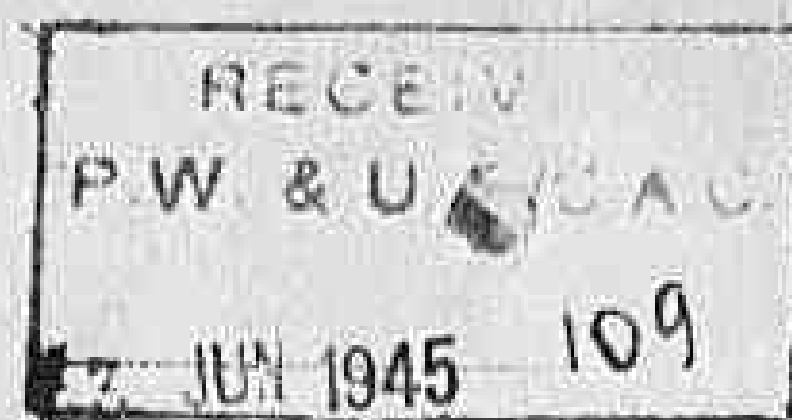


ACC 109/PWU

10000/150/393
(VOL. II)

10000/150/393
(VOL. II)

PORTS
NOV. 1944 - JUNE 1945



HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2628
11 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Public Works and Utilities Sub-Commission,
Hq. Allied Commission.

Subject: Port of LA SPEZIA.

1. As stated in Navy Sub-Commission letter NSC/2583 of 6 June 1945, the Navy Sub-Commission requested the Allied Naval Commander-in-Chief, Mediterranean to give due consideration to providing minesweepers for clearing the port of LA SPEZIA.

2. The Navy Sub-Commission now has been informed by the Allied Naval Commander-in-Chief, Mediterranean that it is regretted that no additional minesweeping forces can be made available on the West Coast of Italy and that existing priorities make it unlikely that the port of LA SPEZIA can be cleared for some period of time. However, the Allied Naval Commander-in-Chief has assured the Navy Sub-Commission that due consideration will be given to clearing the port of LA SPEZIA at such time as minesweeping equipment may become available.

*copy forwarded to
Maj. Goldson for info.*

R. L. Hamm
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Economic Section, AC.
Chief Commissioner, AC.
Transportation Sub-Commission, AC.

2312



HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2583
6 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Public Works and Utilities Sub-Commission, Hq. AC.

Subject: Port of LA SPEZIA.

1. In answer to Public Works and Utilities Sub-Commission letter 109/FW of 1 June 1945, the Navy Sub-Commission has requested the Allied Naval Commander-in-Chief, Mediterranean to give due consideration to providing the requisite ACCOUSTIC and MAGNETIC mine-sweepers for clearing the Port of LA SPEZIA in order to reactivate the docks and relieve local unemployment. A copy of the communication to the Allied Naval Commander-in-Chief, Mediterranean has been forwarded to the Senior Naval Officer Western Italy, Naples for information.

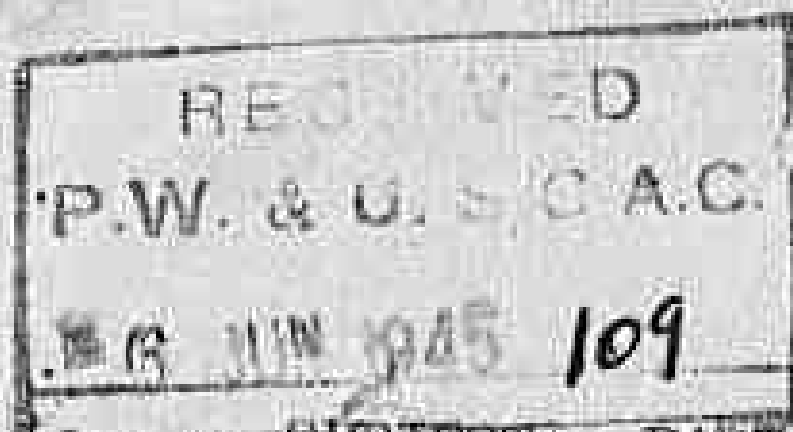
2. In this connection it is desired to bring to the attention of the Public Works and Utilities Sub-Commission the fact that the shortage of minesweepers and minesweeping equipment makes it unlikely that the Port of LA SPEZIA can be cleared until after the completion of similar minesweeping activities have been completed in the Port of GENOA.

H. W. Zickli
H. W. ZICKLI,
COMMODORE U. S. NAVY,
500 REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

*Copy of this letter & log
51 to Maj. Goldson
for information. at 5/6/45*

55 Refers

2311

SUBJECT:- BARI Docks Repairs

Allied Commission,
Public Works and Utilities Sub Commission,
ROME.

Chief Engineer
3 District CMF
Tel: Baseball 89
CE 4151/1

5 June 45

Reference this office letter of even number dated
18 May 45.

Would you be good enough to state the present position
regarding the placing of a contract for the repair of the Quay
Wall at Berth No. 10, on the Mole, BARI.

AGPF/BS

H. L. Smith
Brigadier,
for Chief Engineer.

*Wrote for copy
9/6/45 CCB*

Folio 1 - 2nd Part refers

2319

CRB/GT

52

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394
PW&U DIVISION

RECEIVED
P.W. & U.S./C.A.C.
21 JUN 1945 109

PR/ENG/6.56

23 May 1945

SUBJECT: Savona Harbor
TO : PW&U Sub-Commission AC HQ ✓

Forwarded for your information and file.

For the Regional Commissioner:

C. R. Birchett

C R BIRCHETT
Colonel CE
Regional Engineer
~~Piemonte &~~ Liguria

2309

cc To Major Goldson - Ports Officer - Genova

Mod. 3763

FIAT
SOCIETA PER AZIONI

DIREZIONE
Coordination Office

TORINO
Corso IV Novembre, 300

22/5/1945

6.56 Q

(146)

Headquarters
ALLIED MILITARY GOVERNMENT
Piemonte Region
corso Sporto 18
T O R I N O

→ Col. BIRCHETT
Major REID
Major CONWAY

We send you the following memorandum on the conditions
of the harbour of Savona and on its railways, made by an offi-
cial of our Transport Service, because we think it can interest you.

Rayner

2308

FIN Servizio Centrale Trasporti

Turin, the 20.5.1945

Second journey of Mr. Boriano to Savona in order to ascertain the reparations necessary to the harbour of Savona and to the railway plants. Efficiency of the ropeway.

The railway station of S. Giuseppe is in perfect condition as regards its plants. Our visit to the Coke Italia lying near the place of Bragno has given the following results:

-Dir. Collo and Ing. Parini have declared that the plants of the Works are in a normal state and ready to resume their full activity. On their junction rails they can load 300 trucks daily. They have also made known the following quantities of material, which is at present in their establishment:

- Coke: 1.200 tons "toutvenat", 4.000 tons "dust coke" (polverino).
- Washing oil: a very small quantity necessary to the factory itself for the starting of work.
- Antracene paste: 700 tons.
- Antracene oil: a very small quantity (2,5 tons), which represents the immediate necessity of the factory.
- Tar: 600 tons.

Survey of the ropeways at S. Giuseppe and at Savona.

From the meeting with Dir. Bonini at Savona (Seat of the Direction) we have had the following informations:

-Materials: 2855 tons coke (inclusive of dust coke-polverino-) property of other firms; material which was allotted by the Direction and on which the Direction

2307

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- Tar: 600 tons.

Survey of the ropeways at S. Giuseppe and at Savona.

From the meeting with Dir. Bonini at Savona (Seat of the Direction) we have had the following informations:

- Materials: 2865 tons coke (inclusive of dust coke-polverino-) property of other Firms; material which was allotted by the Germans and on which the different Firms have still the right of ownership. The ropeway Firm is only a depositary of the ware. The installations of Bragno so well as those at the port of Savona and the whole line between Savona and S. Giuseppe are in perfect efficiency. They can unload a cargo of 6800 tons coal in 14 hours, transport daily 7000 tons coal, and load at Bragno 500 trucks daily.
- At S. Giuseppe the Firm can receive 400.000 tons coal in its warehouses, without considering the silos.

2307

-2-

Ing. Bonini says that he has been told of the arrival shortly in Savona of 200,000 tons different wares (coal and food) with destination to the occupation troops and to the population of North Italy and Switzerland. He added that his firm is actually in a condition to transport any kind of material (even petrol in vessels), giving though all precedence to coal.

Conditions of the Harbour of Savona.

According to the assumptions of cap. Lockmaet R.N., commander of the Port of Savona, the removing works proceed satisfactorily. A great part of the minor ships sunk has been removed. The ships of a certain tonnage await from Genoa a pontoon of x 250 tons for the removal.

Another remarkable obstacle to the mooring of ships is represented by the floating magnetic mines, which are 12, that is to say the rest of a series of mines destroyed in the last few days. These mines have already been located by divers who came from Leghorn.

All work for removal of mines and recuperation of relics will be carried out by the end of this month. Cooperation to the setting in order of the harbour is afforded by a drakenballoon of the Allied Navy, three minesweepers and several hundreds of men.

Cap. Lockmaet R.N. declared that ships of 3000 tons can already enter the harbour, provided the ships draught be not above 10-12 feet. By the end of May the entrance of the harbour will be allowed to ships of all draughts.

According to further information ships of 10,000 tons type Liberty are cruising in front of the harbour of Savona; one of them has now entered the harbour of Imperia, waiting to make for the harbour of Savona.

Railway installations and communications situation.

News is given by Mr. Posco Chief Station master and by the Inspector of the V "Reparto Movimento Savona":

-Railway track Savona S; Giuseppe di Cairo: in efficiency from ²³⁰⁶ until 10, 8, 700 and then from Km. 10, 800 onward. There is as a consequence of the interruption, a necessary change of trains.

The interruption consists in the fall of the three bridges of Isola, Acquabona e Cervetto, 100 feet above the sea.

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The interruption consists in the fall of the three bridges of Isola, Acquabona e Cervetto, 100 feet above the valley level. 150 men, belonging to the station of Savona, are employed for the reparation works. A regular railway service depends on the arrival of construction materials and will require three months work.

:/.

-3-

-Railway track Savona -Ventimiglia: the track is efficient untill Noli, then the interruptions are as follows:

tunnel	Capo Noli	reparation within	31/5
"	ceriale	"	"
"	Capo Mele	"	25/5
"	Capo Torre	"	31/5
"	Capo Berta	"	5/6
"	Prino	"	5/6
"	Prarola	"	5/6
"	Arma di Taggia	"	5/6

The Ventimiglia bridge will be repaired by the French authorities, because the Italian influence extends itself only untill Bordighera.

The whole railway(at least by means of steam traction) is expected to functionate within the first 10 days of June.

- Railway track Savona-Genoa: interruptions between Varazze and Celle Ligure, between Celle Ligure and Albissola. Repair works are going on. Within 50 days this railway track will probably functionate. To day trains make a regular service between Genoa and Varazze.

Conditions of the Harbour of Savona;

Wharfs 1,2,3 of the new harbour are completely destroyed as well as 4 out of 5 big elevators.

Wharfs 4,5,6,7,8 are for the time being not efficient, but hard work is already going on swiftly for their repair.

Wharf 9,10,11,12, with moving cranes and a railway leading to the floating dock, are in full efficiency.

Also the wharf Ambrossetti will be in a short time ready to functionate.

"	Prino	"	5/6
"	Prerola	"	5/6
"	Arma di Taggia	"	5/6
"	"	"	5/6

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Wharfs 4, 5, 6, 7, 8 are for the time being not efficient, but hard work is already going on swiftly for their repair.

Wharf 9, 10, 11, 12, with moving cranes and a railway leading to the floating dock, are in full efficiency.

Also the wharf Ambrosetti will be in a short time ready to functionate.

2305

Tel. Extn. 320.

HEADQUARTERS ALLIED COMMISSION

EJR/sg

APO 394

Public Works and Utilities Sub-Commission

51

109/PWU.

1 June 45

SUBJECT : Port of La Spezia.

TO : Regional Commissioner Piemonte Region.
(Att: Regional Engineer.)

(49)

1. Acknowledgment of letter PR/ENG/6.35/dated 22 May 1945 is made.

2. Reference is also made to the report of Major Goldson dated 13 May 1945 in which it is clearly defined that the Navy is giving prior consideration to ports deemed more important to the general situation than is La Spezia.

However a request is being made to the Navy Sub-Commission requesting early assistance in sweeping mines particularly of the acoustic type which the Italian Navy is not equipped to remove.

3. Are there any reasons why some of the unemployment at La Spezia can not be relieved by having the Italian Navy initiate reconstruction operations in parts of that installation not endangered by submarine mines?

Also, are the locations of submarine mines of the magnetic type known so that sweeping of these can be done with their own mine sweepers?

By Command of Rear Admiral STONE :

EJR
E. J. RISTEDT,
Colonel, C.E.,
A/Director.

Copy to : Regional Commissioner Liguria.

Tel. Ext. 320.

HEADQUARTERS ALLIED COMMISSION

EJR/ce

INTER OFFICE MEMO.

REFERENCE: 109/PWU
SUBJECT : Port of La Spezia.
TO : Navy Sub-Commission.
FROM : P.Wks. & U. Sub-Commission.

1 June 45

50

1. Request is submitted for assistance by the Royal Navy in clearing mines in the harbor of La Spezia.
2. Although this port is of less importance than Genoa and Savona, it is the principal place of employment for many inhabitants of that area which has normally about 240,000 persons and it has important functions for imports into that region.
3. The Italian Navy, having no mine sweepers capable of sweeping acoustic type mines, must therefore depend on assistance in clearing these mines which are planted in the harbor and in proximity to docks and other port works. The repair and rehabilitation of docks and quays must be delayed until mines are cleared because of dangers involved from mine sweeping.
4. In view of the unemployment situation due to the paralization of operations at the naval station and port and lack of any other adequate forms of employment in that immediate vicinity, it is desired that due consideration be given to the early sweeping of mines from this port to permit initiation of repair operations of Public Works nature for this Italian Navy base.

EJR.
E.J. RISTEDT,
Colonel, C.E.,
A/Director.

c.c. Economic Section.

2303

CRB/NM
49

RECEIVED
P.W. & U. S/C.A.C.
29 MAY 1945 109

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394
P.W.&U. DIVISION

PR/ENG/ 6.35

22 May 1945

SUBJECT : Port of La Spezia
TO : Public Works Sub-Commission AC Rome

1. The Ports Engineer at Genoa has made an inspection of the port of La Spezia. The mercantile harbour has suffered bomb damage but the two quays could receive ships now. Projects for repairs are being prepared.

2. The Ports Engineer requests that the Naval Sub-Commission be requested to expedite the minesweeping of this port so that the port could be opened at once. Attention is invited to the fact that the port is important since the present stagnation of shipping is affecting labour, industrial problems, fishing and small coastwise traffic apart from holding up repair and salvage work.

3. This office concurs in the request of the ports officer.

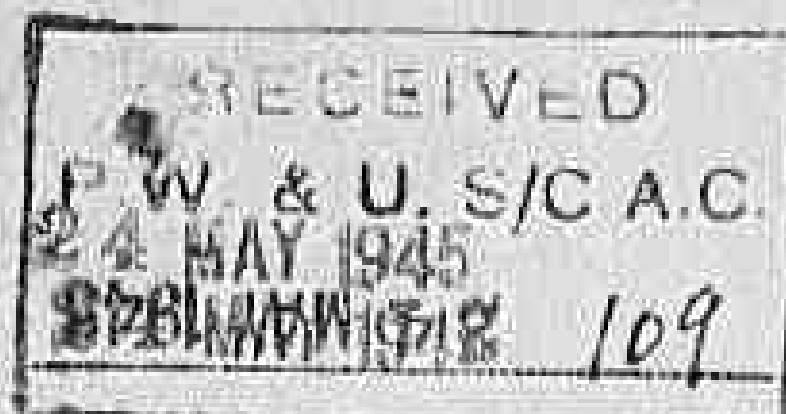
C. R. Birchett

C R BIRCHETT
Colonel CE
Regional Engineer
Liguria

51 ref

c/c to : Maj. Goldson.

2302



HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION
PUBLIC WORKS & UTILITIES DIVISION

22 May 1945

RVIII/100/GRO/6

SUBJECT : Removal of derelict ships, unexploded bombs
etc., from the Harbour of P. S. Stefano.

TO : Director, Public Works & Utilities Sub-Commission
HQ Allied Commission APO 394

1. With regard to the enclosed Forms AO/1 which refer to the above subject, (Project No. GRO 171) approval was delayed in this office as it had been hoped that assistance might be obtained from the Special Italian Naval Sections now operating on the west coast.

2. Owing to the volume of work in other Ports assistance has not been forthcoming. The Chief Engineer Genio Civile informs this Office however, that he has been able to contact a specialist firm which is capable of carrying out this work.

3. The works are extremely necessary and approval is recommended.



R. Lee.
Lt. Col. R.E.
Regional Engineer

File

*Talked to Lt. Col. Thompson on
Phone in Florence. He will +2301 to Lt. Col. Lee
15-5-45
Raggianni will clarify G.C. position
relative to Italian Navy.
M 6/6*

ALLIED MILITARY GOVERNMENT
LIGURIA REGION
P.W. & U. Division (Ports)

RE: V.D.
P.W. & U. A.C.
23 MAY 1945 189

Subject: Report on Ports in general up to 20 th May 1945
To Regional Engineer Piedmonte and Liguria Regions.

- 1) The situation regarding the opening of the ports in the Region is much the same as before. The R.N. are working on mine clearance in the waters at Genoa and Savona. Nothing further has occurred at La Spezia. At Imperia an Italian firm of Società SORIMA has been given a contract by R.N. Fleet Salvage to remove obstructions in the harbours. It is not known whether this contract covers mine removal as well but it is doubtful.

As soon as the movement of shipping is declared safe from mines both Oneglia harbour and Porto Maurizio can function to about 60% of their normal capacity. There are no mechanical handling facilities at either of these harbours, the capacity is therefore restricted to clearance from the quays. Only one quay at Oneglia and none at Maurizio are rail served.

- 2) At all ports the Genio Civile are examining projects for repairs, the largest being at Savona and Genoa. The only repairs to be done at La Spezia and Imperia are small bomb damages to Quays - two at La Spezia and two each at Oneglia and Porto Maurizio.
- 3) Since there are ample quay facilities to accommodate the expected shipping at Genoa and Savona for the next 6 months there are only some small projects being carried out at the moment in these ports. One of them is the rebuilding of the pump house suction plant in the grain silos. Although this is owned by Soc. An. Silos - a private enter-

- 2 -

the assistance is being given by this department in the way of materials, transport, etc, though not financially. Other larger projects are being studied.

- 4) Quite a lot of other reconstruction work is going on at Genoa at the instigation of R.N. and Port Commandant through IG C.R.E. These are: -

- (a) Crane repair program
- (b) Water service to quays for military use
- (c) Electric cable reinstatement
- (d) Reconstruction of two dry docks for R.N. and laying of new cables for power to pump houses

The question of payment for these works is a sticky one since R.N. and Military hold that the work should be paid for by the Italian Government. The Government here are not in a position to provide funds at the moment and I would not be surprised to see the whole financial side turned over to A.M.G. The sums involved are of course well in excess of anything which I can handle.

- 5) It is still not understood why Savona is not being pressed into use as a port since the "Funivie" handling plant is such a simple means of importing many thousands of tons a day of almost any commodity with practically no handling troubles or pilferage and transporting it to the inland distribution centre at S. Giuseppe.

C.P.B. Goldson

Maj. C.P.B. GOLDSON RA
Port Construction Engineer

2299

Genoa, 19 May 1945

Copies - H.Q. P.W. & U.

Tn. Liguria Region

File

RECEIVED
P.W. & U.S./C.A.C.
21 MAY 1945 109

JAR/VZ

HEADQUARTERS
LIGURIA REGION
ALLIED MILITARY GOVERNMENT
APO 394
P.W.&U. DIVISION

PR/ENG/6.25

15 May 1945

SUBJECT: Payment for Stores needed by Ports

TO : Ports Engineer Liguria Region
(Att: Major Goldson)

1. With reference to the method of obtaining stores held by the military (especially 10 CRE) and needed in Port reconstruction work. The following procedure was agreed on between Col. Menapace AG Finance Sub-Commission, Col. Ristedt AG PW&U Sub-Commission and the undersigned.

a. a. You will determine what stores are necessary for port reconstruction and whether these are available from civilian stocks. If only military held stocks are available you will obtain informations as to location and arrange for release payments to be made by you.

b. You will obtain payment in advance for stores determined to be necessary.

c. These funds will be turned over to the military by you and arrangements made for delivery of stores to desired points.

d. This procedure will only be used in port reconstruction work.

e. A record will be kept of all stores, money received and turned over to the military authorities for stores.

C. R. Birchett
C. R. BIRCHETT
Colonel CE
Regional Engineer
Liguria Region

2298

Copy to: Col. Menapace
Col. Ristedt
Finance Officer Liguria Region

RECEIVED
P.W. & U. S/C.A.C.

17 MAY 1945 109

ALLIED MILITARY GOVERNMENT
LIGURIA REGION
P.W. & U. Divisio (Ports)

45

Subject : PORT OF LA SPEZIA

To : Regional Commissioner Liguria Region

- 1) Copy of initial reconnaissance report on La Spezia is enclosed for your information.
- 2) Regarding the necessity for minesweeping by R.N. before any shipping can move in the harbour and the assurance made at the Conference with Italian Naval Authorities - that I would do my best to hasten things, could a request be sent to Naval Sub Commission pressing for action please.
- 3) The present stagnation of shipping is affecting labour, industrial problems, fishing and small coastwise traffic apart from holding up repair and salvage work.

Genova, 14 May 1945

C.P.B. Goldson

Major C.P.B. GOLDSOHN RA.
Port Construction Engineer

Copies: Provincial Commissioner, La Spezia
Regional Engineer Piedmont
File.

2297

ALLIED MILITARY GOVERNMENT
LIGURIA REGION
P.W. & V. Division (P.W.)

Subject: PORT OF LA SPEZIA

To

- 1) Regional Engineer Piedmonte and Liguria.
On Sat. 12 May I took the Inspector General of the Genio Civile for the Liguria Region - Ing. Neri - to La Spezia with the object of making a survey of the condition of the port and to endeavour to initiate some work of reconstruction.
My visit coincided with a meeting arranged by the Provincial Commission-er and an Italian Naval Admiral who had been sent to La Spezia by the Italian Naval Authorities to examine problem of opening up the port.
At the ensuing conference the Admiral stated that the Italian Naval Authorities were anxious to reopen La Spezia as a Naval base for two reasons: -

- (a) To relieve the overcrowding at their present base at Taranto and
(b) To bring back employment upon which the town was dependent.
On his way up he had called at Leghorn to discuss the problem of mine-both "magnetic" and "acoustic" type mines. He explained that there were whereas the Italian Navy had certain craft for sweeping magnetic mines they had no craft to sweep for acoustic type.

They were therefore dependent on the Royal Navy to do the initial sweeping of the harbour and had been informed by Leghorn that the commit-ments at Genoa and Savona had to be met before assistance could be con-sidered.

He stated that he would make every endeavour to get pressure put on R.N. from the Italian Navy and hoped that we would do the same from A.M.C.

A request to Regional Commissioner of Liguria to apply to Naval Sub-Commission for this work to be hastened has been sent from this office (copy enclosed).

- 2) Inspection of the Port revealed practical total destruction of all installations such as the Arsenal, Dry Dock, storage and repair shops. The two large dry docks on the west side are in the best state of repair. Although the gates will require reconditioning and the Pump House rebuilding.
It is estimated that it will be 3 to 6 months before they could be put into working order.

The Mercantile Harbour has suffered bomb damage but the two quays could receive ships now and with repairs and clearance of debris could handle coal and general cargo. Projects for these repairs are being prepared by Genio Civile now but actual work on the rebuilding will be restricted to the quantity of cement which can be made available.

- 3) The reconstruction of the Naval Base which occupies 50% of the port works is the responsibility of the Italian Naval Authorities and 25% of it be rebuilt will depend on the terms of the Armistice. I am not therefore in a position to discuss projects of repair.

At the ensuing conference the Admiral stated that the Italian Naval Authorities were anxious to reopen La Spezia as a Naval base for two reasons: -

- (a) To relieve the overcrowding at their present base at Taranto and
- (b) To bring back employment upon which the town was dependent.

On his way up he had called at Leghorn to discuss the problem of mine-sweeping with the R.N. Officer in charge. He explained that there were both "magnetic" and "acoustic" type mines in the harbour and docks and whereas the Italian Navy had certain craft for sweeping magnetic mines they had no craft to sweep for acoustic type.

They were therefore dependent on the Royal Navy to do the initial sweeping of the harbour and had been informed by Leghorn that the commitments at Genoa and Savona had to be met before assistance could be considered.

He stated that he would make every endeavour to get pressure put on R.N. from the Italian Navy and had hoped that we would do the same from A.M.S. angle.

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It is estimated that it will be 3 to 6 months before they could be put into working order.

The Mercantile harbour has suffered bomb damage but the two quays could receive ships now and with repairs and clearance of debris could handle coal and general cargo. Projects for these repairs are being prepared by Genio Civile now but actual work on the rebuilding will be restricted to the quantity of cement which can be made available.

- 3) The reconstruction of the Naval Base which occupies 90% of the port works is the responsibility of the Italian Naval Authorities and much of it be rebuilt will depend on the terms of the Armistice. I am not therefore in a position to discuss projects of repair and rebuilding at present.

- 4) Although I was unable to go out to the far moles and breakwaters to inspect the entrances I was informed from reliable sources that the harbour is not blocked with sunken ships. There are however a large quantity of craft of all kinds sunk in and around the port.

- 5) The Royal Italian Navy Salvage under direction from A.F.M. were working on the raising of a sunken pontoon crane of 400 tons capacity which looked to be in good order.

Genoa, 13 May 45

Copies: Regional Commissioner Liguria

V.P.W. & U. H.Q.

Provincial Commissioner of La Spezia

File

Major C.P.B. GOLDSON RA.

Port Construction Engineer

C.P.B. Goldson

(Tel. 489081 ext. 339)

44

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

RWS/rlv

109/PWU

12 May 1945

Subject: Repairs - Port of Naples.

To : A.M.G. Commissioner,
Naples Commune
(Att: Public Works Officer).

1. Enclosed are copies of letters received from
Officer in Charge of Works at the Port of Naples as follows:

- (a). Reference repairs to building N°.107. Copy
of letter from Genio Civile to Royal Navy
attached.
- (b). Reference repairs to breakwater - Estimate and
Relazione prepared by Genio Civile attached.

2. Please contact the Officer in Charge and
make an inspection of the situation. If the work is
necessary and reasonable a project should be prepared in
the normal manner for A.M.G. financing and forwarded to
this Headquarters for approval.

For the Chief Commissioner:

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

2295

109.489081.Ext.339

file 43

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

RWS/rlv

109/PWU

4 May 1945

Subject: Report of Port Facilities- Western Italy.

To : Naval Officer in Charge of Works
Northern Area, Mediterranean.

(29)

Reference is made to your letter N° 1046/45 dated 26 March and to our letter 109/PWU dated 13 April in which information was offered on Ports of Civitavecchia and Fiumicino.

(35)

1. Attached is copy of report rendered by A.C. Public Works Officer with reference to conditions at the Ports of S. Stefano, Leghorn, Piombino and Viareggio. It is hoped the information will be of value to you.

For the Chief Commissioner:

V.S. THOMPSON
Lt. Col. ROE .
Chief, Public Wks. Div.

2294

RECEIVED
P.W. & U. S/C A.C.
11 MAY 45 109

ALLIED MILITARY GOVERNMENT
LIGURIA REGION

P.W. and U. Div. (Ports)

42
480

Subject Report on condition of SAVONA PORT

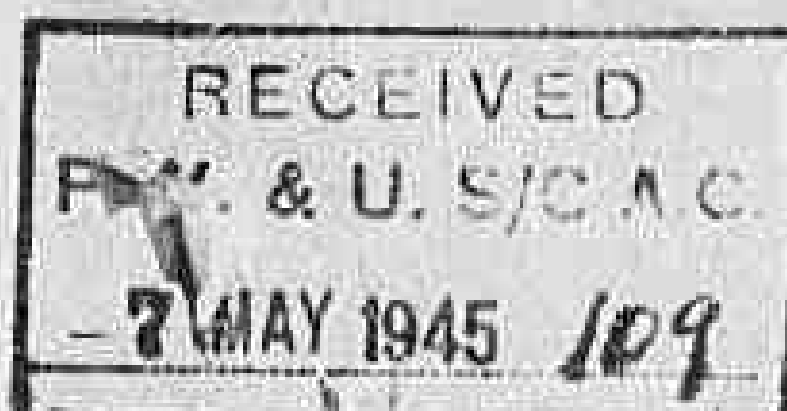
To Regional EngineerH Piedmont and Liguria

1. The conditions in the port are not much changed from that shown on the aerial photographs of Nov. last. The entrance is blocked with ships and there are two large breaches in the break-water. Out of approximately ten berths, three are available for liberty ship now (or alternatively five coasters) four are demolished by bombing or demolitions and three have ships sunk in them.
2. The mechanical handling plant belonging to Società Fagnivie which carries by ropeway direct to S. Giuseppe is undamaged and the berth is clear. The electric motors have to be replaced and some small repairs done to one of the rope-ways and this is already in hand. It is estimated that this plant (one liberty berth) will be able to unload at the rate of 3500 tons general cargo per day or 7000 tons of coal.
3. The Royal Navy are established in the port and it is intended to use the ropeway discharging plant for delivering general cargoes of coal to S. Giuseppe for distribution in Northern Italy as soon as the port is opened. The time estimated to open the port is 14 days after mines outside the entrance have been swept. There are no mines in the water inside the port but quay demolition charges had been placed and are now being removed. The minesweepers are not working there yet as they are still occupied at Genoa.
4. Ten out of the 24 electric cranes are in working order. The remainder are practically irreparable.
5. The vecchio basin is practically untouched but it is shallow and is not of much use in comparison with the other facilities which are available in the port.
6. The owners of the plant on the port are Società Mezzi Meccanici and they already have men working on reparation and clearance of debris.

C. B. Gledson
MAJOR RA.
Port Construction Engineer 2293

Genoa
8 May 45

Copies. H. Q. P. W. and U.
File



MAY 6/1000B

 41
 D/9904
 MAY 7/0915B
 ROUTINE

C.D.C. 123

HQ ALCOM

INFO: BRLO SA DEAZEM FORM 8010 LEONON

IN CLEAR.

Bredger BULLIO is urgently required at LSCORON. Request Ministry of Public Works be hastened in preparation of craft for tow observing BIC has now been quoted as 15 May in MADUAIEN 021620 May. Your 091636 April refers

DIST

ACTION : TW SC (2)

 INFO : A/PRESIDENT
 CHIEF COMMISSIONER
 SCOR 801
 TW & U SC
 FILE (2)
 FLOAT


2292

RECEIVED

P.W. & U.S/CAC

-7 MAY 1945 109

40

H. Q. ALLIED MILITARY GOVERNMENT
LIGURIA REGION

P.W. & U. DIVISION (FORM)

Ref. R/2

Subject: Report on initial reconnaissance of PORT OF GENOA.

To Regional Engineer - Piedmonte & Liguria (Col. C.R. Birchett)

General Situation

- 1- The town and port were taken in two days by the Patriots. This sudden and unexpected action on their part prevented the Germans from enacting out their gigantic scheme for demolition of the Port and left the Town of Genoa with electric power, water and gas works intact. The town, when entered by the Allies, was functioning quite normally with even the street cars in operation.
- 2- The Port has suffered the worst damage by bombing but experimental demolitions had also been carried out by the Germans. The entrances are blocked with sunken ships and there are considerable quantities of mines under water both inside and out.
- Such quay is prepared for demolition with about 1/4 ton of dynamite every 50 feet throughout the whole area.

Ref. R/2

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2- The Port has suffered the worst damage by bombing but experimental demolitions had also been carried out by the Germans. The entrances are blocked with sunken ships and there are considerable quantities of mines under water both inside and out.

Each quay is prepared for demolition with about 1/4 ton gelignite every 50 feet throughout the whole port and there are many large demolition points on the Molo Principe Umberto which were actually wiped up and the fuses in disposition. If these had been fired there would have been no outer mole left. Over 50 tons of gelignite have already been removed

port of Gracco = 2 =

from the quays but work on the removal of mines by N.E. is having to be tailed very slowly and may yet prove disastrous to quays which at present are in good order.

3- Electric Power is not connected at present owing to the main transmission lines between the Port transformer station and the main system being broken. There is not much difficulty anticipated in reconnecting these as it is only a few hundred yards.

Water Power is on.

4- Cranes and Warehouses are destroyed to about the same extent as follows: About 25% undamaged and reusable now.

" 25% slightly damaged.

" 25% seriously damaged - repairable = 6 months

" 25% irreparable

The grain silo-building is practically undamaged but the grain handling equipment will take six months to repair (see separate report).

5- Quay walls - Apart from PORT CARACCILO and PORT SONALIA, which are completely demolished (experimentally), the damage to quays is by bombing and hence only intermittent. Accidents for a dozen ships can be found immediately the waters are clear of mines so long as the sweeping does not explode those close to the walls.

Many have sunk ships to them and usually all the other

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Many have sunk ships in them and nearly all the front-lag postoon cranes and sheer legs are sunk, including the famous 500 ton crane used for building the latest dry dock. There is only one or two old craft or light lifts ²²⁵ ~~crane~~ not sunk.

Port of Genoa

- 3 -

6- Coal Handling Grabs - There are enough coal handling grabs undamaged to unload coal immediately ships can be brought alongside but the railway tracks will need relaying in part. Incidentally it may of interest to mention in this report that the double track railway between a few miles short of Genoa to a few miles short of ALBENGA and PIACENZA is undamaged. This may allow the dispatch of coal to the northern plain by rail at an early date if the two extremities are attended to in good time.

7- The Port Authority in Genoa is CONSORZIO AUTONOMO DEL PORTO and is a going concern at this moment. The chief Engineer with whom I have been in contact (through Geo. Civile) is Ing. GONNINELLI and he appears to have a good organization with up to date information of the condition of all plants and works in the docks. No work can be initiated until the charges and mines are removed or rendered safe by the R.M. and R.N. personnel now working in the PORT but several schemes are being examined in anticipation.

8- As soon as transport is available I propose to visit La Spezia and then Savona and Imperia to make initial reports on those ports.

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8. As soon as transport is available I propose to visit La Spezia and then Savona and Imperia to make initial reports on these Ports.

2284

Port of Genoa

= 4 =

A.M.G. OFFICES
Room 50 - 4th floor
S.A. DEL NAVIGAZIONE
PIAZZA DEI FERRARI

9- The location of my office at the present is in ~~the same building as~~ the ~~same building as~~ PORT CORONA DANT in via ANDREA DORIA.

C. P. B. Gredson

(C. P. A. Goldson)
Major RA
Port Construction Engineer

Genoa
2 May 45

Commissioner
Copies: Reg. ~~Eng. P. B. Gredson~~ Ltg.
~~Porto A. Veronesi~~ Sub-Gen.
TH Sub Gen.
HQ. P.W. & V. Sub Gen.
File

RECEIVED
P.W. & U.S/C.A.C.
-7 MAY 1945 109

39

P. W. & U. (POMES)

Ref. H/1

Subject: Report on GRAIN SILO - GENOVA

TO PORT COMMANDANT - GENOVA (Lt. Col. BALFOUR)

1 - Preliminary inspection of the SILO is company with a representative of SOC. ANON. SILOS DI GENOVA reveal that 90% of the building itself is intact and could be used now for storage purposes, but that the mechanical grain sucking equipment is damaged.

2 - The SILO has been hit in a vital part by about 3 well aimed bombs - one demolishing the sucking equipment power engines which are the life blood of the SILO and the other two damaging the building and distribution centre at the foot of the berthing jetty.

3 - The main structure of the jetty is intact but only 3 of the six sections cranes mounted on it are serviceable.

4 - To effect repairs the big item is to rebuild the section power engines and distributing gear. These consist of powerful electric motors driving air pumps. It is hoped that enough parts can be salvaged from the original six pumping units to reconstruct three and get the silo working to capacity of 3000 tons/day.

RECEIVED
P.W. & U. S/C.A.C.
- 4 MAY 1945 109

Officer in Charge of Works,
Naples.

36

Colonel Ferry,
Public Works and Utilities Sub-Commission,
Allied Commission, Headquarters,

Rome.

No. 1129/45.

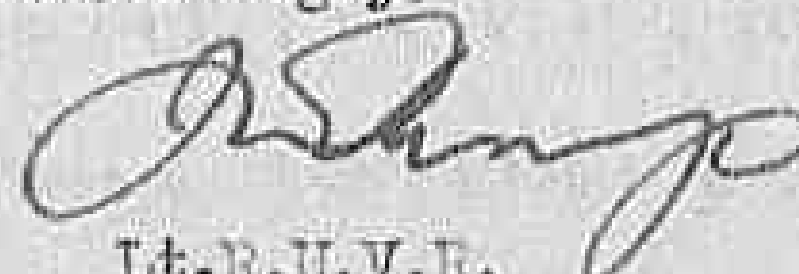
Building No. 107 - Port of Naples.

Genio Civile Naples have been requested to repair the above premises following upon the allocation of Berth 35 to the Royal Navy for ship repair facilities.

A communication (copy enclosed) has now been received from Genio Civile requesting payment by the Royal Navy for these works.

As the requirement constitutes repairs to property in the Port of Naples this is not considered a naval commitment, but capable of payment from the funds allotted to Genio Civile for works of this nature.

Should you concur in this matter it is requested that you inform Genio Civile accordingly.



Lt. R. H. V. R.
Officer in Charge of Works.

Encl.: Copy of Genio Civile's letter.

2288

Copy.

Ufficio Speciale del Genio Civile
per le Opere Marittime di Napoli
e Provincia.

20/4/1945.

Officer in Charge of Works,
Royal Navy,

Naples.

No. 1463/1636 di pot. Ser. I.

Edificio 107 - Porto di Napoli.

In adempimento alla richiesta contenuta nel foglio
29/3/1945 N. 1062/45 e successivo foglio 12 Aprile 1945
N. 1092/45, questo Ufficio dopo aver redatta la relativa perizia
in data 12 Aprile 1945 dell'importo di L. 355,000= ha proceduto
ad una gara ufficiosa di N.ro 4 ditte. E' risultata aggiudicata-
ria l'Impresa Ing. Ernesto Di Palma col ribasso del 0,10% e ad
esso sono state date disposizioni per l'immediato inizio dei
lavori.

Questo ufficio si riserva di inviare la perizia e il con-
tratto relativo in triplice copia.

In merito al pagamento, poiche' trattasi di lavori esegui-
ti in proprieta' privata requisita da cotesto Comando, lavori che
in ultima analisi importano dei miglioramenti al fabbricato stes-
so e potrebbero dare luogo a contestazioni fra questo Ufficio e
la Ditta interessata all'atto della derequisizione, si ritiene op-
portuno ove cio' sia possibile, che al pagamento provveda cotesto
Comando, su liquidazione che produrra' questo Ufficio, ad ultimazio-
ne avvenuta dei lavori.

Si resta in attesa delle determinazioni di cotesto Ufficio.

(G. Basso).

2285

Sgd. L'Ingegnere Dirigente.

RECEIVED
P.W. & U. S/C.A.C.
-4 MAY 1945 109

Officer in Charge of Works,
Naples.

30th April 1945.

Colonel Tenny,
Public Works and Utilities Sub-Commission,
Allied Commission, Headquarters,

Rome.

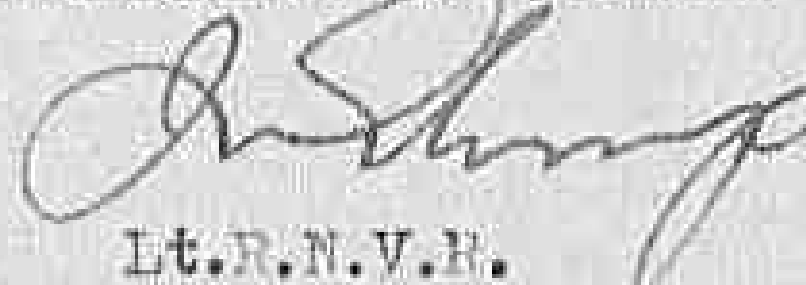
No. 1130/45.

Port of Naples - Breakwater.

Enclosed herewith is a scheme and estimate evolved by Genio Civile Naples for the repair to the breakwater damaged during hostilities in the Naples area.

The winter gales of 1944-45 dislodged the structure fractured by underwater blast and completed the breach. It is conceivable that the coming winter might further aggravate the damage and reduce the use of Naples as a port.

It is urged that favourable consideration be given to the scheme and an early decision reached in order that advantage may be taken of the season.



Lt. R. N. V. R.

Officer in Charge of Works.

2284

Incl.: Copy of scheme, estimate and drawings.

Tel. 489081
Extn. 339

VST/mc

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

109/PWU

13 April 1945

Subject : Report of Port Facilities-Western Italy.

To : Naval Officer in charge of Works
Northern Area, Mediterranean.

Reference is made to your letter no. 1046/45 dated
26 March.

1. The following information is offered with reference
to Civitavecchia Fiumicino.

Civitavecchia

(A) Description of Work:

1. Permanent rebuilding of quay walls above water in
mass concrete and masonry at :
 - (a) no. 1 Berth-Littorio Quay (Taking Liberty Ship now)
 - (b) Michelangelo Quay (not in use now)
 - (c) no. 8 Berth-Biohieri Quay (Ready for Coaster now)
 - (d) no. 12 Berth-Irionia Quay (not in use now)Completion date - July 1945
2. Strengthening of temporary timber coal jetty built
by P.B.S. in Nov. 1944 completion date - July 1945.
3. Complete reinstatement of all breakwater and sea
walls in masonry and block reconstruction (60 ton blocks)
completion date - October 1945.
4. Clearance of bombed buildings and old warehouses
along Darsen a Romana to allow rail connection to go forward
from Tommaso Quay to Littorio completion date - October 1945

- (B) Items required and not available
1. Floating pontoon crane with 60 ton lift.

Fiumicino

- (A) The following excerpt, taken from report rendered by the A.C. Public Works Officer in Rome, covers the information requested.
1. The following is some of the work, accomplished at Fiumicino by Compagnia Marittima :
 - (a) 40 vessels of various types raised consisting of 29 motor fishing schooners, a dredger, tug and various barges. (I doubt if more progress has been made in any of the parts from Gaeta to Civitavecchia. Most of the fishing schooners have been repaired and are engaged in fishing operations).
 - (b) All of the work of removal or straightening of piling of the moles that had been displaced into the stream area of the canal has been completed.
 - (c) The barrage of 9 boats has been destroyed and or removed to afford a navigable depth of 9.8 ft. (as reported by G.C.). The company doing the work reports that the blasting operations have disintegrated and moved the barrage into the deep hole scoured out below some.
 - (d) All of the swing bridges has been removed from the channel (as reported by G.C.).
 - (e) Although a limited width of channel has been navigable since December the movement of coal did not start until about the middle of February. Since then Compagnia Marittima have handled over 5200 tons of coal and charcoal at the harbor. The possibilities of use have been greatly restricted due to the capacity of schooners assigned.
 - (f) The reconstruction of their main lifting unit to 110 tons capacity has been completed and will now be used on the heavier tank barges sunk in the canal.

2.82

2. Information has been requested from our Regional Engineers, Toscana Region on the Ports of Piombino, Leghorn, Viareggio and San Stefano. Advice will be forwarded to you immediately after information is available.

For the Chief Commissioner.

V.S. THOMPSON,
Lt.Col. R.C.E.,
Chief Pub. Wks. Div.

2287

RECEIVED
P.W. & U.S./C.A.C.
29 APR 1945 104

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION
PUBLIC WORKS AND UTILITIES DIVISION

27 April 45

SUBJECT : Ports

TO : Headquarters Allied Commission
APO 394
Public Works and Utilities Sub-Commission.

1. With reference to your letter dated 30 March 45 (Ref. 109 PWU) enclosed is a brief report on the ports at the present time.
2. As will be seen no information is available on Viareggio at the moment, but will be obtained as soon as possible.

Leslie Hodges
Leslie Hodges
Capt. R A
Public Works Officer
for P.S.L.LEE
Lt.Col. R E
Regional Engineer

2230

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION
PUBLIC WORKS AND UTILITIES DIVISION

7 April 45

Report on Port Facilities - Western Italy

1. With reference to the letter from Chief Public Works Division (30 March 45-Ref. 109/PWU) the following is the situation at the moment.

Port S. Stefano

The original project for repairs to the quays (not break water) was approved on 11th Nov. 44 for L.910.000,=. A small portion of the work is permanent, (say 25%) the remainder is provisional work for making up the quaysides and surface with recovered materials and debris removed from the town. No permanent repairs are visualized at the moment; and these in any case would not be practicable ~~with~~ ^{due} unexploded bombs etc, in the harbour, has made it safe to work. (Ref. to Project No GRO 109 -GRO 110 and GRO 111).

The question of the removal of ships and other material, which forms the subject of the letter Project, the question has been referred to the Italian experts in such work as it was not considered a practical proposition for the Genio Civile alone to undertake (Ref. EV111/100/GRO/4 dated 23 March 45) .

Leghorn

Works which are being carried out in the port of Leghorn are under control of the American Navy and Royal Navy which in town function under 10 Port Area of Embarkation. The Port Area is under Command of PBS but all the works are carried out by R.N. and American Navy. Certain railway works were carried out by PBS in the dock area but nothing else.

Allied Commission have no works in the Port Area, and have in fact been refused permission to transport foul sewage through the port area for disposal at sea.

The northern half of the port is under American Navy, the Royal Navy controlling the southern section. (There is no plan of the port available in this Office.)

Regarding the bridge over Fosso Reale Major Feldman

./.

informs me that this work is already completed. (Ref. LIV/3 letter dated 31 Jan. 45 - Ref. A.M.G. PC/721). There is some question of flooding however (Ref. LIV/4 Ref. LIV/PWU/1586) which may be the cause of the request, also the present bridge is for one way traffic only. (Works executed by Penbase)

Piombino

The repairs to the breakwater at this port will be a Project of considerable dimensions. The port is in use for shipping to Elba and for fishing vessels. Water and electric light repaired on the quay (Ref. RVIII/100/LIV/4 dated 29 Jan. 45). The Ilva quays are the most important. Major Feldman informs that the practice at the moment during bad weather for ships to anchor away from the quayside (Ref. Sketch) and that so far this has proved reasonably satisfactory; although there is no doubt that repairs to the breakwater would materially assist traffic in the port particularly during the winter months. (Ref. Proj. N° LIV/140.)

Viareggio

This report is still in army area and no program for reopening canals (Drage Rome ex Fiumicino) is contemplated by this Office. It is possible that 5th Army may have some knowledge of this, and contacts are being made to ascertain the position.

Leslie Hodges

Leslie Hodges
Capt. R A
Public Works Officer

Note

27 April 45

The Regional Engineer requested 5th Army AMG Engineers to assist in obtaining more information on Viareggio. ~~It~~ Owing to recent events no details have been forthcoming. As soon as practicable a visit will be made to obtain more data.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

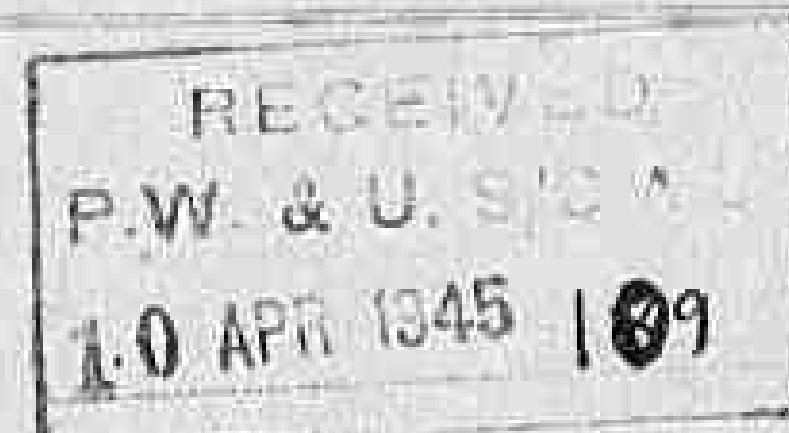
Originator's Reference: 42
 Date/Time of Origin: APRIL 10/1022Z

Message Centre No: D/7287
 Date Time Rec'd: APRIL 10/1350Z
 Precedence: ROUTINE

FROM: CINC MED

TO : ACTION: FONAL INFO: NOIC LEGHORN, PENBASE, G-4 (MOV SECTN), HQ AICOM,
 MPOUSA

RESTRICTED



RESTRICTED.

1. Request you arrange to tow dredger DUILIO from OLBIA to LEGHORN for deepening berths as in PBS 896 of 21 January and as para 2 of your 031223 March.
2. Self propelled hopper barge PZ3 to be sailed from NAPLES to LEGHORN to work with DUILIO.
3. NOIC LEGHORN to arrange for port control committee to supervise work and to notify EDC as soon as possible.
4. On completion of work at LEGHORN it is intended to use dredger and hopper at CIVITAVECCHIA.
5. Dredger owned and manned by Ministry of Public Works

ACTION

ACTION

DIST

ACTION : PW & U SC

INFO : A/PRESIDENT
 CHIEF COMMISSIONER
 ECON SEC
 TN SC (2)
 FILE (2)
 FLOAT

RESTRICTED



RECEIVED
W. & U. S/C.A.C.
4-3 APR 1945 109

EXTRACT FROM SPEECH MADE BY BENITO MUSSI
on the 31st March 1945

col 9/10/45
7/11

The damage caused by the war to harbour buildings are of various kinds.

A) DAMAGE TO STONE AND BRICK-WORK

- 1° in the 36 provinces which have been returned to Italian Administration (ascertained) lire 7,500,000,000
- 2° in Italian provinces still under A.M.G.
(not complete information) " 2,200,000,000
- 3° in occupied Italy
(presumed) " 6,600,000,000

15,700,000,000

B) SIGNALLING APPARATUS

The greater part of marine signalling apparatus (light-houses, lighthouses, luminous buoys etc) has been either destroyed or seriously damaged. This amounts to about 750 manufactured goods, many of which of extreme importance.

C)

PORTS CLUTTERED UP WITH WRECKED CRAFT

A particular kind of damage is caused by the ports being blocked with boats which were sunk to prevent or hinder shipping in the ports.

It is calculated that the cost of removing same would amount to about 1,000,000,000 lire.

D) RAILWAY JUNCTIONS

These to have suffered serious damage. It is calculated that the cost of repairing these in the 36 provinces now under Italian Administration amounts to 2,250,000,000 lire; while the cost of repairing same in the whole of Italy will probably

2 -

amount to about 1,000,000,000 lire.

E) DREDGERS ETC

The Administration of Public Works has lost 115 floating dredgers in the provinces in Liberated Italy; there is no information available concerning same in occupied Italy.

The value of said dredgers etc, at present prices, amounts to about 750,000,000 lire. The cost of salvaging same would amount to about 160,000,000.

SUMMARY OF DAMAGE CAUSED

Damage to stone and brick-work	lire	15,700,000,000
Salvaging of Ships	"	1,000,000,000
Railway Junctions	"	<u>1,000,000,000</u>
total		<u>17,700,000,000</u>

If we were to add to the above the price of rebuilding signalling apparatus, which it is presumed would cost about lire 3,300,000,000 we should reach a figure of about 20,000,000,000 lire at present prices.

These figures are, of course, only approximate.

=====

What has been done?

We have not been able to do a great deal; as the principal ports are under the control of the Allies for war purposes. At present the following harbours are in course of being repaired:

Civitavecchia	(70,000,0000 lire)
Fiumicino	(40,000,000 ")
Terracina	
Badina	(3,000,000 ")
Reggio Calabria	(6,000,000 ")
Pescara	(4,500,000 ")
in the Puglia ports	(12,000,000 ")

2275

- 3 -

INTERMINISTERIAL HARBOUR COMMITTEE

This Committee, which has the task of co-ordinating the programmes of work in the various ports, has established a first lot of work to be carried out, which will amount to about 2,000,000,000 lire and which can be carried out this year and next: it will comprise repairing of stone and brick work, refunctioning of railway junctions and salvaging of ships sunk in the ports, in the 36 provinces under Italian Administration.

2274

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator: Reference:

Date/Time of Origin: MAR 301630A

Message Centre No: D/6505

Date Time Rec'd: MAR 311350A

Precedence: ROUTINE

FROM: CINC MED

TO: HQ ALCON INFO C4 MCY AND TON INFO TONAM

RESTRICTED

RESTRICTED

Your 1460 of 10th February 1945 to AFHQ. It is desired to move dredger DUILIO to mainland in near future. Dredger owned by Ministry of Public Works. Request confirmation that dredger with crew will be ready for tow on receipt of sailing signal.

RECEIVED
P.W. & U. S/C.A.C.
31 MAR 1945 109

Dist

Action - PW & U
Info - A/President
Chief Commissioner
Econ Sec
Tn SC (2)
File (2)
Float

RESTRICTED

HEADQUARTERS
31 MAR 1945
A.C. 2273

Tel. 489081. Ext. 339

*not looked out
General [Signature]*

30

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

RWS/flv

30 March 1945

109/IWU

subject: Ports.

To : Regional Commissioner, Toscana
(Att: Regional Engineer).

1. Attached is copy of letter received from
Naval Officer in Charge of Works, Northern Area,
Mediterranean requesting certain information with reference
to port reconstruction.

2. Will you please secure the information
requested on San Stefano, Piombino, Leghorn and Viareggio
and forward to this Headquarters.

By Command of Rear Admiral STONE:

34 refers

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

2272

RECEIVED
P.W. & U. S/C A.C.
30 MAR 1945 109

29

Officer in Charge of Works,
Northern Area, Mediterranean
C/o Flag Officer
Northern Area, Mediterranean.

26th March 1945.

Colonel Jenny,
Public Works and Utilities Sub-Commission
Allied Commission, Headquarters,

Rome.

No. 1046/45.

Report of Port Facilities - Western
Italy.

As discussed with Major Freedy, on the 22nd instant, it would be appreciated if you could inform me of your works programme in the ports of Western Italy.

2. Points of interest to the Royal Navy are listed in the attached schedule, perhaps you could forward me your remarks on these items at your convenience.
3. Any assistance we can render to push forward works or to supply materials in port areas will be given by my officers.

R. V. R.
Commander R.N.V.R.
Officer in Charge of Works,
Northern Area, Mediterranean.

Encl.: List.

35-40
By Col Thompson

Please prepare report

Allied Commission, Headquarters,
Rome.

No. 1046/45.

Report of Port Facilities - Western
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R. N. V. R.
Commander R.N.V.R.
Officer in Charge of Works,
Northern Area, Mediterranean.

Encl.: List.

42 Col Thompson

*Please prepare report 22/7/45
29/3*

430 refer

35 refer

Enclosure to O.C.W.N.A.M.'s letter No. 1046/45.

1.

FIUMICINO.

- (a) Arrangements are in hand to supply dredger. Depth of dredge and width of channel not clearly defined. When will wrecks in canal be cleared to allow passage of dredger to obtain shelter during operations?

2.

- (b) Programme of works upon wharf repair.

CIVITAVECCHIA.

Programme of works generally?, and approximate dates of completion.
(Ruston Bucyrus $\frac{3}{8}$ yd dragline (or crane) available on contract ex Naples if you require it).

3.

SAN STEFANO.

If any permanent repairs of breakwater are contemplated.
Temporary tipping of rubble appears satisfactory.

4.

PIOMBINO.

Permanent repairs of the breakwater are considered to be essential in view of the broken wharves which would disintegrate next winter unless protected.
150 ton floating crane "Cesare" being repaired by R.N. in Naples, propose A.C. take over in order to execute works of this nature.

5.

LEGNORNI.

Could you define relationship and areas under control of P.B.S., and Allied Commission with any remarks as to your works programme in the commercial port area.
If you could hasten commencement of work on bridge over Fosso Reale (ref. my letter No. 881/45 of 9/1/45) we would be much obliged.

6.

VIAREGGIO.

Could you remark on ~~the~~ proposed programme for re-opening canal using Draga Roma (ex Fiumicino).

2270

(b) Programme of works upon wharf repair.

2.

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Could you remark on ~~any~~ proposed programme for re-opening canal using Draga Roma (ex Fiumicino).

2270

MINISTERO DEI LAVORI PUBBLICI - DIR. GENERALE DEI SERVIZI TECNICI

28

COMMISSIONE ALLEATA

SOTTOCOMMISSIONE LAVORI PUBBLICI E SERVIZI

R O M A

RECEIVED
P.W. & U.S. AG
21 MAR 1946 109

Prot. n. 3392

OGGETTO: Porto di Napoli.

Il Comitato Regionale per la Ricostruzione Industriale di Napoli fra le proposte avanzate alle II. RE. i Ministri del II. PP., della Marina, della Industria, Commercio e Lavoro e dei Trasporti ha messo quella riguardante la cessione di una prima zona del porto di Napoli, da parte del Comando Alleato al Governo Italiano, in subordinazione naturalmente alle necessità belliche del Comando stesso.

Le dette Eccellenze, nella vasta discussione svoltasi sull'argomento presso la Camera di Commercio e nella visita al porto il 3 corrente, pur rendendosi conto della notevole utilizzazione attuale del porto stesso, ai fini militari degli Alleati, hanno ritenuto opportuno predisporre studi e provvedimenti tecnici destinati ad assicurare a tempo opportuno le possibilità di un primo parziale funzionamento dello scalo portuale napoletano quale è auspicato dalle locali autorità civili italiane.

Pertanto S.E. Meuccio Ruini, Ministro del II. PP. e Presidente del Comitato Interministeriale per la Ricostruzione, dette incarico al Prof. Greco-nella sua qualità di Ispettore Generale del Genio Civile per i Porti del Regno - di prendere preliminari ac-

Frangi

Det. del Thompson
C. M. Ruini
Tram. 10/11/46
D. G.

poli fra le proposte avanzate alle M. M. di Traspor- della Marina, della Industria, Commercio e lavoro e del Traspor- ti ha messo quella riguardante la cessione di una prima zona del porto di Napoli, da parte del Comando Alleato al Governo Italia- no, in subordinazione naturalmente alle necessità belliche del Co- mando stesso.

anché stesso.

Le sette Eccellenze, nella vasta discussione svolta sull'argomento presso la Camera di Commercio e nelle visite al porto il 3 corrente, pur rendendosi conto delle notevoli utilizzazioni attuali del porto stesso, ai fini militari degli Alleati, hanno ritenuto opportuno predisporre studi e provvedimenti tecnici destinati ad assicurare a tempo opportuno le possibilità di un primo parziale funzionamento dello scalo portuale napoletano quale è attualmente italiano.

parziale funzionamento dello stesso.
auspicato dalle locali autorità civili italiane.
Pertanto S.E. Meuccio Ruini, Ministro dei II. PP. e Presidente
del Comitato Interministeriale per la Ricostruzione, dette incarico al Prof. Greco-nella sua qualità di Ispettore Generale del
Genio Civile per i Porti del Regno - di prendere preliminari accordi con le Autorità Alleate del Porto di Napoli per pervenire
a formulare una proposta per la cessione di quella parte del Porto di Napoli, ritenuta non indispensabile ai fini bellici, e per
stabilire le modalità da adottare per assicurare altresì la mutua
indipendenza dei traffici civili e militari di cui sopra.

indipendenza dei traffici civili e militari.
Ciò era necessario inquantochè la Commissione che sarà incaricata degli studi del piano dei lavori ^{22/23} di costruzione delle opere danneggiate nel porto di Napoli dovrà conoscere tempestivamente - in quale settore dell'ambito portuale sia da provvedere, in primo tempo, ai detti studi e lavori per le esigenze dei conseguenti traffici civili e mi-

- 2

Pertanto il detto Prof. Greco, accompagnato dal Dirigente dell'Ufficio del Genio Civile del Servizio Marittimo di Napoli, ebbe una lunga conferenza col Comandante dell'8° Porto Sig. Colonnello Petz, dalla quale emerse la possibilità di una prima cessione al Governo Italiano della zona portuale a levante costituita dal pontile Vigliena e dalle banchine attigue Vigliena e Pollena fino allo sporgente G. Beusan.

Le ulteriori cessioni sarebbero poi avvenute gradualmente, per zone, da levante verso ponente in coordinazione alle necessità militari.

Non venne però precisata l'epoca di cessione della prima zona, ma fu invece concesso che, di volta in volta, previ accordi, si potessero eseguire i lavori di riparazione necessari alle varie opere portuali, iniziando senz'altro quelle relative alle difese foranee del porto (Diga Duca degli Abruzzi e Diga Luca d'Aosta).

In relazione a tali accordi preliminari, presi con l'Autorità Portuale Alleata locale, si richiedono ora le decisioni definitive del Comando Superiore Alleato per entrare prontamente nella disponibilità almeno della 1° zona innanzi indicata.

IL DIRETTORE GENERALE DEI SERVIZI TECNICI

Dejanc

2268

lo sporgente S. Pausan.

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Non venne però precisata l'epoca di cessione della prima zona, ma fu invece concesso che, di volta in volta, previ accordi, si potessero eseguire i lavori di riparazione necessari alle varie opere portuali, iniziando senz'altro quelle relative alle difese foranee del porto (Diga Duca degli Abruzzi e Diga Duca d'Aosta).

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IL DIRETTORE GENERALE DEI SERVIZI TECNICI

Dejan

2268

Roma, 21 marzo 1945

TRANSLATION

SB/sg

MINISTRY OF PUBLIC WORKS -

ALLIED COMMISSION
PUBLIC WORKS AND UTILITIES SUB-COMMISSION
R O M E

No. 3382.

SUBJECT : Harbour of Naples.

At Col Thompson
Pls show the proposed program in a
plan of Naples as I can notify higher
A.C. authority (2 copies) [Signature] 28/3

The Regional Committee for the Industrial Rehabilitation of Naples, among the requests made to the Ministers of Public Works, Navy, Industry, Commerce, Labour and Communications, has forwarded that one regarding the transfer of the first zone of Naples harbour from the Allied Headquarters to the Italian Government, in subordination to the Military requirements of the Headquarters themselves.

The above mentioned Ministers, in the meeting held on this matter at the ^{Chamber of} Commerce Room and during the inspection to the harbour made the 3rd March, though considering the actual utilization of the harbour itself for the Allied War effort, deemed advisable to prepare projects and technical measures in order to timely enable a possible, partial operation of Naples harbour, as it is hoped by the local civilian Italian Authorities.

In the meantime, H.E. Meuccio RUINI, Minister of Public Works and Chairman of the Interministerial Committee for Rehabilitation, charged Prof. GRECO Inspector General of Genio Civile for Italian harbours, to make preliminary arrangements with the Allied Authorities in Naples harbour in order to propose the transfer of that part of Naples harbour, not considered necessary to the war effort, and to fix the measures to be taken in order to ensure ²²⁶⁷ so the mutual independence of the military and civilian traffics.

That was necessary inasmuch as the Commission, which will be charged with the plans for repairing the damage to Naples harbour, must be timely informed, considering the priority list, in which section of the harbour it is to provide firstly for the above mentioned plans and works in view of the requirements of both civilian and military traffic.

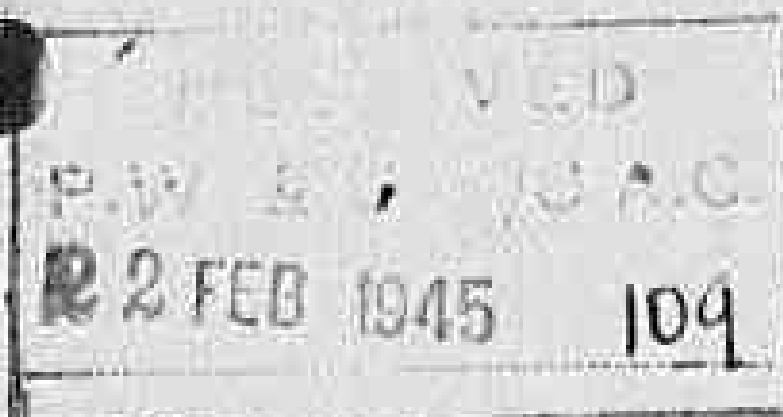
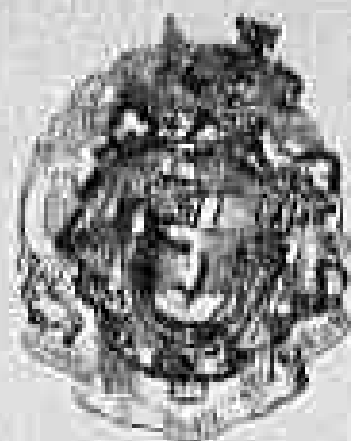
However, the mentioned Prof. Greco and the Director of Genio Civile Office for Maritime Service had a long meeting with the Commandant of the 8th Harbour, Col. Petz, agreeing on the possibility of a first handing over to the Italian Government of eastern area of the harbour i.e. Vigliena pier on the quays near Vigliena and Pollena up to the jutting G. Bausan.

Further handing over will occur gradually, zone by zone, from east to west according to military requirements.

It was not fixed a date for handing over the first zone, but it was agreed that, from time to time, after arrangements, repair works to the harbour could be carried out, starting at once those to the external piers of the harbour (Duca degli Abruzzi and Duca d'Aosta dikes). According to such preliminary arrangements made with the Allied Military Authority in the harbour, we are waiting for the final decisions of the superior Allied Headquarters to be allowed, at least, the above mentioned 1st zone.

The Director General
(signed) Tizzano

2266



Mod. 20

26

Roma

12 FEB 1945

Ministero dei Lavori Pubblici

DIREZIONE GENERALE DELLA VIABILITÀ ORDINARIA
E DELLE NUOVE COSTRUZIONI FERROVIARIE

DIREZIONE GENERALE DELLA VIABILITÀ ORDINARIA
DELLE OPERE MARITTIME
E DELLE NUOVE COSTRUZIONI FERROVIARIE.

Al la COMMISSIONE ALLEATA
SOTTOCOMMISSIONE LAVORI PUBBLICI
E PUBBLICI SERVIZI -

ROMA

Div. 14^a
229 *Allegato*

Risposta all'
del

OGGETTO Recupero pontone a diga "Adige".

In conseguenza delle operazioni belliche sono stati affon-
dati nei vari porti dell'Italia liberata la maggior parte dei
natanti di proprietà di questa Amministrazione (draghe-pontoni-
rimorchiatori- bette ecc.) destinati alla escavazione dei fonda-
li dei porti ed alla esecuzione di opere marittime.

Per poter riprendere l'attività in tale campo e per sgom-
brare i bacini portuali è indispensabile procedere con ogni ur-
genza al recupero dei natanti affondati ed allo sgombrò dei
rottami di scafi distrutti con mine.

Questa Amministrazione ha già pronto, con il relativo fi-
nanziamento, il programma dei lavori da svolgere per il raggiun-
gimento di tale scopo. - E poichè l'opera di ricupero richiede
la disponibilità di pontoni a biga ha anzitutto cercato di ri-
tornare in possesso di qualcuno di tali mezzi d'opera di più a-
gevole recupero.

Tale è il caso del pontone "Adige", della portata di 120
tonnellate che è stato recuperato nell'autunno scorso nel por-
to di Termoli, ove era affondato in seguito ad azioni belliche.
Attualmente tale pontone trovasi nel porto di Bari dove si sta
procedendo alle più indispensabili riparazioni dello scafo, in
attesa che il Comando inglese, che ha la gestione degli scali

Translated and attached

Md.

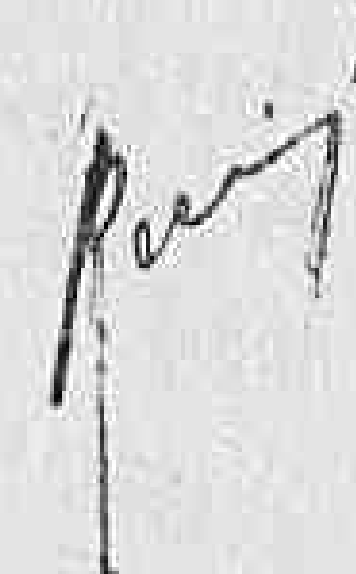
di alaggio delle Puglie, faccia conoscere in quale porto debba essere rimorchiato per essere tirato a secco, sicchè si possa procedere alle radicali riparazioni di cui ha bisogno.

Tale pontone dovrà essere poi destinato ai lavori di sgombr^o del porto canale di Pescara che attualmente è inaccessibile a causa dei natanti affondati al suo ingresso. - Successivamente lo stesso pontone dovrà cooperare ai recuperi di altri mezzi effossori affondati nei vari porti del litorale adriatico.

E' evidente quindi la necessità che tale mezzo d'opera, una volta riparato e rimesso in efficienza, sia lasciato a completa disposizione di questa Amministrazione, la quale conta su di esso per portare a compimento buona parte del programma predisposto per il ricupero di natanti di sua proprietà.

Ciò premesso, si prega codesta On. Commissione di voler dare disposizioni a che il pontone "Adige", allorchè sarà stato recuperato e riparato, resti assegnato al Servizio Escavazione Porti di questa Amministrazione.

I L M I N I S T R O



TRANSLATION

AD/bb

MINISTRY OF PUBLIC WORKS

TO: AC. P.W. & U. S/C.

R O M E

General Direction of ordinary road,
of maritime works, & of the new railway
constructions.

Sect. Div. 14

No. 229

SUBJECT: Salvage of the special pontoon Adige.

Because of war actions the great part of the crafts belonging to this Administration (dredgers-pontoons-tow-boats-barges) employed for the excavations of port bottoms and for execution of maritime works has been sunk in the various ports of liberated Italy.

^{bases} In order to resume the activity in this sphere and to clear the port (war docks) it is indispensable to salvage with great urgency the crafts sunk and to clear the wreckages of hulls destroyed by mines.

This Administration has the program of works ready to be carried on and the relative financing in order to reach this purpose.

But as the salvage requires special crane pontoons for the operating, this Administration has endeavoured to recover some of such means of works, the salvage of which is more easily done.

This is the case of the Adige pontoon, of 120 tons capacity, salvaged last Autumn in Termoli port, where it was sunk owing to war actions. Now the most indispensable repairs of this pontoon are carried on in Bari port, while awaiting to know from the English Command (which has the management of Puglie's slip-ways), the port where this pontoon is to be towed in for beaching, in order to carry on the radical/needed repairs.

This pontoon is to be later on employed for clearing the canal port of Pescara, actually inaccessible because of crafts sunk in its entrance. Successively the same pontoon will be used for the salvage of other excavating means, sunk in the various ports of the Adriatic littoral. Therefore, the necessity is evident this means of work to be left at this Administration complete disposal as soon as it will be repaired and put again in operating

./.

- 2 -

order, as this Administration relies upon it to bring to an end a good part of the program prearranged for the salvage of its own crafts.

This stated beforehand, we ask the Allied Commission to order the allotment of Adige crane-pontoon, as soon as rescued and repaired to the Fort Excavation Service of this Administration,

THE MINISTER

2263

File
25

A F H Q

1450

10 JANUARY 45

ROUTINE

CONFIDENTIAL

SUBJECT IS DREDGER PD

PARA ONE PD REFERENCE YOUR FOR EIGHT EIGHT FOUR EIGHT SEVEN OF
TWENTY FIRST JANUARY PD

PARA TWO AND FROM RE ALONG PAPER

PARA TWO PD DREDGER NOW AT GELIA INSPECTED AND FOUND SUITABLE TO
BEAT CIVITAVENECIA REQUIREMENT IN FOUR WEEKS WORKING TIME PD
PARA THREE PD ESTIMATED CUBIC METER TO BE DREDGED AT FURNISHING
TWENTY FIVE THOUSAND CUBA CIVITAVENECIA TWENTY FOUR THOUSAND CUBA
PICCHINO MONE

31 refers

PUBLIC WORKS

339

2262

RECEIVED
P.W. & U.S./C.A.C.
9 FEB 1945 109

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

AEM/dpe

2563 03391

24

Ref. 109/PWU

Rome, 1 February 1945

Subject: Estimated dredging at Port of Fiumicino.

To : Public Works Div., P.W. & U. Sub-Commission. ←
Thru Regional Commissioner and Regional Engineer, Lazio-Umbria
Region.

1. In response to your inquiry of 23 January '45 ref. 109/PWU the Genio Civile Tevere and Agro Romano estimates a total of 24,500 cubic meters to be dredged at Fiumicino in order to make same navigable to 4 meter depth or 13 feet.

2. The above amount is divided as follows:

a. Dredging in the navigation canal	2,000 cu.m.
b. Dredging of the tract between the end of the moles and the bar	7,500 cu.m.
c. Dredging of the bar	15,000 cu.m.

3. The Genio Civile does not recommend dredging to a greater depth because the present piling forming the moles and quays do not have sufficient depth to be secure if dredged deeper than $3\frac{1}{2}$ to 4 meters below normal water level.

A.E. Michel

A.E. MICHEL, Major, S.R.
Pu. Works & Water Sec.-Rome Comune

Copy:

Regional Commissioner
Regional Engineer

2

AC(PW)

Forwarded. Report from Civil Service not yet

received

5 Feb 45

Willard

2261
L. G. W. H.
Ry. En. L. O. V.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION
PUBLIC WORKS & UTILITIES DIVISION

RECEIVED
P.W. & U.S.C.A.C.
31 JAN 1945 109

RVIII/100/LIV/4

29 Jan. 45

SUBJECT : Dock repairs at Piombino (Water Supply and Electric
Power line Repairs)

TO : Genio Civile - Livorno -

Col Thompson
Chapman
Pls note *3/1*

1. With reference to the above and to the attached estimates, the Regional Engineer desires that you commence work immediately as the need for repairs is urgent.

2. Proper project documents should also be prepared and forwarded to this office at the earliest opportunity; but works must on no account be delayed for this reason.

Leslie Hodges
Leslie Hodges
Capt. R.A.
Public Works Officer.

Ccopy to :
P.W.&U. Sub Commission HQ AC ✓
Regional Commissioner Toscana
Provincial Commissioner Livorno
C.A.C. Piombino

For P.B.L.LEE
Lt. Col R.E.
Regional Engineer

TRANSLATION

SUBJECT : Riparazioni al Porto di Piombino (Riparazioni alla
linea di rifornimento d'acqua e di elettricità).

1. Con riferimento alla suddetta e alle perizie qui accolte, l'Ingegnere Regionale desidera che i lavori siano iniziati immediatamente data l'urgenza dei lavori di riparazione.

2. Inoltre accurati documenti di questi progetti bisognerebbe che fossero preparati e passati a questo ufficio alla prima occasione; ma i lavori non dovranno in nessun modo essere differiti per questa ragione.

RECEIVED
P.W. & U. S/C A.C.
26 JAN 1945 109

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1561
23 January 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief of Staff, Allied Commission.

Subject: Non-operational Salvage - Control of.

1. Reference 5604/3/008 dated 19 December 1944.
2. It will be noted from the attached copy of Med. 45/217/1/3 dated 4 January 1945, that for the present the Commander-in-Chief, Mediterranean Station, will continue to control non-operational salvage through the Flag Officer, Taranto Adriatic and Liaison, Italy, (Rome).
3. Lieutenant-Commander E.C. DAVIES, R.N.V.R. will keep contact with the Interministerial Committee at the Italian Ministry of Marine.

H. W. KIMOLI,
Commodore, U.S. Navy,
For Chief, Navy Sub-Commission, A.C.

Copy to:
DEPUTY CHIEF OF STAFF
ECONOMIC SECTION
PUBLIC WORKS & UTILITIES ✓
SC. AC.

At Col Thompson

*Pls note & file
wicky - wacky*

had 26/1

2259

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters,
4th January, 1945

Med 45/217/4/3/
THE FLAG OFFICER, TARANTO AND ADRIATIC, ITALY (ROME)
(Copy to:-
The Flag Officer, Taranto and Adriatic, Italy)

SALVAGE POLICY IN MEDITERRANEAN - ITALIAN WATERS.

1. With reference to NSC/1139 of 8th November, 1944, the Deputy Principal Salvage Officer, Mediterranean, is now paying a visit to Admiralty and will raise certain questions on the non-operational salvage of Allied and ex-German vessels in Italian waters.
2. It may be that certain of the Italian salvage resources now employed by, or available to, the Italian Ministry of Marine will be required for work on the above mentioned vessels.
3. The question of non-operational salvage as a whole (i.e. not only of Italian owned vessels) will therefore again be reviewed when the Deputy Principal Salvage Officer, Mediterranean returns with further information on the Admiralty policy on these questions.
4. Meanwhile, in view of the above, and the difficulties attached to delegating the responsibility of non-operational salvage to the Navy Sub-Commission, Allied Commission, the recommendation in paragraph 6 of the above quoted letter is concurred in.
5. The Commander-in-Chief, will therefore continue for the present to control non-operational salvage in Italian waters employing the Flag Officer, Taranto and Adriatic, Italy (Rome) as the channel of correspondence with the Italian Ministry of Marine. The Flag Officer, Taranto and Adriatic, Italy (Rome) is requested to inform interested authorities accordingly.
6. Navy Sub-Commission letters NSC/1281 dated 9th December, NSC/1367 dated 21st December and the Flag Officer, Taranto and Adriatic, Italy (Rome) signal times 2110/7 December, also refer.

/s/ L.H. Phillips
for ADMIRAL 2258

*Reggiani informed.
M. 27/1*

Tel. 489081. Ext. 339

20

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

RWS/rlv

109/PWU

23 January 1945

Subject: Fort Reconstruction,
Civitavecchia and Fiumicino.

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

1. Attached is copy of signal from APHQ with reference to proposed works at Civitavecchia and Fiumicino ports.

2. The Ministry of Public Works has been requested to arrange for an immediate inspection by their Sardinian representative of dredger now located at Olbia, but information is required relative to estimated cubic meters to be dredged at Fiumicino. Please secure this estimate from the responsible Genio Civile Engineer and forward to this HQ., as early as possible.

24 refers

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

2257

8. 19
Tel. 489081. Ext. 339

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

RWS/rlv

109/TWU

23 January 1945

Subject: Port Reconstruction,
Piombino and Leghorn.

To : Regional Commissioner, Toscana
(Att: Regional Engineer).

1. Attached is copy of signal from AFHQ with reference to proposed works at Leghorn and Piombino ports which was discussed with you by telephone on 22 January 1945.

2. Will you please contact the proper Genio Civile Engineer and secure information relative to estimated cubic meters to be dredged at the above listed ports and forward to this HQ.

3. Arrangements have been made here for an inspection of the dredger now at Olbia therefore that matter requires no action on your part.

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

2255

RECEIVED
P.W. & U.S./C.A.C.
25 JAN 1945 109

ENGINEERING DIVISION
HEADQUARTERS
AMG/AC
ABRUZZI MARCHE REGION
C.M.F.

TO : HQ. AC. P.W. and U. Sub-Commission.
FROM : The Regional Engineer, Abruzzi-Marche, Region V,
HQ, AC/AMG.
SUBJECT : Ports and Harbors.
REF : 516/13/2
DATE : 23 January 1945.

1. Herewith a letter from Captain J.H. Walsh, P.W. and U. Officer, Ancona, relative to the above subject.
2. May the attention of the proper agency be directed to the requested maintenance, and this office advised of action.

C.A. Latimer
C.A. LATIMER
Lt.Col. C.E.
Regional Engineer.

c.c. J.H. Walsh, Capt.
o/o P.O. Ancona.
File/516/13/2

Col Thompson

Per request Rizzano to
send an expert there
immediately as I know he
is needed. They have many
port problems over there

WJ 26/1/45



Approved 225H and
Regional H. 27/1
a man in 27/1

6604

19 January '45

TO: Regional Engineer
Abruzzi - Marche Region
SUBJECT: Maintenance of Ports
FROM: P.W. & U. Officer Ancona

- 1) The maintenance of harbors and ports is a function of the Ministry of Public Works but was carried out by a special division. The sectional head quarters for the Adriatic is in Bari but there is no representative of this division in the Marche.
- 2) There are several important ports in the Marche that need constant maintenance.
- 3) The offices of the Capo Genio Civile are not equipped for this job at the present time.
- 4) Will You, please, advise : a) If it is possible to have this specialist division of the Ministry of Public Works take over their normal functions in this area; b) Should the Ispettore set up a special section for handling this work.

John H. Walsh
John H. Walsh Capt. U.S.A.
P.W. & U. Officer Reg. Marche

2254

CONFIDENTIAL

file 109

P88187
JAN 20 1956C/8784
JAN 21 0930A
ROUTINEAFHQ, SICHEL, SACRED CITY, FRODO, PAGES, FRODO, FRODO
ALCOA HQ

CONFIDENTIAL.

1. Dredger requirement FIUMICINO, FIORENO and CIVITAVECCHIA recorded at METRO dredging committee 18 January.
2. Request you arrange for qualified ALCOA rep to report on suitability of dredger now at GRIA with view to meeting CIVITAVECCHIA requirement in 4 to 6 weeks time.
3. AFHQ is preparing programme for dredger ROMA to work FIUMICINO, FIORENO and LEGHORN. Upon establishment of priorities by AFHQ Italian Ministry of Marine will be required to make contract direct with METRO CIPONIO, 3 Via Dei Pontifici, ROMA for dredging FIUMICINO port and also FIORENO from 14 to 15 feet.
4. Give estimated cubic metres to be dredged at all ports.
5. Agree CINC MED, METRO, METRO and WSA.

LIST

ACTION: P.W. & U. 2
 INFO: A/President
 Chief Commissioner
 Econ Sec
 In S/C
 Navy S/C
 File

Spare copy.

Original in file 223

2253

CONFIDENTIAL

Tel. 489081
Ext. 320

LAJ/ce

HEADQUARTERS ALLIED COMMISSION

Inter Office Memo.

REFERENCE: 109/PWU.

SUBJECT : Non-operational Naval Salvage.

TO : Economic Section (att: Maj. Tooby)

FROM : P.W. & U. Sub-Commission.

8 Jan. 45

1. Ref. your Memorandum 5th Jan. 1945. Clearing of ports is a function of the Ministry of Public Works, consequently of the Public Works & Utilities Sub-Commission.

2. This Sub-Commission, in co-operation with the Ministry of Public Works undertook salvage operations more than a year ago and four vessels were raised in Sardinia. A survey was made in South Italy ports and we were ready to undertake salvage in these ports when, after a general staff meeting of A.C. the news-papers had announced this fact, and the Commander in Chief of the Mediterranean Naval Forces wrote a letter to the Chief Commissioner stating that it was their task to do this job and that we should not engage further in it.

3. Had we been permitted to continue our task, we should have to-day raised many ships. As it stands, nothing has been done since we ceased operations because of this jurisdictional dispute raised by the Mediterranean Naval Command.

4. Some time last August or September, when the Mediterranean Naval Command asked A.C. whether the Public Works and Utilities Sub-Commission would now be willing to again undertake this work, the matter was taken up with the Minister of Public Works who stated that his Ministry was prepared to undertake the work with our assistance. However, we refused to do anything on this, until the Mediterranean Naval Command definitely stated that it was our job and not theirs. There the matter rested and is apparently still not quite settled.

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 TO : Economic Section (att: Maj. Tooby)
 FROM : P.W. & U. Sub-Commission.

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5. Since other harbor work, including dredging etc. is a public works function, there would seem no need for any other Inter-A.C. Committees to be engaged in this task. However, close

co-operation between Public Works Sub-Commission and Shipping Sub-Commission would have to be maintained, so that Shipping Sub-Commission would know what vessels would be raised and when they might be available for use.

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

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

2251

- 2 -

Tel. 489081
Ext. 320

L.A.J/ce

HEADQUARTERS ALLIED COMMISSION

Inter Office Memo.

REFERENCE: 109/PWU.

SUBJECT : Use of Port of Piombino.

TO : Transportation Sub-Commission.

FROM : P.W. & U. Sub-Commission.

6 Jan. 45

1. Insofar as we know, the port of Piombino will not be used directly for materials required by this Sub-Commission.

2. It is possible, however, that such material as coal may be brought in through that port destined for electrical and other plants under the jurisdiction of this Sub-Commission. However, coal is handled by the Coal-Section of the Transportation Sub-Commission and that Section should be contacted in this connection.

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

225

C O N F I D E N T I A L

HEADQUARTERS ALLIED COMMISSION

APO 394

ECONOMIC SECTION

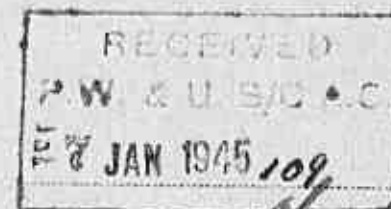
6.01/ES

FWT:hcb

5 January 1944

SUBJECT: Non-Operational Naval Salvage

TO: Directors:
 Public Works & Utilities S/C ✓
 Transportation S/C
 Industry S/C
 Commerce S/C
 Agriculture S/C
 Joint Director, Finance S/C



10

1. Reference is Navy Sub-Commission's letter NSC/1365 dated 28 Dec 44 and enclosures, copies of which are attached (no copies attached for Public Works & Utilities S/C, to whom a copy was addressed direct).
2. Navy Sub-Commission advises that a decision has been made to transfer to Allied Commission responsibility for non-operational naval salvage but that the matter is being reviewed by the Commander-in-Chief, Mediterranean, before the transfer is actually made.
3. Navy Sub-Commission also expresses the view that within AC this matter should be handled by a non-military Sub-Commission.
4. You will observe that an Interministerial Committee has been set up by the Italian Government, which includes representatives of Ministries in which the addressee Sub-Commissions are interested.
5. Will you please put up your views on the manner in which the responsibility for non-operational naval salvage should be handled within AC, not later than 8 Jan 44, marking your memoranda for the attention of Major Tooby.

Harlan Cleveland
 HRC

HARLAN CLEVELAND
 Executive Director
 Economic Section

~~Attachment~~

2249

14 refs

RECEIVED
W. & U. S. C. A. C.

3 JAN 1945 100

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL

C-O-N-F-I-D-E-N-T-I-A-L

MSC/1365
28 December 1944.

10

From: Navy Sub-Commission, Hq. Allied Commission.
To: Chief of Staff, Headquarters, A.C.
Subject: Italian Interministerial Committee for Non-operational Salvage.
Enclosure: (A) Copy Ministry of Marine ltr B.5515 of 9 Dec. 1944.
(B) Copy Mediterranean Temporary Memorandum No. 214 of 9 September 1944.
(C) Copy Cinc-Med ltr Med. 45/219/3/6 of 11 Dec. 1944.
(D) Copy Navy Sub-Com. AC. conf ltr MSC/1367 of 21 Dec. 1944.

1. Chief of Staff, A.C. letter 5604/3/008 of 19 December 1944, forwarded to the Navy Sub-Commission, A.C., a copy of the Italian President of the Council of Ministers' letter of 16 December 1944, which out-lined the organization established by the Italian Government for non-operational salvage. The Interministerial Committee has been in the process of formation since last September and is now constituted as indicated in Enclosure (A). A copy of Mediterranean Temporary Memorandum No. 214, which outlines the salvage policy in Italian Waters and a copy of Commander-in-Chief, Mediterranean letter of 11 December 1944, which defines the areas in which non-operational salvage may be conducted, are forwarded herewith as enclosures (B) and (C), respectively.

2. While the Navy Sub-Commission has collaborated with the Italian Ministry of Marine in the organization of the Interministerial Committee for non-operational salvage, it is pointed out that this work is essentially a civilian commitment which should not be controlled by a military sub-commission of the Allied Commission. The Commander-in-Chief, Mediterranean, was advised accordingly in enclosure (D) which recommended that a sub-commission of the Allied Commission, A.C. be designed to co-ordinate the functions of the Interministerial Committee. A signal has been received from the Commander-in-Chief, Mediterranean, stating that the matter is under consideration. Verbal information which has been received indicates that the whole question of non-operational salvage in Italian Waters is being reviewed prior to the actual transfer of this responsibility to the Allied Commission.

3. In view of the above facts, it is recommended that no further action be taken by the Allied Commission, pending advice from the Commander-in-Chief, Mediterranean. In the meanwhile, the Navy Sub-Commission, A.C., will continue to take the necessary action on current non-operational salvage matters.

Copy to:
Deputy Chief of Staff
Economic Section
Public Wks & Utilities SC.AC.

H. W. ZIMOLI, 2248
Commodore, U.S. Navy
for Chief, Navy Sub-Commission, AC.

W. C. Rhodes
Thompson

Still in the "organizational stage"
Had they let us go ahead we would have
done a lot by now. As is nothing has
been done. H. J. S.

FROM: MINISTRY OF MARINE (Cabinet)
 TO: Various Ministries and for Information P.O.I.I. - Rome.
 DATE: 9/12/44
 Ref.: B.5515

Subject: Intermministerial Committee for Non-operational Ship Salvage, etc.,

Further to circular No. D. 5001 of 26th ulto. you are informed that the above Committee is now composed as follows:

Vice Admiral Bruno BRIVONESE - President.

- For I.R.N. (Rear Admiral VIGORONI, Federico
 (Traffic Section - Maristat
 (Col. (Naval Eng.) BATTARDA, Corrado
 (Maricost
 (Lt. Col. (N. Eng.) GAZZO, Giuseppe
 (Salvage Div. Maricost.
- For Merchant Navy. (Col. FORTINI, Giuseppe
 (Col. BONDOLI, Giulio - Tech. Off. Marimercant.
- For Captaincies of the Port. (Major (C.P.) PAGANO, Francesco.
- For Owners (Col. (N. Eng.) DARDAMONT, G. for Liners.
 (Dr. CAMILLI, Francesco for Cargo Vessels.
 (Mr. LONGOBARDI, Pietro for S/Schooners.
- For Insurance Cos. Dr. ROMANO, Duilio
- For Shipyards Major (N. Eng.) BROGLI, Umberto.
- For Salvage Cos. Dr. FERRA, Giorgio.
- For Ministry of Commerce and Labor. Eng. CATTAGIRONE, Francesco.
- For Ministry of Finance (Dr. DI PRISCO, Mario
 (Capt. CANALI, Davide
- For Ministry of Agriculture Lt. FUSCO, Nicola.
- For Ministry of Public Works Eng. CIBICO, Luigi.
- For Committee of Industrial Experts Lt. Col (N. Eng.) SACERDOTI, Cesare.

Major (Naval Eng.) CIGROSSI, Corrado will act as Secretary to the Committee. The President of the Intermministerial Committee will notify the Members in regard to the date and place of the first meeting.

(Sgd) THE MINISTER.

(ENCLOSURE (A)).

CONFIDENTIAL:

22.9.44

MEDITERRANEAN TEMPORARY AGREEMENTM.T. 214. Salvage Policy in the Mediterranean - Italian Waters.

The Commander-in-Chief, Mediterranean, through the Flag Officers concerned, controls all operational salvage in the Mediterranean, on which either Allied or Italian salvage resources are employed. This includes: -

- (a) The port clearance necessary in all harbours required for the use of the Allied Forces.
- (b) The salvage in non-operational areas of such ships and craft which may be required for the use of the Allied Forces.

2. The requirements of the Commander-in-Chief for Italian salvage operations under 1(a) will be placed with the Italian Minister of Marine, through the Italian Naval Liaison Officer (Salvage) (see paragraph 4). The Italian Minister of Marine is also responsible to the Commander-in-Chief through the Flag Officer, Taranto, Adriatic and Liaison (Rome) for Italian salvage operations under 1(b).

3. The Royal Navy and United States Navy authorities concerned will be informed by the Commander-in-Chief of all such salvage operations undertaken. These authorities should, in turn, inform the Commander-in-Chief, through the normal service channels, of any salvage operations they consider necessary.

4. The representative of the Italian Minister of Marine in these matters will be known as the Italian Naval Liaison Officer (Salvage) short title I.N.L.O.(Sv). This duty is at present carried out by Lieutenant Colonel Spinelli, Viale Luigi 28, Rome (Telephone No. 863595).

5. Normally, Italian Salvage carried out under paragraph 1 above, will utilise Royal Italian Navy and/or commercial equipment. The Italian Naval Liaison Officer (Salvage) is to request the Commander-in-Chief, Mediterranean for the loan of Royal Navy equipment if this is necessary. Such equipment will be issued by the Royal Navy Salvage Authority detailed, to the Italian Naval Officer or firm in charge of the particular salvage undertaking, against a receipt in triplicate. The Royal Navy Salvage Authority is to despatch the original copy of the receipt to the Fleet Salvage Officer, the duplicate to the Italian Naval Liaison Officer (Salvage) and will retain the triplicate. When the equipment is returned, the Royal Navy Salvage Authority receiving it will inform both the Fleet Salvage Officer, and the Italian Naval Liaison Officer (Salvage), giving sufficient detail to enable the receipt concerned to be identified.

CONFIDENTIALM.TM 214. Salvage Policy in the Mediterranean - Italian Waters.

6. The provision of consumable stores required for Italian salvage operations carried out under paragraph 1 above will be the responsibility of the Minister of Marine. In case of real necessity, the Italian Naval Liaison Officer (Salvage) may apply direct to the Fleet Salvage Officer for the release of materials and stores in small quantities from Royal Navy sources. Any release approved, will be subject to the procedure laid down in Mediterranean Temporary Memorandum 43, paragraph c(ii).

7. Italian Naval or commercial salvage personnel employed in operational areas (1a) will be entitled to British Naval rations as an off-shore party. Those employed in non-operational areas (1b) will be entitled to Royal Italian Navy rations or civilian personnel rations respectively.

8. The Commander-in-Chief, Mediterranean, has delegated the responsibility of port clearance in all non-operational Italian harbours to the Allied Control Commission.

9. The Royal Navy and United States Navy shore authorities concerned will be kept informed by the Allied Control Commission of all such salvage operations undertaken. These authorities should, in turn, inform the Allied Control Commission of any salvage or port clearance operations they consider necessary in non-operational areas.

10. (a) All Italian vessels and equipment salvaged (except those included in 10(b) below) are to be handed over to the Italian Government. Those required for the use of the Allied Forces should be requisitioned in the normal way. Where British resources have been employed, an account of the cost of salvage and or repair is to be forwarded to the Flag Officer, Taranto, Adriatic and Liaison (Rose).

(b) All Allied vessels and equipment are the property of the Governments, private owners, or underwriters concerned.

Ex-German vessels are the property of the Prize Court in London.

Ex-Italian vessels in North African waters are the property of Prize Court in London.

No salvage of vessels included in sub-paragraph (b) should be undertaken without the approval of the Commander-in-Chief, Mediterranean, or Allied Control Commission, who will take the necessary action with the owners.

11. The Commander-in-Chief, Mediterranean, will inform the Allied Control Commission when any port can be considered to be non-operational, in order that the Allied Control Commission may assume the responsibility of any non-operational port clearance or salvage necessary.

2245
Mod. 217/4/17/

COPY

Office of the Commander-in-Chief,
Mediterranean Station
Allied Force Headquarters.
11th December, 1944.

Ref. 45/219/3/6.

THE VICE ADMIRAL, NAVAL AND CENTRAL MEDITERRANEAN.

THE FLAG OFFICER, TARANTO AND ADRIATIC

THE FLAG OFFICER, NORTHERN AREA, MEDITERRANEAN

THE COMMANDER, UNITED STATES EIGHTH FLEET.

(Copy to each.)

Copy to:- The Flag Officer, Taranto, Adriatic and Ionian
Italy, Rome.)

SAVAGE IN ITALIAN WATERS

It is proposed to inform the Allied Commission that all ports in Italy and Italian islands including Sardinia and Sicily are "non-operational" for the purpose of Mediterranean Temporary Memorandum 214 paragraph 11 with the following exceptions:-

Leghorn and all to the North.
Naples
Ancona and all to the North.
Monfredonia
Portoferraio
Bari
Brindisi
Taranto
Maddalena
Palermo.

2. Flag Officers addressed are requested to confirm or amend as requisite.

for ADMIRAL

(Enclosure (c)) 2244

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

REC/1367
21 December 1944.

C-O-N-F-I-D-E-N-T-I-A-L

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Non-operational Salvage - Italian Waters.

1. Navy Sub-Commission confidential letter NSC/1139B of 8 November 1944, commented on the proposed transfer of the responsibility for non-operational salvage in Italian Waters to the Allied Commission. It is pointed out that a copy of Mediterranean Temporary Memorandum No. 214 of 22 September 1944, was first received as an enclosure to Deputy Principal Salvage Officer, Mediterranean, letter No. 3448 of 27 October 1944, and was not construed as a formal notification of the transfer to the Allied Commission.

2. A copy of the President of the Italian Council of Minister's letter of 16 December 1944, which informs the Allied Commission that an Interministerial Committee has been organized for non-operational salvage, is enclosed herewith. A copy of the Italian Ministry of Marine letter of 26 November 1944, showing the membership and organization of this committee was forwarded to the Commander-in-Chief, Mediterranean, by Navy Sub-Commission confidential letter NSC/1221 of 9 December 1944. It is noted that the Italian Navy has not been designated to co-ordinate non-operational salvage, but that the seat of the Committee is in the Italian Navy Department and Vice Admiral Bruto BRIVONESE, IHN., is president of the committee.

3. For the reasons stated in Navy Sub-Commission confidential letter NSC/1139B of 8 November 1944, it is not considered desirable that the Navy Sub-Commission, AC, assume responsibility for co-ordinating non-operational salvage under the Italian Interministerial Committee. Accordingly, the Flag Officer Taranto Adriatic and Liaison, Italy, Rome, with concurrence by the Deputy Chief, Navy Sub-Commission, has requested authority from the Flag Officer Taranto Adriatic and Liaison, Italy, Taranto, to request the Chief Commissioner, Allied Commission, to designate a sub-commission other than the Navy Sub-Commission, AC, for this responsibility.

H. W. ZIRCH,
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy to:
FOITALI, TARANTO
D. PRIN SALVAGE OFFICER, MED.
PUB WPS & UTILITIES, SC. AC.

(Enclosure (0)).

2243

COPY

The President of the Council of Ministers.

n.212:8:3/14625-13-5

Rome, 16 November 1944.

Dear Admiral Stone,

I received your letter of September 16th A/CC 091.711-2 communicating me informations about the control of the Allied Authorities over the salvage operations for the ships which have been sunk or damaged.

Considering that direct control would be maintained only for operative salvages, including the clearing of the harbours required by the Allied Forces, and the salvage of ships which, though they are not in operative areas, are deemed to be useful for the Allied Forces, I communicate to you that we have organized an Interministerial Committee to take care of the work which has been left to the competence of the Italian Government. In this Committee, all the Ministries concerned are represented, particularly the Navy and the Public Works Department, the shipowners, the navy yards, (for repairs), the insurance companies, and the Salvage Firms.

The Committee whose seat is in the Navy Department, is preparing a general plan on the following basis:

- 1). requisitioned ships - in charge of the R. Navy;
- 2). non requisitioned ships - their owners would take care of them with means of their own; should these means be lacking, the R. Navy or other Ministries would be put in charge.
- 3). crafts belonging to the Ministry of Public Works or other civilian Administrations of the State - the Public Works Department would take care of those, and if necessary, ask for the help of the Navy.

I remain, my dear Admiral,

Yours sincerely,

s/ I. Bonomi.

Admiral Ellery W. Stone
Chief Commissioner of the Allied Commission
R O M E

2242

(Appendix to Enclosure (D)).

RECEIVED
P.W. & U.S.C.A.
21 DEC 1944 109

$$G = \langle U, H, \mathcal{F} \mid 1 \leq u \leq |U|, 1 \leq h \leq |H|, 1 \leq f \leq |F| \rangle$$

NSE/1267
21 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Non-operational Salvage - Italian Waters.

1. Navy Sub-Commission confidential letter NSC/1139B of 8 November 1944, commented on the proposed transfer of the responsibility for non-operational salvage in Italian Waters to the Allied Commission. It is pointed out that a copy of Mediterranean Temporary Memorandum No. 214 of 22 September 1944, was first received as an enclosure to Deputy Principal Salvage Officer, Mediterranean, letter No. 3448 of 27 October 1944, and was not construed as a formal notification of the transfer to the Allied Commission.

2. A copy of the President of the Italian Council of Minister's letter of 16 December 1944, which informs the Allied Commission that an Interministerial Committee has been organized for non-operational salvage, is enclosed herewith. A copy of the Italian Ministry of Marine letter of 26 November 1944, showing the membership and organization of this committee was forwarded to the Commander-in-Chief, Mediterranean, by Navy Sub-Commission confidential letter NSC/1281 of 9 December 1944. It is noted that the Italian Navy has not been designated to co-ordinate non-operational salvage, but that the seat of the Committee is in the Italian Navy Department and Vice Admiral Bruno BRIVONESI, IRN., is president of the committee.

3. For the reasons stated in Navy Sub-Commission confidential letter NSC/11398 of 8 November 1944, it is not considered desirable that the Navy Sub-Commission, AC, assume responsibility for co-ordinating non-operational salvage under the Italian Interministerial Committee. Accordingly, the Flag Officer Taranto Adriatic and Liaison, Italy, Rome, with concurrence by the Deputy Chief, Navy Sub-Commission, has requested authority from the Flag Officer Taranto Adriatic and Liaison, Italy, Taranto, to request the Chief Commissioner, Allied Commission, to designate a sub-commission other than the Navy Sub-Commission, AC, for this responsibility.

Copy to:
 POTALI, TORONTO.
 D. PRIN SALVAGE OFFICER, NED.
 PUB WPS & UTILITIES SC. AC.

H. W. GINGEL,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

Lt Col Rhoades
 Thompson

Pls note, This is rich. It may come back to us.
Had they left us alone we would have raised
many ships by now. As it is - none have
been raised, and a lot of letters have been
written.

BEST COPY POSSIBLE

COPY

The President of the Council of Ministers.

n.21248:3/14625-13-5

Rome, 16 December 1944.

Dear Admiral Stone,

I received your letter of September 16th A/CC 091.711-2 communicating me informations about the control of the Allied Authorities over the salvage operations for the ships which have been sunk or damaged.

Considering that direct control would be maintained only for operative salvages, including the clearing of the harbours required by the Allied Forces, and the salvage of ships which, though they are not in operative areas, are deemed to be useful for the Allied Forces, I communicate to you that we have organized an Interministerial Committee to take care of the work which has been left to the competence of the Italian Government. In this Committee, all the Ministries concerned are represented, particularly the Navy and Public Works Department, the shipowners, the navy yards, (for repairs), the insurance companies, and the Salvage Firms.

The Committee whose seat is in the Navy Department, is preparing a general plan on the following basis:

- 1). requisitioned ships - in charge of the R. Navy;
- 2). non requisitioned ships - their owners would take care of them with means of their own; should these means be lacking, the R. Navy or other Ministries would be put in charge.
- 3). crafts belonging to the Ministry of Public Works or other civilian Administrations of the State - the Public Works Department would take care of those, and if necessary, ask for the help of the Navy.

I remain, my dear Admiral,

Yours sincerely,

s/ I. Bonomi.

Admiral Elroy W. Stone
Chief Commissioner of the Allied Commission
R O M E

COPY

2240

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

109
ab

Pls note & y
15/11

NSC/1139B

8 November 1944.

C-O-N-F-I-D-E-N-T-I-A-L
CONFIDENTIAL

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Salvage Policy in the Mediterranean - Italian Waters.

1. The Deputy Principal Salvage Officer, Mediterranean letter No. 3448 of 27 October 1944, forwarded a copy of Mediterranean Temporary Confidential Memoranda No. 214 of 22 September 1944, in connection with the subject policy and requested that if approved, it be forwarded to Lieutenant Colonel SPINELLI, I.R.M. The formation of this policy has been under consideration for the past two months. It is regretted that while assurances have been received from the Italian Ministry of Marine that that Ministry will be designated as the agency to co-ordinate non-operational salvage in Italy, no reply has been received to Acting Chief Commissioner, A.C. letter of 16 September 1944 to the President of the Italian Council of Ministers, requesting that an agency of the Italian Government be designated as responsible for this function. A letter was forwarded to the President on 4 November 1944, requesting that the decision be expedited. This delay was anticipated in paragraph 9 of FOIMII, Rome letter No. L. 295/1 of 2 September 1944 to the Commander-in-Chief, Mediterranean, prepared in conjunction with the Navy Sub-Commission, A.C., which recommended that an interim policy be promulgated without further discussions.

2. At the present time, however, there are certain practical considerations which make it undesirable for the Navy Sub-Commission, A.C. to approve Mediterranean Temporary Confidential Memoranda No. 214. In the first place, there is no record of the Commander-in-Chief, Mediterranean having delegated non-operational salvage in Italy to the Allied Commission. The Commander-in-Chief, Mediterranean in letter Med. 219/3/8 of 10 July 1944, proposed that the Allied Commission accept responsibility for commercial salvage of Italian vessels in the ports of Eastern Sicily and Reggio (Calabria). As far as can be determined this responsibility has not yet been accepted, nor has responsibility for non-operational salvage in the subject waters been delegated to the Allied Commission. For example, Flag Officer Western Italy Confidential Memoranda No. 698 of 24 September 1944 of 19 October 1944, in connection with the turn-over of the ports of PIOMBINO and SAN STEFANO, respectively, issued instructions to Italian Naval authorities for salvage operations. No mention of the Allied Commission was made in the directive nor was this office furnished with a copy of instructions, directly. This question therefore remains to
/the

2239

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/11398
8 November 1944.

CONFIDENTIAL

Subject: Salvage Policy in the Mediterranean - Italian Waters.

be settled before the Italian Ministry of Marine can be advised that such a decision has been reached.

3. A further practical difficulty has arisen from the fact that it now appears that the Italian Ministry of Marine will be designated to co-ordinate non-operational salvage instead of the Italian Ministry of Public Works and Utilities, in which case the Navy Sub-Commission, A.C. would be the Allied agency to handle these matters. The Navy Sub-Commission, however, is not totally a separate entity. Not only are all of the policies of the Sub-Commission formulated by FOTALL, Taranto, but in fact the Staff of FOTALL, Rome and the Navy Sub-Commission, A.C. are amalgamated in one office. The Navy Sub-Commission is in the anomalous position of having authority to address correspondence to the Ministry of Marine emanating from or relating to the Allied Commission, whereas the Ministry has been given direct orders that all correspondence relating to the Italian Navy must be addressed to FOTALL, Rome. If the Navy Sub-Commission of the Allied Commission is to assume responsibility for non-operational salvage, it will be necessary to have this order rescinded for such matters as relate to non-operational salvage, otherwise no actual transfer of responsibilities will be accomplished. Furthermore, no technical officers are assigned to the staff of FOTALL, Rome - Navy Sub-Commission, A.C. at the present time.

4. A further defect in Mediterranean Temporary Confidential Memoranda No. 214 is that it provides for the issuance of orders to the Italian Ministry of Marine by three separate offices as follows:

- (a) By CinC.MED. for operational salvage.
- (b) By FOTALL, Rome, for salvage in non-operational areas for ships and crafts required for use by the Allied Forces.
- (c) By Allied Commission for non-operational salvage.

It is obvious that the issuance of directives by all three of the above offices to the Italian Ministry of Marine in connection with salvage can only lead to utter chaos and confusion.

5. With reference to paragraph 10 (b) of Mediterranean Temporary Confidential Memoranda No. 214, which states that ex-German vessels and ex-Italian vessels in North African waters are the property of the Prize Court in London, it is submitted that cases may arise where such vessels are the property of other Allied Nations.

2238

CONFIDENTIALNSC/1139B
8 November 1944.Subject: Salvage Policy in the Mediterranean - Italian Waters.

6. In view of the above, it is recommended that CinC. MED. retain control over all salvage operations in the subject waters at least until such time as the organization of the Italian Government for this work is established and has commenced actual operation. This is particularly desirable in as much as CinC. MED. already has available a highly efficient staff of technical experts to supervise salvage operations.

7. If the above recommendation is not concurred in, it is suggested that the following action be taken to clarify the situation.

- (a) CinC. MED. issue a directive for operational salvage excluding all provisions for non-operational salvage by the Italian Government.
- (b) CinC. Med. delegate the responsibility for non-operational salvage in the subject waters to the Allied Commission defining from time to time the areas in which non-operational salvage may be conducted.
- (c) The Allied Commission issue a directive covering non-operational salvage.

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

Copy to:
FOF/II, Taranto.
Dep.Prin.Salvage Officer, ISD.
Public Wks & Utilities SC. AC.

G.de CEF/gb
1568

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

11 November 1944

TO : HQ.AC. P.W. ✓
SUBJECT : Repairs and Salvage at Civitavecchia Harbour
IN REPLY QUOTE: R4/ENG/59

Your ACC/109/PWU dated 28 October 1944.

Ref 1 & 2. Noted - This delay of 3 months while Italian Government make up their minds whose job it is may result in no vessel being able to use the harbour in storms and shortage of coal for your Power House.

Ref P.S. Preliminary work for repair of mole vis. opening up has been done - The filling in of the hole awaits release of 210 tons Cement applied for on MAT 10 dated 17th October.

Meanwhile there is no approval as being Italian Government Territory now it has to be approved by them and NO Funds as until they approve no funds will be provided. -

I have told Genio Civile to assume allowed authority to enter the Harbour and raise boats whoever's job it is. - Realities must be faced.

Concluded
Lt.Col.R.E.
Regional Engineer
Lazio Umbria Region AMG.

Capt. Preedy

*Pls let me have
our letter forwarded to
you 13/11*

16 Nov.

*Documents received from Ministry
of P.W. at 1500 hrs. 16 Nov. Signed by
Lt/PW and Director immediately and
copy given to Reggiani for return to
Ministry. Copy to be sent to Reg. Eng.
immediately. PW Shepherd Capt.*

Lt Col Thompson
*This appears to be a case
where we should take
prompt action. Contact
Ministry to 4236
is holding this up and, if
financing is the question
let Lt Col. Rhodes handle
it.*

14/11

B.de CEF/gb
101549

11 NOV Recd 109
Col.

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

10 November 1944

TO : HQ.AC. (P.W.) ✓

SUBJECT : Repair and Salvage at Civitavecchia Harbour

IN REPLY QUOTE : R4/ENG/59

Your ACC/109/PWU dated 28 October 1944.

1. The project was submitted to you on 10th August approved 11th October and was passed to Genio Civile on 17th October like 98% of such projects it reposes on Table of some Italian Authority unknown and awaits Approval by them and Finance. -

2. Preliminary work has been done within limits allowed and now awaits release of Cement 210 tons first lot submitted to Commerce Sub Commission 17th October. -

I have had two reports that Civitavecchia Cement Works are clogged with cement. *some type of*

How about this?

Col. W. H. S.

Lt.Col.R.E.
Regional Engineer
Lazio Umbria Region AMG.

Lt. Col. Thompson

I have discussed with Gen. S/C the general question of hold-ups because of lack of financing on the part of the Italians. Will you get all Regional Engineers to prepare lists as of Nov. 15 which have had all approvals required and which are thus held up so I can take definite action.

W.H.S. 12/11

See by Col. Thompson who initiated action 22/11

2235

Tel. 489081

2

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

7 November 1944

109/ /PWU

Subject: Ancona Docks.

To : Regional Commissioner, Abruzzi-Marche.
Att: Regional Engineer.

1. The Finance Sub-Commission has ruled that financing of the work on Moles known as Molo Clementino and Molo Nord at Ancona Docks is a responsibility of the Genio Civile.

2. Instructions have been issued by the Finance Sub-Commission to Senior Finance Officer, A.M.G. 8th Army that funds are to be made available by him for this purpose.

3. This is for your information.

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

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

1 November 1944

AGC/109/PWU

Subject: Fishing Survey, Northern Adriatic.

To : Agriculture Sub-Commission.
Att: Fisheries Division.

Reference your AGR/5014 dated 31 October 1944.

1. Our Regional Engineer in Abruzzi-Marche Region has been given a copy of your letter with the request that he contact the Genio Civile and render a report to this Headquarters on the situation at San Benedetto del Tronto.

2. When this report is received we shall be pleased to discuss the ways and means of effecting necessary repairs.

Copy to:
Regional Engineer
Marche - Abruzzi Region.

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

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