the disposal of the Allied Command (if need be for civilian transport) the vessels restored to efficiency; freight to be agreed;
- 4) The concessionary Firm is authorised, in case of need; to call on the intervention of the Police Force, for the protection of material recovered and to be recovered.

In consideration of the foregoing, and in the conviction of being able to alleviate the damage so far sustained, the undersigned hopes that the usual good sense of A.M.G. will predominate, and that the "nulla osta" will be granted.

Yours etc.

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY & COMMERCE SUB-COMMISSION
APO 394

JSET/jfl

Ref. ACC/5228/IC

14 April 1944

SUBJECT: Provision of Cargo Handling Gear in Ports
Reverting to Civilian Use

TO : Director, Public Works & Utilities Sub-Commission
(THROUGH: Economic Section)

1. We inclose herewith copy of letter from MGS, reference MGS/C-13 of 8 April dealing with the above subject.

2. We have been instructed by the Economic Section to request you to undertake the review therein referred to and to prepare the necessary report for us to forward to MGS in due course.

3. Should the result of your inquiries indicate that it appears to be desirable to requisition considerable quantities of gear, we should be obliged if you would forward us the necessary information in due course in order that we may prepare the necessary requisitions which will be forwarded by us in the ordinary way to AFHQ.

1 Incl. (As per par. 1 above)

Copy to: Economic Section

John Stoddard
W. P. EVANS
Colonel
Director, Industry & Commerce
Sub-Commission

*Requested of Whinniter at a
conference in this office 18/4/44.
He to issue instructions to his engineers
for a survey of such requirements and
report to us.*

W.P.E. 19/4

2147

B/7

June 1

15 a/k
6

C O P YALLIED FORCE HEADQUARTERS
Military Government Section

JEB/MJG/jm

Ref. MGS/C-13

8 April 1944

SUBJECT: Provision of Cargo Handling Gear in Ports
Reverting to Civilian Use

TO : HQ A.C.C.

1. It has been pointed out by M & Tn AFHQ that when the Military Forces are eventually withdrawn from Mediterranean ports and these ports revert to Civilian use, there will be little or no cargo handling gear remaining.

2. An extensive review of the situation is, therefore, now necessary in order to reach a decision as to what quantities of essential handling gear will be required. A report should be forwarded to this HQ in due course.

3. If the situation, upon investigation, indicates that considerable quantities of gear will be required, it will be necessary to requisition such material without undue delay to ensure its arrival in ample time.

/s/ J. E. Butterworth
J. E. BUTTERWORTH
Colonel, Infantry
Economics & Supply Division

Copy to: M & Tn, AFHQ

C O P Y

2143

ACC/109/PWU

LAJ/gf

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission

2 May 1944.

SUBJECT: Salvaging of Shipping.
TO : Economic Section, A.C.C.

1. The matter of salvaging shipping is being pushed very actively. A preliminary survey has been made in some of the South Italy ports and the report rendered. This work has been carried out jointly between the Ministry of Public Works and this Sub-Commission. There are two salvage ships in that section of Italy which must be raised before any other operations can be undertaken.
2. At a lengthy conference with the new Minister of Public Works this morning, this was one of the problems discussed and a request was made that the Minister arrange as quickly as possible to have the two salvage ships raised and to have the Hydrographic Section of his Department make a survey of all sunken vessels at the various ports with a list of all such vessels including their contents. The Minister will work on this matter with the Italian Ministry of Merchant Marine.
3. At a conference held this afternoon between this Sub-Commission and the director of our Shipping Sub-Commission, this problem was discussed in some detail, as well as the question of finishing certain ships which are partially completed on shipways. The Shipping Sub-Commission will contact the proper Mediterranean Allied Naval Officers in order to obtain their cooperation and collaboration.
4. This whole matter will continue to receive our serious attention and we hope that some actual salvaging operations will be in hand before long.

L. A. JENNY,
Lt. Col., C.E.,
Director

Col. Jenny

Major Thompson came

to see me today about this

San off from a Reg II firm

to do some salvage. I gave

him headings for a suggested reply

(Copy of off is being sent - for this

file.)

5/5

5/5

Post file
2943

ALLIED MILITARY GOVERNMENT

INTER OFFICE MEMO

From: *P10 & V Sub Com*

*Given to
2/5/44
Def*

SUBJECT: *Salvaging motor on lighters*
TO: *Capt Hay (Gen Section)*

FILE No. _____

1/5 1944

This is a matter to be taken up with the Ministry of Public Works who is charged with all salvage problems, and this Ministry works in close cooperation with the Min. of Merchant Marine on such matters. We are taking the necessary steps.

Letter from Maj. Hartman returned herewith.

Def

21730

*file
Def*

(translation)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Agriculture Sub-Commission
APO 394

AGR/BCFM/wht

50000/AGR

29 Aprile 1944

SOGGETTO : Pontoni abbandonati lungo le coste e spiagge
italiane , specialmente in Calabria.

TO : Economic Section.

1. Ci consta che ci sono diversi pontoni (chiatte); alcuni di origine tedesca, abbandonati lungo le spiagge della Calabria. Circa dieci di queste imbarcazioni sono state notate fra Salerno e Reggio.

2. Questi pontoni, che non possono essere usati nelle loro condizioni attuali, sono forniti di motori che potrebbero venire utilizzati dall'industria della pesca.

3. Se questi pontoni non verranno ricupareti, ed il loro ricupero potrebbe essere fatto molto facilmente, i loro motori spariranno certamente. Ci consta difatti, che parti di questi pontoni vengono asportati giornalmente da gente che va a bordo senza permesso. Inoltre, esposti come sono all'azione dell'acqua di mare, i motori verranno rovinati dalla ruggine.

4. Questa Sotto Commissione vorrebbe provvedere al ricupero di parti e macchinari utilizzabili dato che ci sono diversi battelli moto-pescherecci inutilizzati per mancanza di motori. Si vorrebbe sapere che procedura si deve seguire per ottenere il permesso per effettuare tali ricuperi, che sarebbe fatto usando mezzi locali forniti dalle Capitanerie di Porto.

W.A. HARTMAN
Major
Director

Copia:

Sotto Commissione Industria e Commercio ACC
Ministero dell'Agricoltura
Rappresentante A.C.C. presso il
Ministero dell'Agricoltura.

2140

Subject; Inspection of Docks at Reggio Calabria, Cosenza, Vibo Valentia. *U. Crotona*

To : Director, Sub-Commission. *Thro. H. Col. Laboon.*

From : Capt. W.H. Gamble.

Date : 24 April 1944.

Sir,

I have the honour to report that in conformity with orders issued 28 Mar 44, I left this station 7 Apr. in company with Ing. Fortunato Gangemi of the Genio Civile and proceeded via Cosenza to Vibo Valentia. I interviewed the Captain of the Port, Capitano Valente and obtained from him the following information.

Two ships are sunk in the harbour, together with several small armoured Italian "motozzatere". The particulars of the two large ships are as follows:

(1) A salvage ship with lifting capacity of 70 tonnes, belonging to la Societa Socomar. This ship was working on the Outer Mole at time of sinking. Covered with 6 metres. No inspection has been made by divers, but believed to be only slightly damaged, as time of sinking was prolonged.

In conversation I gathered the impression that the owners ~~of this ship~~ did not desire the salvage of this ship, nor have they made any endeavours, fearing that it would be immediately requisitioned by the Allied Authorities.

(2) A steamship Carlo Zeno of tonnage 2,000 owned by Ditta Salvagni of Venice. Cargo contains various materials not definitely known. The Ditta Abbrandi of Tropea has been given the contract of salvaging the cargo of this ship but no work has been commenced to date. This contract has been placed by the Italian Military Authorities at Catanzaro 21st Corps, from which it can be inferred that the cargo is known to contain Italian Military material.

In connection with the several small Italian landing craft the Italian Naval Authorities have sold these to the firm Catalano of Taranto, as they are. No work yet started.

Regarding damage to Docks at this Port there is nothing of an urgent nature and with the exception of improving the outer mole, any extension works can be postponed till after the war. To improve the outer mole for better security to berthed vessels an estimate of 9,000,000 L. has been prepared, and there would be required 15,000 q.li. of cement, 3,000 q. li. of coal. No local firm exists who could undertake this work.

The refloating of the Salvage Ship would not be a difficult undertaking and I would suggest that the Allied Naval Authorities are approached to undertake this work on the same terms as obtained for the Salvage ship at Crotona, (referred to later). The ship to be requisitioned and used by the Allied Naval Authorities.

Reggio Calabria.

At this port I interviewed the British Naval Officer in command of the Port, Lieut. D'Arcy and also the Italian Port Officer, Col. Spirella. A plan of the Port was produced showing the position of the sunken vessels, a copy of which is being prepared and will be submitted with the report of the Genio Civile. The main particulars of the ships sunken are as follows:-

- (1) The steamship "Stella" with about 600 to 800 tons of German coal, explosives and a small quantity of benzine.
- (2) A salvage ship with lifting force of 30 tonnes belonging to the Societa Socomar. This ship is believed to be badly damaged.

About 36 other small craft some of which are known to contain war material.

In connection with the Stella, Lieut. D'Arcy, the Port Officer, informed me that if I could arrange to dispose of the coal at a price not less than one pound per ton, arrangements with an Italian Salvaging Firm could be arranged, also he required timber for sealing the hatches. I consequently contacted the Provincial Officer at Messina and through Lt. Hodges of the reconstruction staff arranged for the cargo of coal to be taken over as it was salvaged. Lt. Jarman, Timber Officer, who I subsequently contacted, is arranging for the supply of necessary timber, which in reality exists in abundance at Reggio Harbour. I informed Lieut. D'Arcy verbally of these arrangements and official confirmation is required in order that the salvage operations can be expedited.

Industry and Commerce Sub-Commission require official intimation of the presence of the coal about to be extracted from the "Stella".

Of the cargoes of the remaining ships little information could be obtained. I am of the opinion however that their salvage would be a very easy task by the Salvage Ship from Crotone or Vibo Valentia, and would be a profitable undertaking.

With regard to the reconstruction of the Port, severe damage to the quays on the eastern side is apparent. It is necessary however to refloat the "Stella" before this work can be undertaken. If salvage operations on this ship could be commenced the reconstruction work could be carried out by the Genio Civile in order of priority, and only work of urgent importance, necessary for the berthing and unloading of ships would be first executed. A total estimate of L.12,500,000.00 has been submitted for this work (labour only). I am of the opinion however that work is included in this estimate which could be postponed till after the war. The Genio Civile I understand will report in detail on this matter with plan, which will clarify the position and reveal the line of demarcation between (a) work desirable, but which can be postponed till the end of hostilities without detriment to the efficiency of the port, and (b) urgent work necessary for the port to function and (b) work desirable, but which can be postponed till the end of hostilities without detriment to the efficiency of the port.

Messina.

C At the port of Messina a programme of clearance and reconstruction of the quays has been prepared amounting to L. 400.000.000.00, much of the works included in this estimate is entirely unnecessary for the efficient functioning of the port. A sum of L. 25.000.000.00 has been authorised and obtained to cover a three month period April to June, for the clearance of the quays and essential repairs to cranes and quays etc. as agreed by the Provincial Officer with the Genio Civile. In conversation with Lt. Hodges, Construction Officer of the Provincial Commissioner it was agreed that L. 100.000.000.00 would suffice to cover all repairs to quays etc. necessary for the efficient functioning of the port and this officer had already submitted this figure as a maximum for approval. There is included in this sum of L. 25.000.000.00 a sum of L. 15.000.000.00 for the reconstruction of 100 metres of pier commencing at Maritime Station. In company with Lt. Hodges and the Prefect and Italian Staff I inspected the work to be executed, and which has been given priority by Lt. Hodges within the project of the 25.000.000.00 scheme, and agree that this officer has acted with circumspection and energy in sifting out the important works from the unimportant.

The L. 400.000.000.00 project is in actuality the requirement of the Prefect, who desires the Allied Government to reconstruct the whole of the damaged quays and warehouses and dwellings in the immediate environment of the port, to a state comparable to their pre-war condition.

A local firm is in existence at Messina with the necessary plant for execution of the reconstruction work. It should be noted however that the removal of sunken craft will be necessary before the full programme embodied in the L. 100.000.000.00 scheme can be completed.

A detailed plan of the Port showing the position of sunken vessels is being prepared and will be forwarded to this Sub-Commission.

Crotone.

In this port two ships are sunk:-

- (1) A minesweeper of the British Navy.
- (2) A salvage ship with lifting force of 70 tonnes, belonging to the Societa Didonio (Headquarters at Rome).

British Naval officers have visited the port and reported favourably on salvaging the minesweeper, which work will be undertaken at an early date. I was fortunate in contacting the representative of the owners of the salvage ship, Signor Marco Palmieri and it was agreed by him in writing on behalf of his firm, for the salvage ship to be refloated by the British Naval Authorities, simultaneous with, or subsequent to their operations on the minesweeper. The full cost of the salvage operations to be borne by the Societa Didonio and the ship taken over and staffed by the Allied Authorities for salvage work. The sum of 50.000 lire per month for hire of the ship to be credited to the Societa Didonia against the cost of its salvage, (estimated at 200,000 lire).

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This ship from reports received is in good condition, and by this agreement any repairs necessary would be recoverable in the form of profitable employment of the ship at Reggio and other Italian ports.

The opinion of and reaction to this suggested agreement is required from the Naval Authorities, who it is reported are arranging salvage operations for the mine-sweeper.

A certain amount of work is necessary for the repair of the Eastern Mole, estimated to cost L.100.000.000.00, but in view of the fact that the Harbour is capable of berthing 5 ships of 7,000 to 10,000 gross tonnage in its present condition, any further works projected in the form of extension to quays are unnecessary.

Conclusion.

The object of the tour of inspection was mainly to differentiate between the works of necessity for war operations and for economics, and works not considered necessary at this time.

The representative of the Genio Civile, Signor Gangemi, in his report will be in a position to define this line of demarcation, and it is considered and agreed by him that the importance of raising the Salvage Ship at Crotona is of paramount importance, in order that subsequent operations can be proceeded with at Reggio.

The British Naval Officer at Reggio informed me that he would endeavour to expedite the salvage of the "Stella" at Reggio and the recovery of cargoes of other ships in that harbour. The existence however of a construction Officer at Reggio to act as liaison officer for the co-ordination of the salvage and reconstruction operations at that port is considered necessary for the successful and expeditious carrying out of that work.

Lt. Hodges at Messina has energetically and efficiently got things moving at Messina, and I would advise if possible his services to be extended to Reggio Calabria or loaned to that Province.

I have the honour to be, Sir,

Yours respectfully,

W.H. Gamble

Captain,

PUBLIC WORKS DEPARTMENT.

Naples, 27.4.1944.

To Col. Jenny
 HQ. ALLIED CONTROL COMMISSION
 NAPLES.

Replying to letter dated 24/3.44
 NACC/109

Subject: Inspection to the harbours of Vibo Valentia, Reggio Calabria - Messina and Crotone.

I visited, together with Cap. Gamble, the ports of Vibo Valentia, Reggio Calabria, Messina and Crotone, according to instructions received from you, in order to ascertain the real difficulties connected with the reconstruction of these harbors, and also to determine the extent of works to be done.
 I have the honor of submitting to you as follows the results obtained during our visit:

1) PORT OF VIPO VALENTIA.

In this Port the following crafts have been sunk:

a) a floating crane of an elevating power of about 70 tons, belonging to Soc. Socomar ^{which} was performing construction works at the pier.

The floating crane leans on about 6 meters bottom.

No subsequent inspection has been performed yet, but by the way the crane has sunk, it is supposed its leaks are of no account.

b) The Steamer "Carlo Zeno" of about 2000 tons, belonging to the firm Salvagni of Venice, loaded with unspecified war material.

The firm Alibrandi of Tropea (Prov. of Catanzaro) was charged by the Headquarters of the 21st. Italian Army-Corps of Catanzaro to recover the materials loaded on the ship.

The firm Alibrandi did not, however, start the works for lack of the necessary means.

c) Several small motor-crafts are stranded - The Italian Navy has already sold these motor-rafts to the shipowner Catalano of Taranto who took in charge their recovery, but the work has not been started yet.

As regards the plans for harbor works in this port it is held that ^{with} in the present conditions, any work could remain in suspense, either for the prolongation of the pier above the water or for the completion of the pier under it.

It would have been necessary to improve the protection of the pier and to complete ^{the head} according to the plan enclosed.

The expense needed to perform these works is ^{estimated} supposed to be ^{about} of Lire 9.000.000 and 915.15.000 cement should be used, 243 qls of coal, 50 qls of lubricant oils, 50 qls of Naphta, and 30 qls of gasoline are required.

-2-

No ^{firms} ~~undertaking~~ suitably equipped to perform these works exists on the spot.

The recovery of the pontoon belonging to the Socomar is considered indispensable, for it could allow the said Company to start working again.

2) REGGIO CALABRIA HARBOUR.

The situation of the ships sunk in this harbour is reported on plan No.1 on which, as far as it was possible to collect ^{information} ~~news~~, their tonnage, the ^{nature} ~~kind~~ of their load and the shipowner's name, are reported. The most important load is the one of about 800 tons of coal of the steamer "Stella";

The coal is German and of good quality - Cap. Gamble came to an agreement with the Allied Authorities for its recovery.

Also for the recovery of the ships Cap. Gamble has studied the ^{possibility} ~~way~~ of starting the works as soon as possible.

As regards the harbour's reconstructing plans, by its letter 24 of March of the current year, ACC IOG/PWV, this Allied Commission has charged the Civil Engineering Department of Naples to verify the need of a plan of reconstruction works, performance, restoration of ships and dragging of the harbour, as submitted by Commissione Provinciale di Reggio, for a total amount of Lire 12,500,000.

The works to be performed are mentioned in the enclosed plan. In the expense estimated, the cost of the following materials needed has not been included: 24,000 qts cement - 450 ^(cu. meters) ~~Mc.~~ timber.

As; however, the quays and piers along which these works should be performed are encumbered by the sunk ships, it is deemed necessary that the ships recovering works should precede any other reconstruction work, no matter if reconstruction itself is considered to be necessary.

By and by, as the ships will be recovered, the Civil Engineering Office of Reggio Calabria could study ~~some~~ more detailed plans, suggesting the reconstruction work's gradual execution, starting ^{with} ~~the~~ the less expensive one, and with the one which does not require the employment of material difficult to supply, so as to render useful in the shortest time the greatest length of piers and quays.

The lack of local equipped ^{firms} ~~undertakings~~ for reconstruction works and of the necessary means should be remembered.

Also in this harbour, ^{which} a floating pontoon of 30 tons was sunk, belonging to Soc. Socomar ~~who~~ was performing some enlargement works in the Port of Reggio.

Among the recovering works, precedence should be given to this floating pontoon's recovery.

3) PORT OF MESSINA.

The situation of the ships sunk in the Port of Messina with the relative plan, will be forwarded as soon as possible by Gen. Hodges of Messina's Provincial Commission of Control, to Cap. Gamble. In this harbour, the plans of reconstruction could be at once carried

2134

-3-

into effect ^{with} at the following conditions.

- a) Recovery of the sunk ships to be accomplished.
- b) An initial amount of Lire 100.000.000 to be allotted.

A general program of works presented by the Civil Engineering Dept. of Messina for the April-June quarter for an amount of Lire 25 millions has been already approved and the financing granted.

A plan for an amount of Lire 15.000.000 (to be withdrawn from the Lire 25.000.000 allotment for the reconstruction of ml.100 of quay starting from the Maritime Station is going to be approved by the Allied Authorities and by the Purveyor's office for Public Works of Palermo.

The same Civil Engineering Office is studying a plan for another 100 ml. of quay's reconstruction near the Harbour Office.

Undertakings suitably equipped for the performance of the work exist on the spot.

In the enclosed plan are shown the parts of the damaged quays.

4) PORT OF CROTONE. The sunk ships in this port are but two: A British mine-sweeper, and the British Navy is taking care of its recovery, and a floating pontoon of an elevating power of 10 tons, belonging to Soc.Cidonio, which used to perform ordinary works in this harbor.

The representative of the firm has requested the British Navy to take care of the recovery of said pontoon on the conditions contained in a covering letter delivered to Cap.Gamble.

The salvage of this pontoon is most important because it could be used to recover ships in other ports and also for reconstruction works. As this Port provides fairly good mooring possibilities (4 steamers up to 6000 tons - 20 small sail-boats and motor sail-boats) it is suggested that as soon as possible works in sections A - B and D of pier (Plan enclosed) be completed, and that precedence be given to the works in sections A and B with a view to avoid damage to the already performed works.

The expense for these latter works is reckoned around Lire 30.000.000 while the expense for the completion of section A - B and D could be of Lire 100.000.000.

CONCLUSION.

1) The most urgent problem for the Ports inspected, is the recovery of the sunk ships.

2) In order to achieve said recovery, the assistance of the A.M.G. is indispensable, as the Italian Government, as far as it has been possible to find out, has not available on the spot, the necessary means sufficient to perform the necessary operations.

It is estimated that the co-operation of Italian divers and of other specialized labor could be of assistance in the operations to be undertaken.

3) The reconstruction of the ports could be effected in ^{24 hours} ~~two~~ times:

-4-

In the first place, the most indispensable works should be carried out, in order to make possible the mooring of steamers in the shortest possible time and at the lowest cost - In the second place, the necessary improvement works could be executed, leaving aside at any rate, the enlargement works, at least for the time being.

C In order to better coordinate the working program, it would be advisable that an Engineering officer of Allied Control Commission should be charged to contact frequently Italian Authorities connected with the reconstruction of Ports, as well as Allied Officers decentralised in said ports' areas.

I shall take this opportunity for expressing my admiration for the energetic and active work done by Cap. Gamble and also my conviction that positive results will soon be obtained as a result of the ~~xxxx~~ ~~xxix~~ inspection made.

Finally, I wish to express my personal gratitude for the kind courtesy of Cap. Gamble, whose presence has made ^{it} easier for me to carry out the mission ^{which} you were so good ~~as~~ to entrust ^{to} me.

Naples, 27.4.1944.

The Managing Engineer

2132



MINISTERO DEI LAVORI PUBBLICI

~~CORPO DI ALI~~
MINISTERO DEI LAVORI PUBBLICI
NAPOLI

UFFICIO SPECIALE per le OPERE MARITIME

N. 594 di NAPOLI E PROVINCIA
di prot. Sez. Gab.

Al Sig. Col. Jenny

HEADQUARTERS ALLIED CONTROL

COMMISSION

NAPLES

Risposta al foglio del 24 marzo 1944

NACC/IO9 Div. Sez.
PWV

OGGETTO: Visita ai porti di Vibo Valentia - Reggio Calabria - Messina
e Cotrone -

Allegati:

Ho visitato insieme al Sig. Cap. Gamble i Porti di Vibo Valentia Reggio Calabria, Messina e Cotrone, secondo l'incarico da Ella ricevuto di accettare le effettive difficoltà connesse alla ricostruzione dei Porti stessi e di definire i limiti dei lavori a farsi.

Ho l'onore di esporre qui di seguito i risultati conseguiti nella nostra visita:

1) - PORTO DI VIBO VALENTIA

In questo Porto sono affondati i seguenti natanti:

- a) una biga della potenza di sollevamento di circa 70 tonn. appartenente alla Soc. Socomar che aveva in corso in questo Porto, lavori di costruzione del molo foraneo.

La biga poggia su 6 metri di fondale circa.

Nessuna ispezione subacquea è stata finora eseguita ma dal modo che la biga stessa è affondata è da ritenersi che si tratti di falle

Napoli 27 APR 1944

36

N 394 di prot. Sez. Gab.

Allegati:

Risposta al foglio del 24 marzo 1944

NACC/IO9 Div. Sez.
PWV

OGGETTO: Visita ai porti di Vibo Valentia - Reggio Calabria - Messina
e Cotrone -

Ho visitato insieme al Sig. Cap. Gamble i Porti di Vibo Valentia Reggio Calabria, Messina e Cotrone, secondo l'incarico da Ella ricevuto di accettare le effettive difficoltà connesse alla ricostruzione dei Porti stessi e di definire i limiti dei lavori a farsi.

Ho l'onore di esporre qui di seguito i risultati conseguiti nella nostra visita:

1) - PORTO DI VIBO VALENTIA

In questo Porto sono affondati i seguenti natanti:

- a) una biga della potenza di sollevamento di circa 70 tonn. appartenente alla Soc. Socomar che aveva in corso in questo Porto, lavori di costruzione del molo foraneo.

La biga poggia su 6 metri di fondale circa.

Nessuna ispezione subacquea è stata finora eseguita ma dal modo che la biga stessa è affondata è da ritenersi che si tratti di falle non importanti.

- b) Il vapore Carlo Zeno di circa Tonn. 2000 di stazza appartenente alla Ditta Salvagni di Venezia con carico di materiale bellico vario non precisato.

La Ditta Alibrandi di Tropea (Provincia di Catanzaro) ²¹³⁷ ha avuto lo incarico dal Comando del 21° Corpo di Armata Militare Italiano di Catanzaro di procedere al recupero dei materiali caricati sulla nave.

La Ditta Alibrandi non ha però iniziato i lavori per mancanza di mezzi necessari.

- c) diverse piccole motozattere arenate - La Marina Italiana ha già venduto dette motozattere all'armatore Catalano di Taranto il quale

si è assunto l'incarico del recupero ma finora il lavoro non è stato iniziato.

Per quanto riguarda i programmi dei lavori portuali in questo Porto si ritiene che allo stato attuale potrebbe restare sospeso ogni lavoro sia per il prolungamento del molo sopraflutto sia per il, completamento del molo sottoflutto.

Sarebbe soltanto necessario migliorare la difesa del molo foraneo e completare la testata secondo il piano allegato.

La spesa occorrente per eseguire questa parte di lavori si presume di Lire 9.000.000.00 ed occorre l'impiego di q.li 15.000 di cemento, q.li 3.000 di carbone - Q.li 50 di olii lubrificanti, Q.li 50 di nafta - Q.li 30 di benzina -

Sul posto non vi sono però imprese attrezzate per la esecuzione dei lavori.

Il recupero del pontone a biga di proprietà della Socomar sarebbe indispensabile anche perchè potrebbe mettere detta Società in condizioni di riprendere i lavori.

2) - PORTO DI REGGIO CALABRIA

La situazione delle naviaffondate in detto porto è riportata nel piano n. I sul quale, per quanto è stato possibile accertare, sono stati riportati il tonnellaggio, la natura del carico e l'armatore proprietario.

Il carico più importante è di circa 800 Tonn. di carbone del piroscalo " Stella " .

Il carbone è tedesco, di buona qualità - Il Sig.Cap. Gamble ha preso accordi con le Autorità Alleate per il recupero di detto carbone.

Anche per il recupero delle navi il Sig.Cap. Gamble ha studiato la possibilità di iniziare al più presto i lavori.

tamento del molo sottofutto.

Sarebbe soltanto necessario migliorare la difesa del molo foraneo e completare la testata secondo il piano allegato.

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Sul posto non vi sono però imprese attrezzate per la esecuzione dei lavori.

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Anche per il recupero delle navi il Sig.Cap. Gamble ha studiato la possibilità di iniziare al più presto i lavori.

Per quanto riguarda i programmi di ricostruzione del Porto con lettera del 24 marzo u.s. ACC IO9/PWV venne da codesta Commissione Alleata dato incarico al Genio Civile di Napoli di accertare la necessità della esecuzione di un programma di lavori di ricostruzione, recupero di navi e dragaggio del porto sottoposto dalla Commissione Provinciale di Reggio per un importo, di complessive L. 12.500.000.00 -

Le opere da eseguire sono indicate nel piano allegato.

Nella spesa prevista non è stato compreso il costo dei seguenti materiali richiesti: cemento q.li 24.000 - legname mc. 450 -

Poichè però le banchine ed i moli lungo i quali dovrebbero eseguirsi i lavori sono ingombri delle navi affondate si ritiene che i lavori di recupero delle navi stesse debbano procedere qualsiasi lavoro di ricostruzione pur ritenendo la ricostruzione stessa necessaria.

Man mano che si procederà al recupero delle navi l'Ufficio del Genio Civile di Reggio Calabria potrebbe studiare dei progetti più dettagliati proponendo la esecuzione graduale dei lavori di ricostruzione dando la precedenza a quelli che con minore spesa e con minore impiego di materiali di difficile approvvigionamento potrebbero rendere utilizzabile in breve tempo maggiore lunghezza di moli e banchine.

E' da segnalare la mancanza di imprese locali attrezzate per i lavori di ricostruzione ed anche la mancanza dei mezzi d'opera necessari.

Anche in questo Porto è stato affondato un pontone a biga di 30 t. di potenza appartenente alla Soc. Socomar che aveva in corso i lavori di ampliamento del Porto di Reggio.

Nelle operazioni di recupero si dovrebbe dare la precedenza al salvataggio di tale pontone a biga.

3) - PORTO DI MESSINA

La situazione delle navi affondate nel Porto di Messina con il relativo piano sarà al più presto trasmessa dal Sig. Gen. Hodges della Commissione Provinciale di Controllo di Messina al Sig. Cap. Gamble.

In questo porto i programmi di ricostruzione potrebbero essere

Poichè però le banchine ed i moli lungo i quali dovrebbero eseguirsi i lavori sono ingombri delle navi affondate si ritiene che i lavori di recupero delle navi stesse debbano procedere qualsiasi lavoro di ricostruzione pur ritenendo la ricostruzione stessa necessaria.

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E' da segnalare la mancanza di imprese locali attrezzate per i lavori di ricostruzione ed anche la mancanza dei mezzi d'opera necessari.

Anche in questo Porto è stato affondato un pontone a biga di 30 t. di potenza appartenente alla Soc. Socomar che aveva in corso i lavori di ampliamento del Porto di Reggio.

Nelle operazioni di recupero si dovrebbe dare la precedenza al salvataggio di tale pontone a biga.

3) - PORTO DI MESSINA

La situazione delle navi affondate nel Porto di Messina con il relativo piano sarà al più presto trasmessa dal Sig. Gen. Hodges della Commissione Provinciale di Controllo di Messina al Sig. Cap. Gamble.

In questo porto i programmi di ricostruzione potrebbero essere attuati subito alle seguenti condizioni:

- a) che venga proceduto al recupero delle navi affondate.
- b) che venga assegnato un primo finanziamento di L. 100.000.000,00

E' stato già approvato un programma di massima di lavori presentato dal Genio Civile di Messina per il trimestre aprile -

giugno per un importo di Lire 25.000.000,00 ed il finanziamento è stato ottenuto.

E' in corso di approvazione da parte delle Autorità Alleate e del Provveditorato alle OO.PP. di Palermo un progetto dello importo di Lire 15.000.000,00 (da prelevare sull'assegnazione di Lire 25.000.000,00) per la ricostruzione di ml. 100 di banchina a partire dalla Stazione Marittima.

Lo stesso Ufficio del Genio Civile ha in corso di studio un progetto per la ricostruzione di altri 100 ml. di banchina nei pressi della R(Capotaneria di Porto.

Sul posto esistono le imprese e la relativa attrezzatura per la esecuzione dei lavori.

Nel piano allegato sono riportate le indicazioni dei tratti di banchine danneggiate.

4) - PORTO DI COTRONE

In questo Porto le navi affondate sono soltanto due - Un dragamine britannico al cui recupero provvede la Marina Inglese ed un pontone a biga della potenza di sollevamento di 70 tonn. appartenente alla Soc. Cidonio che in questo Porto eseguiva i lavori di sistemazione.

Il rappresentante della Società ha richiesto che la Marina Inglese provvedeva al recupero di detto pontone alle condizioni contenute in apposita lettera consegnata al Sig. Capt. Gamble.

E' di grande importanza il salvataggio di tale pontone per lo impiego nei lavori di recupero di navi negli altri porti e per la esecuzione dei lavori di ricostruzione.

Poichè il porto offre buone possibilità di attracco (4 vapori fino a 6000 tonn. di stazza - 20 piccoli velieri e motorizzati).

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E' di grande importanza il salvataggio di tale pontone per lo impiego nei lavori di recupero di navi negli altri porti e per la esecuzione dei lavori di ricostruzione.

Poichè il porto offre buone possibilità di attracco (4 vapori fino a 6000 tonn. di stazza - 20 piccoli velieri e motovelieri) si propone che appena possibile vengano completati i lavori nei tratti A - B e D del molo foraneo (Piano Allegato). e che sia data la precedenza ai lavori nei tratti A e B allo scopo di evitare danni alle opere eseguite.

La spesa relativa a questi ultimi lavori si presume di Lire 30.000.000,00 mentre la spesa per il completamento del tratto A -

B e D potrebbe essere di Lire 100.000.000,00

CONCLUSIONE:

1) Il problema più argente per i Porti visitati è quello del recupero delle navi affondate.
2) Per eseguire detto recupero è indispensabile l'aiuto del Governo Alleato non avendo sul posto, il Governo Italiano, per quanto è stato possibile accertare, i mezzi d'opera sufficienti per effettuare le operazioni necessarie.

Si ritiene che l'opera di palombari italiani e di altre marine specializzate italiane potrebbe essere di ausilio nelle operazioni da farsi.

3) La ricostruzione dei porti dovrebbe effettuarsi in due tempi: - In un primo tempo dovrebbero eseguirsi quei lavori indispensabili per consentire al più presto possibile e col minor costo l'attracco di un maggiore numero di navi. - In un secondo tempo potrebbero eseguirsi i lavori di miglioramento necessari escludendo in ogni caso, per il momento, quelli di ampliamento.

Per poter coordinare meglio i programmi di lavoro sarebbe consigliabile che un Ufficiale Ingegnere di codesta Commissione Alleata di Controllo venisse incaricato di prendere spesso contatto con le Autorità Italiane interessate nella ricostruzione dei Porti nonché con gli Ufficiali Alleati decentrati nelle residenze dei Porti stessi.

Mi sia consentito di esprimere la mia ammirazione per l'opera energica e fattiva svolta dal Sig. Cap. Gamble e la mia convinzione che si avranno presto dei risultati positivi dopo la visita effettuata.

Esprimo infine la mia personale riconoscenza per le cortesi premure del Sig. Cap. Gamble la cui presenza ha reso più agevole lo svolgimento della missione che Ella sinè degnata affidarmi.

quanto è stato possibile accertare, i mezzi d'opera sufficienti per effettuare le operazioni necessarie.

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Napoli, li 27 APR 1944

L'INGEGNERE DIRIGENTE

[Handwritten signature]

(translation

Salerno, 19 April 44
10935

MINISTRY OF PUBLIC WORKS

File No. 4476

Please instruct the Offices under your jurisdiction to send directly to me, within the 30th inst. detailed reports ^{covering} ~~coveri~~ any equipment necessary for the operations of the local ports. Port equipment to be described, include all sortsof lifting cranes, machinery, elevators, etc, giving data on the lifting capacity of that equipment and its type. These reports must indicate if the equipment required is new equipment to be installed in the port or equipment to replace previous installation destroyed or damaged; also indicate what type of equipment would be preferred and the estimated tonnage handled by the port.

The Minister
(signed) De Caro

File
2126

MODULARIO
P. C. - 324



UFFICIO
MINISTERO DEI LAVORI PUBBLICI

Mod. 116-a (speciale)
(Edizione 1941)

Biglietto Postale di servizio urgente



1941

Oggetto: *attrezzature portuali*

AL DIRETTORE GENERALE
DEI LAVORI PUBBLICI
ROMA

AL DIRETTORE GENERALE
DEI LAVORI PUBBLICI
N. 11176

Risposta al N.

del

PER CONOSCENZA:
ALL'UFFICIO
DEI LAVORI PUBBLICI
NAPOLI

AL DIRETTORE GENERALE
DEI LAVORI PUBBLICI
NAPOLI

X NAPOLI

Invito di *disporre* che Uffici di-
pendenti si inviino direttamente
entro 30 giorni relazioni e
che, *letta* su *attrezzature*
necessarie *funzionamento* porti la
giurisdizione, *intendendo* al-
trestante tutto il *macchinario*
e *materiali* etc. con *esce*
riferimento alla *capacità* di detto
macchinario *ed alla* *specialità*
il *esso* indicando *se* *estratti* di
impianti *nuovi* o di *sostituzioni*
di *quali* *preziosi* ed *eventuali*
mente *distratti* o *annegriati*; il
tipo di *macchine* che si *preferisce*
e il *movimento* *prezioso* *comer-*
ciale del porto.

IL MINISTRO
(De Caro)

De Caro

2127

Paris

ARRIVEE
NAPOLI
ARRIVEE
NAPOLI
ARRIVEE
NAPOLI

Mod. 116 - a (speciale)
(Edizione 1941)

MINISTERO DEI LAVORI PUBBLICI

GLIETTO POSTALE DI SERVIZIO URGENTE
(Da spedire e recapitolarli col mezzo ordinario e da aprirsi subito dall'ufficio destinatario)

Al *Al. L. G. Jemmy*
Direttore della *1^a Commissione All. A. S.*
di controllo per lavori e serv. 2. Pubblici

CS

Hallo
del lavoro postale
di partenza
NAPOLI

Napoli

HEADQUARTERS
ALLIED CONTROL COMMISSION
Food Sub-Commission
A.P.O. 394

JI/sl

119
103

16 April 1944

ACC/61-1/FOOD

SUBJECT: Repairs to Port--Reggio

TO : Public Works Sub-Commission

1. The attache copy of correspondence is forwarded for your attention.
2. May the necessary action be initiated to have repairs at this port carried out, please.

- (1) Col. Legge in Sicily. Discussed with his Deputy.
- (2) Agreed - no present action needed
- (3) - File.

W. J. Legg
W. J. LEGG, Colonel
Chief, Food Sub-Commission

W. J. Legg
25/4

2125

C O P Y

30

ALLIED CONTROL COMMISSION
Province of Reggio in Calabria

Ref: 1120/B/2209

Subject: Damage to Reggio Port

To : H.Q. Region 2

7 April 1944

1. Your telegram Ref. SXX/1/187 dated March 31st was not clearly understood, as part of the text was mutilated, especially the reference to the letter quoted.

2. However, the question of damage to the port has been taken up with N.O. here. While it was at first thought that some silting-up was taking place, it transpired later that there had been a partial collapse of the quay wall below water level and that this had gradually increased with the result that, for a time, berthing of the larger Liberty Ships became a matter of some difficulty. Each ship that came in had to berth further out from the quay, but there was no resultant delay in unloading.

3. A diver has been at work, and the berth has now been restored to its former condition. Ships drawing 18 feet or less can now come alongside as previously, and those drawing 22 feet have to lie some 8 feet from the quay wall.

.....
T.T. Lommon, Capt., Int.Corps.
Provincial Commissioner

ETL/gel



C O P Y

2122

C O P Y

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

Ref : ECA/2058/241 12 April 44
Subject: Damage to Reggio Port
To : HQ. ACC., AFO 394.
Food Sub-Commission

1. Attached copy of letter reporting Port damage at Reggio.
2. Can steps be taken thru the proper channels to have the port fully repaired?
3. The enquiry was made in consequence of statement contained in para 12 of MGS/C-7 of 27 Mar 44, subject Civil Supplies - Maintenance Period 1 - 10 April

/s/ D.A.W. Ruck
/t/ D.A.W. Ruck
Lt. Col.,
Regional Supply Officer,
for Regional Commissioner

DAW/RAS

Copy to : HQ. ACC. (Industry & Commerce Sub-Commission)

2123

C O P Y

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
AFO 394

AEP/ccb

14 April 44.

ACG/109/PWU

Subject: Salvage of Vessels between S. Eufemia Lamezia and Sapri.

To : The Minister of Public Works.

1. The enclosed copy of letter from Sig. Luigi Fiori is forwarded for your information.
2. There does not appear to be sufficient information to indicate his address.
3. Will you please have the Genio Civile at Cosenza enquire as to his whereabouts.

L.A. JENNY,
Lt.-Col., C.E.,
Director

2122

April 1944

translation

MINISTRY OF PUBLIC WORKS

File No 836/ VI General Affairs

reply to com. of 7 March
ACC/IO9/PWU

To Lt-Col L.A. Jenny
ACC- P.W. & U. SubCommission, APO 894

subject : Works for the salvage of ships
sunk in Sardinian ports

Referring to your letter of March 7, 44 ACC/IO9/PWU I inform
that operations for the salvage of the ships sunk in Sardinian ports have
been entrusted to the Provisorship (Office of the Provveditore) of the
Public Works of Sardinia.

Said Office has been invited to get in touch with the Company
that had already salvaged four sunk ships with an aggregate tonnage of
30.000 tons, in order to proceed to bring to the surface other ships
now lying at the bottom in the ports of the Island.

THE CHIEF OF THE INSPECTORATE
(signed) Ing. Vito Pugliese

1+4

for Col Rhodes
note 1 file
has 3/4
2121



MINISTERO DEI LAVORI PUBBLICI
ISPETTORATO SUPERIORE DEL GENIO CIVILE
CON SEDE IN NAPOLI

N. 836/VI Aff. Gen.

Risposta al foglio del 7-3-44

Div. N.º ACC/109/PWU

Allegati N.º

Napoli. addl

- 3 APR 1944

ANNO

Mod. CP. 4

A/ Lt. Col. L. S. JENNY

ALLIED CONTROL COMMISSION
PUBLIC WORKS AND UTILITIES
SUB-COMMISSION

A P O 394

OGGETTO Lavori di recupero di navi affondate in porti di
Sardegna.

In relazione alla Vostra lettera del 7 marzo 1944 n. ACC/109/PWU, comunico che per le operazioni di recupero dei piroscafi affondati nei porti della Sardegna è stato incaricato a provvedere il Provveditorato alle Opere Pubbliche per la Sardegna.

Detto Ufficio è stato invitato a prendere contatto con la Compagnia che aveva già provveduto al recupero di quattro navi affondate per la complessiva stazza di 30.000 tonnellate, allo scopo di procedere al salvamento degli altri battelli attualmente giacenti nei porti dell'Isola.

IL CAPO DELL'ISPETTORATO

P.

Willy
Ing. Vito Pugliese

GV

Trasmissione
2120

Si prega trattare per ogni lettera un solo argomento, e indicare nella risposta il N. di Protocollo a cui si risponde.

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. SECTION
APO 394

109
Rw
PW+V-
78

Ref/201/15/CA

13 April 1944

SUBJECT: Salvage Shipping.

TO : V.P. Economic Section (for Public Works & Utilities Sub-Comm)

Ref. your memoranda ACC/100/PWO of 4 April 1944.

1. Enclosed herewith for your information is copy of translation of letter from Luigi Fiore, Cittadella del Capo, dated 21 March, on the above subject, forwarded to this Headquarters by the R.C. Region II.
2. Will you please give this letter such consideration as you deem proper.

Already acted and copy
was sent to the Minister
on 13 April.

Ref 15/4

Norman E. Fiske
NORMAN E. FISKE
Colonel
Deputy Executive
Commissioner

file

2113

14 Apr
3

COPY

Translation of letter from Luigi Fiore, Cittadella del Capo,

21 March 1944

A.M.G. Headquarters

COSENZA

Whereas, on the 9/11/43 and the 10/12/43 the undersigned Firm asked the Allied Command and the XXXI Army Corps for authorization to recover and salvage the vessels lying on the coastal zone between S. Eufemia Lamezia and Sapri.

And whereas the said vessels, if put back into working order, could greatly relieve the maritime coastal traffic, especially in this moment of need for supplies for the civilian population.

And whereas, in spite of the urgent application by the undersigned Firm to the competent Authorities, between 9/11/43 and now much less and damage has been incurred by vandalism, neglect and bad wather, to the great disadvantage of the Nation, the National Economy and the general interests.

The undersigned Firm has the honor to repeat the request that there should be no objection ("nulla osta") to the recuperation of the said materials, according to Articles 501 and following Articles of the "Codice della Navigazione", in order that work may be started as quickly as possible, to remedy and restrict the damage sustained.

Therefore a "nulla osta" is requested for the following concession scheme:

- 1) The Firm Fiore Luigi is authorized to recover and salvage all nautical material and accessories, if necessary by demolition, in the maritime zone from S. Eufemia Lamezia to Sapri inclusive, and in the coastal zone as far as concerns abandoned or wrongfully recovered material, that may be utilisable in the interest of the undertaking.
- 2) The concessionary Firm is authorized to restore the vessels to efficiency to the greatest extent, and to use them to relieve coastal, maritime and land transport.
- 3) The concessionary Firm undertakes to place at the disposal of the Allied Command (if need be for civilian transport) the vessels restored to efficiency; freight to be agreed.
4. The concessionary Firm is authorized, in case of need, to call on intervention of the Police Force, for the protection of material recovered and to be recovered.

In consideration of the foregoing, and in the conviction of being able to alleviate the damage so far sustained, the undersigned hopes that the usual good sense of A.M.G. will predominate, and that the "nulla osta" will be granted.

Yours, etc.

2112



MINISTERO DEI LAVORI PUBBLICI
ISPETTORATO SUPERIORE DEL GENIO CIVILE
CON SEDE IN NAPOLI

N. 1231

Risposta al foglio del 24/2/44
Div. N. 1/1000
Allegati N. 1

Napoli, addì 7 aprile 1944
ANNO

Al H.Q.A.C.C. (Public Works Division)

Signor Col. Jean

Napoli

OGGETTO Sig. Porcelli Mauro in Raffaele

SUBJECT: Mr. Porcelli Mauro was Raf;

Si prega trattare per ogni lettera un solo argomento, e indicare nella risposta il N. di Protocollo a cui si risponde.

Con riferimento alla nota 14 febbraio 1944 H.Q./1012 diretta da Allied Control Commission, Region 6 a H.Q.A.C.C. (Public Works Division) si prega di voler ottenere un posto in aereo nel servizio Alleanza Napoli-Cagliari per il trasferimento in Sardegna, presso il Provveditorato Opere Pubbliche del Capitano di lungo corso Sig. Porcelli Mauro in Raffaele.

Detto impiegato, per essere stato molto tempo in Sardegna quale capo convoglio del Servizio Escavazioni Porti, è bene informato sulla situazione dei vari affondamenti dell'Amministrazione nel M.P. dislocati nei vari porti della Sardegna e pertanto potrebbe rendere utilissimi servizi per il recupero dei galleggianti affondati e per l'armamento o l'esercizio di quelli tuttora efficienti.

Il trasferimento del Porcelli dovrebbe effettuarsi al più presto possibile.

IL CAPO DELL'ISPETTORATO

W. J. P.
Ing. Carlo Pugliese

Reference to the note dated 14th of Feb. 44 H.Q./1012 addressed from the Allied Control Commission, Region 6, to the H.Q.A.C.C. (Public Works Division). It is desired to have granted a place on an aeroplane of the Allied service Napoli-Cagliari for the Mr. Mauro Porcelli was Raffaele, Master of ocean-going vessels. He has been transferred to Sardinia, by the Public Works Superintendentship.

This Officer, owing to his long service in Sardinia, as Chief of Convoy of the Service Escavazioni Porti is very well acquainted with the situation of drift means of the Administration of Public Works dislocated in the different Ports of Sardinia. In consequence he could make very useful services for the recovery of floating means which are sunk, and for the armament and the working of those which are now efficient.

The transfer of Mr. PORCELLI, ought to happen at the earliest practicable date.

2117

W. J. P.

THE CHIEF OF INSP.

ALLIED MILITARY GOVERNMENT
INTER OFFICE MEMO

From: Public Works and Utilities Sub-Commission

SUBJECT: Salvaging & Building Ships.

FILE No. ACC/109/PSU

TO: Col. D.S. Adams, Economic Section.
Capt. M. Hay, R.A. Economic Section.

5 April 1941

In order that all concerned may be posted on what is being done, and to show that this matter is actively in hand, with the usual limitations, I prepared a statement for the record.

L.A. JENNY,
Lt.-Col., C.E.,
Director.

file

211

ACTION COPY 6029

NAPLES
CATANZAROEcon Sec 074
PWV 140
20 109
lew

HQ ALLIED CONTROL COMMISSION PUBLIC WORKS AND UTILITIES SUB
COMMISSION ATT LT COL LABOON NAPLES GENIO RUSSO HAS STATED THAT MANY
SUNKEN VESSELS IN VARIOUS HARBOR S OF CALABRIA HAD VALUABLE CARGO
ABOARD IT IS IMPORTANT THAT SALVAGE OPERATION BE PERMITTED THE THREE
MOST IMPORTANT LOCATIONS ARE CROTONE VIBO VALENTIA AND REGGIO MEN
AND EQUIPMENT ARE AVAILABLE FOR THIS WORK WILL MAKE MORE DETAIL
CHECK AND REPORT IT SO ORDERED SAME UTILITIES SUB COMMISSION FIELD
OFFICE CATANZARO.

ACC DISTRIBUTION:

Action...Econ Sec...3
Info.....Dep CC
File
Float

Director

Made enquiries as to origin
Nothing - except that it is from
Catanzaro.

(Probably our man).

GER.
27/3.

2115

ACTION COPY

6 Mar
59

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

JFL/lp
18

Acc/109/PWU

24 March 1944

Subject: Construction Program:Port of Reggio.

To : Ministry of Public Works-Naples Office- Palazzo Museo.

1. It is desired that the attached estimates of Port construction at Reggio be reviewed by your office and then that this Sub-Commission be advised as to their correctness in approximation of lumber and Cement requirements.

2. It is also desired that we be advised as to this reconstruction work regarding its being considered essential.

3. This program has been submitted by Provincial Commission of Reggio Province.

Encl.Port Construction
Program:Reggio

L.A.JENNY,
Lt-Col.,C.E.,
Director.

file

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION 2

600 Sec 4817
U-1897/6 070

Ref: ECA /2020/39

16 March 1944

SUBJECT: - Construction Programme

TO : - Vice President
R.C. & M.G. Sec.
HQ. A.C.C. APO. 394

P. W. Div.
23/3/44

With further reference to this HQ. letter no ECA/2020/22 in reply to your ACC/070/P.W.M. enclosed please find construction programme for the port of Reggio.

For the R.C.

W. Drummond-Young
W. Drummond-Young-Capt. R.A.
Asst. Executive Officer
Region 2

To Col Kobson
Pls have attached statement
copied and prepare letter
of enclosure to P.W. Ministry
for my signature.
Ask them to review these and
advise me if they are con-
sidered essential.
W. D. 23/3

20 Mar
44

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

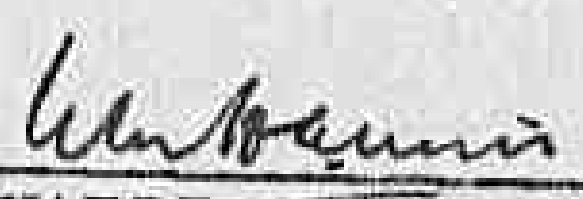
SUBJECT: PORT CONSTRUCTION PROGRAMME.

REF: 1140/2094

TO: HQ. REGION 2 MATERA.

1. Ref. para 4 (C) of ~~my~~ 1131/2022 of February 12.1944 attached please find translation of a construction programme for the port of Reggio. Which we have received from the Engineering department ~~here~~. here.
2. This gives more detailed information than was available at the date of my letter, and includes "COST of DAMAGE", and also "Wood and CEMENT REQUIRED" to complete the work.
3. Since the date of ~~my~~ my previous letter approval has been given by this Headquarters for the demolition of the dangerous building in the dock area.

REGGIO
10.3.44


W.M. HARRISON, Capt.
Int. Corps.

Provincial Commissioner
REGGIO PROVINCE

2112

PORT CONSTRUCTION PROGRAMME

SERIAL N°	COMUNE	WORK PLANNED	COST OF DAMAGE
1	REGGIO	Renewal of two lengths of outer mole of the entire central dock & of 2 stretches of dock-side of east quay (Total length 359metres)	Lires 8.000.000
2	Do	Inspection of Harbor-bed including those parts occupied by sunken ships etc.	Lires 1.500,000
3	Do	Repairs of Crane on East quay and track on which it runs	Lire 1. ² 000.000
4	Do	Repair of electric light installations along east and central quays and approaches to disenfesting centre (including those required for operation of crane).	Lires 1.800.000

PORT CONSTRUCTION PROGRAMME

WORK PLANNED	COST OF DAMAGE	MATERIALS REQUIRED	
		WOOD M.C.	CEMENT Q.LI
Renewal of two lengths of outer mole of the entire central dock & of 2 stretches of dock-side of east quay (Total length 359metres)	Lires 8.000.000	450	24.000.00
Inspection of Harbor-bed including those parts occupied by sunk-ships etc.	Lires 1.500,000	NIL	NIL
Repairs of Crane on East quay and track on which it runs	Lire 1. ² 800.000	NIL	NIL
Repair of electric light installations along east and central quays and approaches to disenfesting centre (including those required for operation of crane).	Lires 1.800.000	NIL	NIL

SERIAL N°	COMUNE	WORK PLANNED	COST OF WORK	MATERIALS
				NOOD E.C.
5	RMIGIO	Repair of drinking water installations along outer mole and the east and central quays.	LIRE 500.000,00	NIL
6	Do	Raising of embankment behind the east quay for a distance of 40 metres	Lira 100.000,00	NIL
7	Do	Strengthening breakwater of outside mole, (so as to avoid further damage to framework of mole) where damaged by bombs.	1.000.000,00	NIL
8	VELLA S. GIOVANNI	Repair of electric light installations along outer mole, and east and central quays.	300.000,00	NIL
9	SCILLA	Repair to port wall warehouses and monuments etc.	200.000,00	NIL
10	Do	Repair of electrical installations along approaches to port and quays.	100.000,00	NIL
TOTALS			L. 13.700.000	450.00

WORK PLANNED	COST OF DAMAGE	MATERIALS REQUIRED	
		WOOD N.C.	CEMENT L.M.
of drinking water installations along outer and the east and al quays.	Lires 500,000.00	NIL	NIL
ing of embankment of the east quay for distance of 40 metres	Lires 100,000.00	NIL	70.00
g-thriving breakwater outside mole, (so as to prevent further damage to work of mole) where damaged by bombs.	1,000,000.00	NIL	NIL
ir of electric light installations along outer east and Central quays.	100,000.00	NIL	NIL
ir to port area houses and restaurants etc.	200,000.00	NIL	200,000.00
ir of electrical instal- lations along approaches to and quays.	100,000.00	NIL	NIL
	TOTAL L. 13,700,000	450.00	24,070.00

PORT CONSTRUCTION PROGRAMME

Serial No	Comune	Work Planned	Cost of Damage	Materials Re
1	REGGIO	Renewal of two length of outer mole of the entire central dock of 2 stretches of dock-side of east side (Total length 359 metres)	Lires 3.000.000	Wood M.C. 450
2	Do	Inspection of Harborbed including those parts occupied by sunken ships etc.	Lires 1.5000.000	NIL
3	Do	Repairs of Cranes on East quay and track on which it runs	Lires 1.200.00	NIL
4	Do	Repair of electric light installations along east and central quays and approaches to discharging center including those required for operation of cranes	Lires 800.000	NIL

PORT CONSTRUCTION PROGRAMS

Program	Work Planned	Cost of Damage	Materials Required	
			Wood M.C.	Cement D.11
EGGIC	Renewal of two length of outer mole of the entire central dock off stretches of dock-side of east quay (Total length 359 metres)	Lires 3.000.000	450	24.000.00
Do	Inspection of Harborbed including those parts occupied by sunken ships etc.	Lires 1.5000.000	NIL	NIL
Do	Repairs of Crane on East quay and track on which it runs	Lires 1.200.00	NIL	NIL
Do	Repair of electric light installations along east and central quays and approaches to distribution center including those required for operation of crane	Lires 800.000	NIL	NIL



Ministero dei Lavori Pubblici
Direzione Generale

N. di prot. 2412Dio. 3^a

Salerno, addì 10 MAR. 1944

Allegati N. _____

Risposta al foglio del _____

N. _____

Al 1^o Ispettore Gene-
 rale Compartimentale del
 Genio Civile di

OGGETTO:

Ricupero navi affonda-
 te nel porto di Reggio
 Calabria.

e p.c. CATANZARO
 All'Ing. Capo dell'Ufficio
 del Genio Civile di
REGGIO CALABRIA
 All'Ing. Capo dell'Ufficio
 del Genio Civile di
CATANZARO

Lt. Col. L. A. Jenny
 Allied Control Commission
 Public Works and Utilities
 Sub-Commission

NAPLES

El Col Rhodes
To note this place
in our "Port" file

Da notizie qui pervenute risulta che
 nel porto di Reggio Calabria giacerebbero affon-
 date 39 navi, alcune delle quali conterrebbero
 carichi di un certo valore.

Riportando alla superficie le navi in
 questione si otterrebbe il duplice vantaggio di
 eliminare le attuali difficoltà di uso del porto
 e nel contempo di recuperare provviste e materia-
 li preziosi.

./ 2413

La questione sta molto a cuore al Governo italiano, che è stato interessato in proposito dalla Commissione di Controllo Alleata.

Si prega codesto Ispettorato di esaminare la questione stessa e di proporre a questo Ministero i provvedimenti che riterrà opportuni, tenendo presente che fra le cennate navi ne n'è una appunto attrezzata per il ricupero di battelli e che quindi, ove potesse presto essere rimessa a galla per prima, agevolerebbe il successivo lavoro per il ricupero delle altre.

Altra nave attrezzata per il ricupero di galleggianti sarebbe affondata nel porto di Vibo-Valentia.

Codesto Ispettorato vorrà mettersi in contatto con ditte locali opportunamente attrezzate per lavori del genere, se ne esistono sul luogo, o con altre residenti in altre regioni, o con il locale Comando della R. Marina perchè eventualmente esamini la possibilità di impiegare per tale lavoro mezzi e personale idonei che fossero a sua disposizione.

Codesto Ispettorato dovrà, insomma, studiare accuratamente la questione di cui trattasi e tentare tutte le vie possibili per giungere ad un rapido e concreto risultato.

Si fa presente che l'Ing. Capo dell'Ufficio di Raggio Calabria, in un prospetto portato a conoscenza di questo Ministero, ha previsto, per il salpamento del convoglio affondato in quel porto e per altri lavori attinenti a riparazioni e sistemazioni delle banchine

./.



Ministero dei Lavori Pubblici

Direzione Generale

N. di prot. 2411 Div. SALERNO addi 10 MAR. 1944

Allegati N. _____

Al _____

Risposta al foglio del _____

N. _____

OGGETTO: _____

- 2 -

una spesa di L. 5.000.000, nei limiti della quale, e con precedenza assoluta per i lavori di salvamento, si autorizza l'immediata attuazione dell'opera, nell'intento sopra espresso di ricupero.

Si gradirà un cortese sollecito cenno di assicurazione.

IL MINISTRO

f.to de Caro

210^a

(translation)

Salerno, 10 March 44

MINISTRY OF PUBLIC WORKS

File N. 2412

To the General Inspector of the
Genio Civile Compartimento of
Catanzaro
copies to : Chief Engineer of Genio Civile
Reggio Calabria
Chief Engineer of Genio Civile
Catanzaro
✓ Lt-Col L.A. Jenny
ACC- P.W. & U. Sub-Commission
Naples

Subject :

Salvage of ships sunk in
the Reggio Calabria harbor

From information received it appears that 39 ships ~~are~~
lie sunk in the harbor of Reggio Calabria; some of these ships
appear to contain cargoes of a certain value.

Bringing to the surface such ships we will obtain the
double advantage of eliminating the present difficulties in the
usage of the port and at the same time ~~to~~ salvage provisions and
precious materials.

The question interests very much the Italian Government
~~which~~ and it has been brought to our attention by the Allied
Control Commission.

We beg this Office of the Inspector General to examine
this matter and to propose to this Ministry the measures to be
taken, keeping in mind that among said ships there is one equip-
ped for the salvage of boats, so that if it would be possible to
salvage first this ship, this would make easier the successive
work for the salvage of the other ships.

Another ship equipped with salvage equipment sank in
the harbor of Vibo-Valentia.

Your Office will contact local firms equipped to
carry on works of this type, if any, or ~~with~~ firms in other regions,
or ~~with~~ the local Command of the Royal Navy because they eventually
study the possibility of employing for such work any means and capa-
ble personnel that they may have at their disposal.

Your Office must study accurately the question about
which we are discussing, and attempt all the possible means to arri-
ve to a quick and concrete result.

We wish to inform that the Chief Engineer of the Reg-
gio Calabria Office, in a project presented to this Ministry, has
estimated, for the salvage of the ships sunk in that port and for
other works concerning repair and banking of the jetties, an
expenditures of 5,000,000 Lire. Within the limits of this sum and
giving absolute priority to the salvage work we authorize the ~~one~~
./.

immediate execution of
~~this~~ this work, for the purpose above mentioned of salvaging the
ships.

A kind and prompt acknowledgment will be appreciated.

THE MINISTER
(signed) de Caro

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

LAJ/ceb

ACG/109/PWU

7 Mar 44

Subject: Salvage Work in Ports.

To : Ministry of Public Works.
Attention Sig. Tizzano, Dir. Gen.

1. Your letter of 6 March 1944 (No. 913), regarding salvage operations, does not answer my inquiry. I have to make a reply to our Commissioner in Sardinia on the question of whether the Public Works Ministry representative there can have some of the ports cleared of sunken vessels, or if the Italian Navy is to direct such operations, as your Navy stopped civil operations there. If this is a task which the Ministry of Public Works is to perform, then definite arrangements should be made accordingly and other authorities should not interfere.

2. Will you, therefore, please have this matter looked into and advise me so that I in turn may advise our Commissioner accordingly.

L. A. JENNY,
Lt. Col., C.E.
Director.

File

2107

HEADQUARTERS
ALLIED CONTROL COMMISSION
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

February 24, 1944.

FROM: Capt. W.D. Gamble.

TO: Col. Jenny
Chief of Public Works & Mines

SUBJECT: Reggio Port.

As reported in my Report N. 2 there are still about 39 ships in Reggio Harbour, ~~sunk~~ which fact restricts the use of the port considerably. The C. A. O. Reggio reported this fact to me and I consequently contacted the Naval and Port Authorities to find out the position. The following facts are apparent:

1. Many of the 39 ships contain valuable stores.
2. There is amongst them a salvage ship, which could first be raised, an operation which would take 3 months.
3. There is another salvage ship sunk at VIBO VALENTIA.
4. Quick result could be obtained at this work by an Officer with drive, both to obtain stores and to clear the port.

I crossed over to Messina to endeavour to contact a certain Italian Naval Officer who has a complete list of all ships sunk, but could not find him.

I take the view that the port of Reggio being at the end of the state Road should be made to function efficiently for loading and unloading ships in relation to carrying capacity of the road.

2106

W. D. GAMBLE
Capt. A. C. C.

TO : H.Q., A.C.C., (Public Works Division)
 FROM : Allied Control Commission, Region 6.
 SUBJECT : Sig. Porcelli Mauro fu Raffaele.
 REFERENCE : HQ/1012.
 DATE : 14 Feb 44.

We have been requested by Sig. BOTTINI the
 Proveditore Alle Opere Pubbliche of Sardinia to
 secure the passage to this Island of an engineer
 Sig. PORCELLI MAURO fu RAFFAELE. This official is
 an expert in port construction and maintenance and
 has lodged in Cagliari.

He is at present employed with the ISPETTORATO
 SUPERIORE DEL GENIO CIVILE - SERVIZIO DRAGAGGIO
 situated at the Museo di Napoli. Sig. Bottini
 further asks that Sig. Porcelli Mauro be sent from
 Naples to Cagliari by Allied Air Service.

I should be glad if you would consider this
 request and, if you think desirable, assist this
 Island by securing for us the services of this
 engineer by the most rapid possible means.


 J. K. DUNLOP.
 Brigadier.
 Regional Commissioner.

2105
 Copy
 110

ALLIED COMMISSION FOR SARDINIA
37, Via Roma
Cagliari

COMMISSIONE ALLEATA PER LA SARDEGNA
Via Roma 37
Cagliari

11 February 1944

FROM: Brigadier J.K. DUNLOP

Dear Colonel Jenny.

I am writing you D.O. to send you the attached letters from an Italian Salvage firm which has been doing very good work on the clearance of the harbour at Cagliari.

The letters were presented to me by a local representative of the firm who wished to secure this Commission's intervention on his behalf in the matter of the clearance of the harbour at OLBIA. The local Italian Navy have decided that the clearance of Olbia Harbour is to be undertaken by that Navy with Naval craft. The firm Lenrico Conti-Vecchi feel, possibly correctly, that they would do a better job.

I have explained that as the Port of Olbia has no important interest for Allied military operations I do not feel that I can intervene in this decision of the Italian Navy.

However, I send the papers to you in order to inform you of the situation and also in order to bring to your notice a firm which has done very good work here and might be of use to you elsewhere.

I have not taken copies of these long letters in Italian and therefore should like to have them back when you have done with them.

Yours

John H. Dunlop

Lieutenant Colonel L. A. JENNY,
Economics Section,
Headquarters, Allied Control Commission.

2104

ENRICO CONTI-VECCHI

Prodotti Chimici - Minerali Ferrosi - Trasporti Marittimi -
- Salvataggi e Ricuperi -

M I L A N O

Genova - Cagliari - Roma -

On.le
COMMISSONE ALLEATA in SARDEGNA
C A G L I A R I

Filiale di Cagliari
ASSEMINI per Macchiareddu
Telegrammi Covecare
C. P. E. N.

Sezione Salv.Ric. | Data
Rif. VMP/Pa | 15.2.1944
da citare nella rispos.

Subject: salvage of ships in the Olbia Port

Our firm has salvaged the following ships, sunk
as result of war activities in the Cagliari harbor:

S. Rita	8.000	tons
Albisola	8.500	"
Capo Mele	5.500	"
Paolo	8.000	"

Of the above ships the "Albisola" is already
in floating conditions and has reached Palermo with a cargo of
Sardinian coal. By the end of February the "Capo Mele" also will
be able to sail and be used as a cargo boat. The s/s "Paolo" is
being unloaded. The s/s "S.Rita" which had already been made
sea-worthy was damaged again on May 13, 43 and now is being salvaged
for the second time. The cargoes of the above ships have been
salvaged and used in the greatest part. This work has been accom-
plished by our firm, using exclusively our equipment and our capital.

The work for the clearing of the Cagliari Port
is now almost completed and our firm in order to use its installa-
tions and its specialized personnel, that did the above good jobs,
had projected to undertake the salvage of ships sunk in other parts
of the Island, particularly at Golfo Aranci and Olbia. We sent a
report on this matter, dated Dec 1, 43 to the Autonomous Maritime
Command of Sardinia, copy of which is hereby inclosed.

Subsequently, taking advantage of a provision
of the Navigation Law we informed, with a letter dated Jan 19, 44
(copy of which is hereby attached, the Olbia and Golfo Aranci Ports
Commandants that it was our intention to start salvage operations

2103

• Ditta Enrico Conti-Vecchi
 Ramo Ricupero e Salvataggi
 Filiale di Cagliari

seguito: Lettera 5.2.1944 alla
 Commissione Alleata
 in Sardegna-

of the following ships : (six altogether, see names in Italian original)

Ships	" Agata "
"	" S. Josè "
"	" Tana "
"	" Conegliano "
"	" Cor Jesu "
"	" Nirvo "

We were very much surprised to receive the attached, (in copy) reply of the Olbia Port Command, forbidding us to start any salvage operation in the port, stating that such operations would conflict with the interest of the owners of the ship and of the Italian Merchant Marine. (At this point we wish to point out that some of the cargoes of the above ship could still be salvaged and used).

We answered back to the Olbia Port Commandant as per attached copy of letter.

While we are trying to get in touch with the owners of the ship or their representatives, we will be very grateful if your Commission (AMG) will do something so that our installations and technical organization that has already proved its efficiency, be working again and usefully.

signed:

Ditta ENRICO CONTI-VECCHI
 Ramo Ricupero e Salvataggi
 Filiale di Cagliari
 Il Direttore

Ditta ENRICO CONI - VECCHI
Ramo Ricupero e Salvataggi
Filiale di Cagliari

C O P I A

N° 1

Assemini per Macchiareddu

AL COMANDO MILITARE MARITTIMO
DELLA SARDEGNA

e. p. c.

AL COMANDO MARINA

OLBIA

ALL'UFFICIO RICUPERO DELLA
SARDEGNA = CAGLIARI

SALV. RIC.
IN/ln

1.12.1943

Subject: salvages of ships

Referring to verbal instructions received from Admiral Brivonesi we wish to report briefly on the condition and salvage possibilities concerning the ships sunk in the Olbia and Golfo Aranci Ports. Such report is based on information obtained from the Olbia Royal Navy Commandant, by the Olbia and Golfo Aranci Port Commandants and from the Olbia Loading & Unloading Office. We ourselves have personally got some information and data on the matter during an inspection made aboard a tugboat supplied by the Olbia Port Commandant that at the same time put at our disposal a diver. The diver made several dives under our supervision and instruction.

A) DATA ON SUNK SHIPS

at OLBIA - s/s A G A T A

A 4000/4500 Ton ship not very modern but in good conditions. The ship was been unloaded when hit by several bombs that opened holes on the right and left side of its stern. In addition the concussion of a bomb that landed on the pier opened another hole on the central part of its left side. The ship lies near the pier, about 7 meters under water. Its cargo is cereals and legumes. We believe it possible to salvage this ship after overcoming some difficulty. We don't know the conditions of the boilers and engines of the ship therefore are unable to state what kind of repair and how long it will take to make the ship sea-worthy.

at OLBIA - s/s C O R N I G L I A N O

A 8.000 Ton. She was at Isola Bianca pier with a cargo of explosives when hit by several bombs that fired and exploded the ship. She is about 8 meters below sea level, close to the pier. Its right side, near to the stern is in bad condition, also the explosion has totally destroyed the prow. We do not know exactly what quantity of explosives are left inside the ship. It is impossible to salvage this ship as a ship, but as a scrap iron and also to clear the pier.

at OLBIA - s/s S A N J O S E P H

A 10.000 very modern ship, built by the French, captured and used by the Germans when sunk. She sank in the harbor, half a mile from the Isola Bianca pier, at a point where the sea is about 7 meters deep. She appears to be in good conditions and could be surfaced with only a few weeks of work. We believe that it could be made sea-worthy. We have no information concerning her cargo.

at OLBIA - s/s T A N A

A 6.000 Ton. ship, sunk at about 3/4 of a mile from the Isola Bianca pier, in the middle of the harbor where the sea is 7 meters deep. The ship caught fire after having been bombed and shows several holes in its stern. Explosions produced the twisting of both sides. The ship is still loaded with boxes, artillery, vehicles and other war equipment. The salvage of this ship seems possible but we will give more details about that when one of our divers will be able to inspect it.

at GOLFO ARANCI - s/s C O R J E S U S

A 5.000 ship wtil partially loaded with sugar, wheat and motorcycles. This cargo is partially usable and could be disposed for consumption, provided the ship be surfaced as soon as possible. The ship was sunk while unloading at Golfo Aranci pier. The free the pier the ship was moved at a point where the sea is 7 meters deep. We believe that this ship could be salvaged and made sea worthy with a few weeks of work.

B) PROGRAM OF SALVAGES EXECUTIONS

Salvage operations should be started with the "Cor Jesus" as it is urgent to save its cargo that at least partially could be immediately used. Second to be salvaged should be the s/s Agata, also to free the Olbia pier; next to be salvaged should be the "San Joseph" and "Tana" and finally the work to be completed with the demolition of the "Carnigliano".

We wish to emphasize again that the "San Joseph" should be put in sailing conditions in a very short period of time.

In view of the above we are waiting to have your instructions assuring you that we will do our best and our speediest work. Meanwhile we wish to thank you for the assistance and information received and for everything you have done and will do to make our task easier.

signed:

Ditta ENRICO CONTI-VECCHI
Ramo Salvataggi e Ricupero
p. Il Direttore

F.to Lanza

2094

Ditta ENRICO CONTI - VECCHI
Ramo Ricupero e Salvataggi
Filiale di Cagliari

C O P I A

N° 2

ALLA REGIA CAPITANERIA DI PORTO
di

O L B I A

ASSEMINI per Macchiareddu

ALLA REGIA CAPITANERIA DI PORTO
di

GOLFO ARANCI

Salv. Ric.

19 Jan 44

AL/Ca

p.c.
AL COMANDO MARINA

O L B I A

SUBJECT: Report under the provisions of Art. 501 of the Navigation
Code (Law)

Referring to our letter of Dec. 1:43 re Salvages.

Approached by the Sardinia Naval Military
Command, on Nov 29 and 30 we have inspected, using a tow boat
put at our disposal by the Olbia Port Commandant the following
ships sunk in the Olbia and Porto Aranci:

1)	- s/s	" AGATA "	Olbia
2)	- "	" SAN JOSEPH "	Olbia
3)	- "	" TANA "	Olbia
4)	- "	" CORNIGLIANO "	Olbia
5)	- "	" COR JESU "	Golfo Aranci
6)	- "	" NIEVO "	Olbia

and we have given a report on the conditions of the above ships
and the possibility of surfacing all of them except the
s/s " Cornigliano ", that in view of her conditions should be
demolished on the spot.

With this letter we wish to notify that in
view of the provisions of the Navigation Law, Articles 501 and 504,
our firm has the intention to salvage the above ships, starting
salvaging operations as soon as completed the necessary formalities.

Will you please acknowledge this letter and
we remain.

2098
signed: Ditta ENRICO CONTI - VECCHI
F.to Ing. V.M.P.

Ditta ENRICO CONTI-VECCHI
Ramo Ricupero e Salvataggi
Filiale di Cagliari

N. 3

R. Capitaneria di Porto di Olbia
Per telegrammi : Compagnare Olbia

Prot. N. 522

Olbia, li 1 febbraio 1944

Alla Ditta ENRICO CONTI - VECCHI
Filiale di Cagliari Assemini per
Macchiareddu.

Subject : Salvages in the Orbia Port

Referring to your letter of Jan 19, we wish to inform you that the Sardinian Naval Military Command having been informed of your request, states that private firms cannot undertake salvage operations of the ships sunk in this port.

Therefore it is forbidden to you, your representative and to any other firm to inspect such ships and to start any salvage operation. The salvage of these ships will be taken care exclusively by the Salvage Office of the La Maddalena Naval Command.

signed Major Ramponi, Port Commandant

Ditta ENRICO CONTI - VECCHI
Ramo Ricuperi e Salvataggi
Filiale di CAGLIARI

(C O P I A)

N° 2

Raccomandata espresso

ASSEMINI per Macchiateddu

R. CAPITANERIA DI PORTO
di
OLBIA

Sav.Ric. 5-2-1944
LA/Pa

Subject : Salvages in the Olbia Port

To your letter N.522 of the 1st inst.

We are sorry to see that the Authorities that should help private initiative in the reconstruction of your racked country, do not wish that our firm, that has already salvaged 4 ships in Sardinian ports, do undertake the salvage of other ships. These operations, in addition of being very helpful to our national needs and interests, are permitted by the Law. We do not know what authority has granted to the Sardinian Naval Salvage Office the monopoly salvaging privately owned ship, sunk during war operations. Actually we were once shown a letter of the Navy Department (Italian) in which not only they were forbidding to the Royal Naval Authorities to undertake any salvage of private owned ship, but criticised their initiative in such undertakings.

Actually we wish to point out that the only wrecked ship, salvaged in Sardinia, were salvaged by private enterprise, in a few months time, 5 ships aggregating 38.000 tons.

In addition your prohibition does not seem to take into account the right of each owner to have his own ship salvaged by anybody or any firm to which he may like to entrust the job.

In view of the fact, that untill now only private concerns have proved to be able to do effective salvage works, we will inform the Superior Authorities of your decision, so that also the ships that now lie wrecked in our ports may be soon be salvaged and be working again in and for the economic interests of our Country.

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