

ACC 109/PWU

10000/150/394
(PART 2) (VOL. III)

POF
MA

DD/150/394
RT 2) (VOL. III)

PORTS
MAY-DEC. 1945

36-2/Inf.

MINISTERO DELLE CORPORAZIONI

~~36-2/Inf~~
~~297~~

S. A. F. N. I.

(S. A. Tauri e S. A. Ferrarini di Milano) di Roma

Impossibile arguire dalla Spina

36-2
297

S.A.F.N.I.

(S.A. Tenui e S.A. Ferrarese di Milano) di Roma

Improntazione argentea della Spina

297

Indirizzo Telegrafico: LEONARDO

COOPERATIVA DI PRODUZIONE E LAVORO

"LEONARDO DA VINCI"

TRA LAVORATORI NAVALI, MECCANICI, PORTUALI, ED AFFINI

Sede Sociale: PALERMO

SEZIONE AUTONOMA PARTENOPEA

A. R. L.

Sedi: PALERMO: Via Principe Grimaldi 76 - Tel. 10183

ROMA: Largo Ghigi 19 - Tel. 40204

MESSINA: Via della Zecca 43 - 11332

NAPOLI, 29 dicembre 1945.

CALATA DELLA MARINELLA - Tel.

Prot. n. 34

SPETT. ENTE AUTONOMO DEL PORTO

N A P O L I

e, p.c.

—> COMMISSIONE ALLEATA - SOTTOCOMMISSIONE LAVORI R O M A

MINISTERO DELLA MARINA

R O M A

MINISTERO DEL LAVORO

R O M A

MINISTERO DELLA RICOSTRUZIONE

R O M A

COOP. "LEONARDO DA VINCI"

R O M A

FEDERAZIONE SINDACALE ITALIANA

R O M A

COMANDO MILITARE ALLEATO

N A P O L I

REGIA PREFETTURA

N A P O L I

COMANDO DIPARTIMENTO

N A P O L I

REGIA CAPITANERIA DI PORTO

N A P O L I

SOCIETA' ARMATORI

N A P O L I

CAMERA DEL LAVORO

N A P O L I

Oggetto: Scalo di alaggio alla Calata Marinella del Porto di Napoli.

In prosecuzione alle n/ lettere del 13 e 29 ottobre u.s. (che alleghiamo in copia per visione alle Autorita' cui non furono originariamente inviate) e con riferimento alle comunicazioni in data 5 e 20 novembre e segnatamente a quella del 22/12/945 n. 3566 di co-

/.

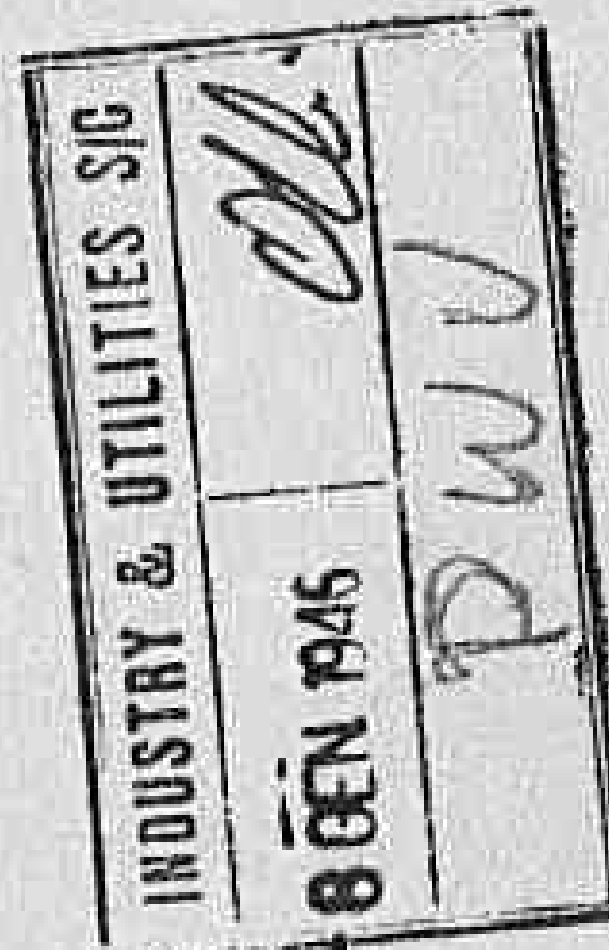
509

RECEIVED

P.W. & U.

A.C.

8 JAN 1946 109



desto Spett. Ente, regiamo comunicare quanto segue:

- 1) Gli impianti lasciati dalle Autorita' Alleate alla spiaggia della Marinella, non avrebbero dovuto, in un primo tempo e nelle affermazioni dell' Ente Autonomo per bocca del suo Direttore Generale, essere usati in vista dello sviluppo che dovrebbe assumere il nuovo Porto di Napoli; sviluppo in base al quale nel Porto (infatti per definizione e nel concetto il Porto e' rappresentato "dagli impianti e installazioni necessarie per il traffico di passeggeri e di merci") non sarebbero tollerati cantieri all'infuori del Gruppo Bacini e Scali imponenti come impianti fissi e del resto utili anche come stazione di pronto soccorso.
- 2) Dopo l'insistenza dei dirigenti la Sezione Partenopea della Cooperativa "Leonardo da Vinci", nell'illustrare l'importanza delle installazioni e della zona, l' Ente Autonomo autorizzo' ad inoltrare domanda per l'uso di volta in volta delle Scale in argomento. La domanda pero' (V. lettera allegata del 29 ottobre u.s.) contemple' anche la richiesta di gestione, giustificandola con l'importantissimo chiarimento che le Scale era prive di qualunque attrezzatura e che, date le particolari caratteristiche dello stesso, non si sarebbe potuto usare senza adeguati lavori di adattamento.
- 3) A conferma di quanto sopra accennato, riportiamo i seguenti dati:
 - a) verricello di alaggio mancante (potenza richiesta 20 + 30 HP);
 - b) scale di metri 4,40 di larghezza: non adatte quindi per natanti comuni e con conseguente necessita' di sistemazione di nuovi parati in quercia per un totale di m.c. 4 a £. 16.000.- a metro cubo - totale 64.000.-

./.

Indirizzo Telegrafico: LEONARDO

COOPERATIVA DI PRODUZIONE E LAVORO

"LEONARDO DA VINCI,"

TRA LAVORATORI NAVALI, MECCANICI, PORTUALI, ED AFFINI

Sede Sociale: PALERMO

SEZIONE AUTONOMA PARTENOPEA

A. R. L.

Sedi: PALERMO: Via Principe Granatelli 76 - Telef. 10185

ROMA: Largo Ohigi 19 - Telef. 60204

MESSINA: Via della Zecca 43 - 11332

- 2 -

NAPOLI,

CALATA DELLA MARINELLA - Telef.

- c) vasi di m. 3,10 di larghezza, rigidamente collegati fra loro e quindi, come per lo scale, praticamente inservibili per comuni natanti; si e' dovuto per conseguenza provvedere per la costruzione di due coppie di vasi (una di aggiunta all'altra per un totale di 13,20 piu' 5,40 = 18,60 metri) in legno pino con soletta di quercia con impiego di m.c. 7,84 di legname.
- d) sistemazione di n. 2 corpi morti per le indispensabili manovre di spostamenti sulla spiaggia; sistemazione, ripetuta varie volte a causa della cattiva tenuta del fondo, di un'ancora pesante con pastecca e cavo di ritorno per aiuto nell'operazione di varo; sistemazione delle attrezzature varie indispensabili per eseguire anche le piu' semplici operazioni di alaggio e varo; salpamento di circa meta' avenscale lasciate rotte dagli Alleati con conseguente notevole lavoro subacqueo di adattamento; indispensabile adattamento della tettoia e capanna per ricovero del personale al lavoro e per la custodia del materiale.
- e) per i lavori sopra descritti vi e' stato un impiego di mano

d'opera così' suddivisa:

carpentieri, giornate lavorative	458
palombari, " "	92
attrezzatori, " "	61
manovali, " "	<u>285</u>
totale giornate lavorative	896

Aggiungendo a tale cifra le 132 giornate lavorative degli impiegati si raggiunge un complessivo di 1028 (milleventotto) giornate di lavoro: e tutto questo senza ancora aver cominciato la normale attività lavorativa di produzione.

- 4) Numerosi armatori napoletani fra i quali Perrella, Jevoli, Frenna, Russi, Cooperativa Diaz che avrebbero avuto interesse a chiedere l'uso dello scalo, venuti in visita sul posto, hanno convenuto che l'impiego di tale mezzo di lavoro, può essere effettuato solo dopo l'imminente lavoro di preparazione eseguito dalla Cooperativa. Appare quindi evidente che l'uso dello scalo è subordinato al vincolo della lunga e costosa preparazione e che quindi come logica e imprescindibile conseguenza la Sezione Partenopea della Cooperativa "Leonardo da Vinci" è nella condizione di gestire, nell'interesse di tutti gli armatori liberi e delle Amministrazioni Statali, con tariffe e prezzi controllabili ed eventualmente con l'arbitrato delle competenti Autorità locali, lo scalo in argomento.

Dopo quanto descritto, appare altresì evidente che l'uso dello scalo di volta in volta, significherebbe impossibilità generale di lavoro in un momento in cui la ricostruzione del Paese è proprio

Indirizzo Telegrafico: LEONARDO

COOPERATIVA DI PRODUZIONE E LAVORO "LEONARDO DA VINCI"

TRA LAVORATORI NAVALI, MECCANICI, PORTUALI, ED AFFINI

Sede Sociale: PALERMO

SEZIONE AUTONOMA PARTENOPEA

A. R. L.

Sedi: PALERMO: Via Principe Grimaldi 76 - Telef. 10165

ROMA: Largo Ghigi 19 - Telef. 40204

MESSINA: Via dello Zecco 43 - 11332

NAPOLI:

CALATA DELLA MARINETTA - Tel. L.

- 3 -

in gran parte affidata a coraggiose iniziative come quella dimostrata dalla Sezione Partenopea della Cooperativa Leonardo da Vinci.

IL SEGRETARIO GENERALE

Giuseppe Vanoli



IL PRESIDENTE

Carlo Romano



2354

COPIA

Napoli, 29 ottobre 1945.

INDIRIZZI

Ente Autenemo del Porto - Napoli
e, p.c.

Comando in Capo M.M. - Napoli
M.O.T.C.

U.S. PORT COMMANDANT

CAPITANERIA DI PORTO

Confortati dalle benevoli considerazioni verso la Cooperativa dimostrata dall' Ill.mo Direttore dell'Ente Autonomo e dal Sig. Comandante del Porto nelle udienze concesse al n/ Segretario, ci preme sottoporre allo studio di codesto On. Ente i seguenti quesiti circa la concessione dello Scalo di alaggio costruito e lasciato agli Alciati, sito alla spiaggia della Marinella:

- 1) Concessione in uso temporaneo per il tamperamento dei due scafi di imminente ricupero (il primo dei quali - la motocisterna C.S. 177 - della R. Marina e da recuperare per conto della stessa con lavoro a Regia;

- 2) Concessione della gestione con tutti i vincoli ed obblighi che l'Ente credeva opportuno stabilire.

Facciamo presente che l'impianto ottimo come scalo e scivolo e' pero' marcante della parte meccanica di slaggio per cui questa Con-

N.O.I.C.

U.S. PORT COMMANDANT

CAPITANERIA DI PORTO

Confortati dalle benevoli considerazioni verso la Cooperativa dimostrata dall' Ill.mo Direttore dell'Ente Autonomo e dal Sig. Comandante del Porto nelle udienze concesse al N. Segretario, ci preghiamo sottoporre allo studio di codesto On. Ente i seguenti quesiti circa la concessione dello scalo di alloggio costruito e lasciato agli Alleati, sito alla spiaggia della Marinella:

- 1) Concessione in uso temporaneo per il tamponamento dei due scafi di imminente ricupero (il primo dei quali - la motociстerna U.S. 177 - della R. Marina e da recuperare per conto della stessa con lavoro a Regia;

- 2) Concessione della gestione con tutti i vincoli ed obblighi che L'Ente crederà opportuno stabilire.

Facciamo presente che l'impianto ottimo come scalo e scivolo e' pero' mancante della parte meccanica di alloggiamento per cui questa Cooperativa dovrà provvedervi in proprie. Sistemazione che una volta eseguita non appare conveniente rinnovarla ad ogni mutare di concessione il quale peraltro si succedera' a distanza di pochi giorni (equivalente al tamponamento dello scafo) con conseguente notevole perdita di tempo e di economia.

Data la carenza dei scali di alloggio e l'opportunità di disporre ininterrottamente (seppur in vista dell'accelerato ritmo di recuperi che la Cooperativa ed altre Imprese inizieranno per conto della R. Marina e di terzi) di uno scalo di pronto raddobbo ci pregiamo segnalare la pratica convenienza della gestione, in ogni caso temporanea, dello scalo in argomento.

Sare' forse cosi' possibile contribuire maggiormente, sfruttando un mezzo lasciato dagli Alleati e che sarebbe dannoso demolire innanzi tempo, alla rinascita del Paese attraverso ad una rimessa in efficienza di quanti piu' possibili natanti.

In considerazione della particolare caratteristica della n/ organizzazione (lavoro per lavoro cioe' per la vita e non per lucro o speculazione) confidiamo di trovare quell'aiuto e incoraggiamento pur tanto utili in un lavoro in cui non si fa leva sul capitale, bensì sulla buona volonta'.

Con distinti saluti.

IL SEGRETARIO GENERALE

F.to GIUSEPPE VANOLI

2) Comunicazione della risposta con tutti i rilievi in merito che
 l'Ufficio ha ricevuto, e che si riferisce a quanto segue:

La risposta ha ricevuto che l'Ufficio ha ricevuto e che si riferisce a quanto segue:
 La risposta ha ricevuto che l'Ufficio ha ricevuto e che si riferisce a quanto segue:
 La risposta ha ricevuto che l'Ufficio ha ricevuto e che si riferisce a quanto segue:

COPIA

Napoli 13 ottobre 1945.

INDIRIZZI

Commissario Regionale Alleato

U.S. Port Commandant

R. Prefettura

Comando in Capo Dipartimento M.M. - Napoli

Camera del Lavoro

Ente Autonomo del Porto

Genio Civile

U.S. Salvage

R.N. Salvage

Ufficio Ricupero R. Marina - Napoli

La Sezione "PARTENOPEA" della Cooperativa di lavoro LEONARDO DA VINCI tra lavoratori Navali, Meccanici, Portuali ed affini. La Cooperativa, già in funzione in altri Porti, si prefigge i seguenti scopi:

- 1) Contribuire alla risoluzione del tragico problema della disoccupazione.
- 2) Conseguire attraverso l'organizzazione del lavoro il miglioramento tecnico, economico, morale dei lavoratori.
- 3) Contribuire, attraverso il ricupero di scafi, la demolizione di scafi con recupero materiale da reimpiego, la costruzione di banchine, ecc. ecc. alla rinascita e ricostruzione del Paese.

La Sezione PARTENOPEA oltre al personale specializzato che già ha

Comando in Capo Dipartimento M.M. - Napoli

Camera del Lavoro

Ente Autonomo del Porto

Genio Civile

U.S. Salvage

R.N. Salvage

Ufficio Ricupero R. Marina - Napoli

E' sorta in Napoli la Sezione "PARTENOPEA" della Cooperativa di lavoro LEONARDO DA VINCI tra lavoratori Navali, Meccanici, Portuali

ed affini. La Cooperativa, gia' in funzione in altri Porti, si prefigge i seguenti scopi:

1) Contribuire alla risoluzione del tragico problema della disoccupazione.

2) Conseguire attraverso l'organizzazione del lavoro il miglioramento tecnico, economico, morale dei lavoratori.

3) Contribuire, attraverso il ricupero di scafi, la demolizione di scafi con recupero materiale da reimpiego, la costruzione di banchine, ecc. ecc. alla rinascita e ricostruzione del Paese.

La Sezione PARTENOPEA oltre al personale specializzato che gia' ha a sua disposizione (buona parte del quale proviene dalla R. Marina e da ex combattenti e partigiani) dispone potenzialmente di tutto il personale del DockYard il quale ha aderito in massa alla Sezione Parteno-
nopea. Detto personale (circa 1500), prossimo a trovarsi disoccupato in conseguenza dei licenziamenti che per ultimato compito saranno effettuati dal DockYard, si presenta gia' organizzata in Cooperativa di Consumo e in specializzazioni di lavoro per cui e' oggi piu' facile prelevare dalle sue file quegli operai che, in base ai lavori che verranno assegnati alla Sezione, risultassero necessari.

La Sezione PARTENOPEA e' pronta ad iniziare lavori di ricostruzione.

ne, banchine, recupero e demolizioni di scafi, disponendo di tutta l'attrezzatura piu' importante ed immediata (barche, pompe, scafandri, apparecchi da taglio e saldo, apparecchi Davis ecc.) e solo difettando, al presente (non potendo risolvere diversamente, la Cooperativa madre "Leonardo da Vinci" interverrebbe con l'invio da altre Sedi) dei mezzi pesanti di sollevamento.

Dati gli alti e nobili fini che la Cooperativa si propone, questa Sezione confida di trovare presso le Autorita' in indirizzo benevola considerazione nell'assegnazione di lavori, nel noleggio di mezzi, nella cessione di materiali utili per la varieta' di lavori che la Sezione puo' assumere.

Distintamente

IL SEGRETARIO GENERALE

F.to GIUSEPPE VANOLI

11 GEN 1953

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394A. H. S.
Sec'y 27/11
File

27

27 NOV 1945 109

NSC/4088
24 November 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Economic Section, Allied Commission.
Subject: Repair Work at Major Italian Ports.

1. The Commander-in-Chief, Mediterranean Station has informed the Flag Officer Italy and Liaison that no further refits and repairs to Royal Navy ships and vessels is contemplated at Naples and Taranto, and it is intended to withdraw the technical staffs at these ports by the end of November and December, 1945, respectively.

2. Repair work at Leghorn is being reduced to a minimum and a small technical staff will remain to supervise essential repairs only. At Messina it is intended to continue to carry out repairs to small minesweepers and coastal craft in reserve, but no further refits of fleet minesweepers will be undertaken. The British Naval Authority will remain with a reduced technical staff and no immediate change in the status of the port of Messina is contemplated.

3. The above data is forwarded for information.

H. St. J. Butler
H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Transportation S/C, AC.
Commerce S/C, AC.
Industry S/C, AC. ✓

ROUSLEY & UTILITIES S/C.	
26 NOV 1945	
Director	
Dep Director	
Industry Dept	
Fuel Dept	
Pub Wks & U. Dept	

2352

File 26
AIE/rly

Tel. 489081, Ext. 339

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

Ref: 102/PWU

29 October 1945

Subject: Request for permits to enter Leghorn Port.

To : Provost Marshall, 10th Port of Embarkation.
A P O. 394.

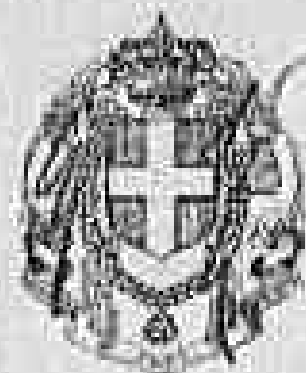
1. Request passes to enter Leghorn Port for the following men who are working on reconstruction in the port area:

- a). Cmdr. Andrea PE D'OSTIANI of the late Alfredo and of Annalia Cesana, born in Turin 15/1/1903, Director of FIAT Port Reconstruction Office.
- b). Ing. Paolo VIAN of the late Giuseppe and of Maddalena Marianna, born in Venice 19/7/1904, Technical Manager of "Pincoit" Port Company.

For the Chief Commissioner:

NORBERT W. HYLAND,
Major Spec. Res.
Chief, Public Wks. Div.

2350



Ministero dei Lavori Pubblici

~~XXXXXXXXXXXXXXXXXXXX~~

DIREZIONE GENERALE
DEI SERVIZI TECNICI

N.

Roma, 22 ottobre 1945 xxxxxxxxxxxx

*Alla Sub-Commission Public Works
and Utilities A.C.*

R O M A

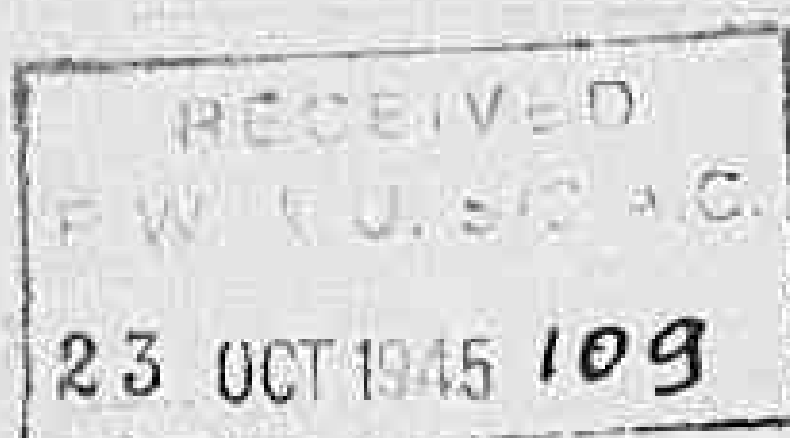
25

Risposta a nota del

N.

Dir.

OGGETTO Autorizzazione per accedere nel Porto di Livorno.



I seguenti nominativi:

- 1) Comandante Andrea Fè d'Ostiani fu Alfredo e di Amalia Casana, nato a Torino il 15-1-1903, Direttore dell' Ufficio Fiat Ricostruzioni Portuali;
- 2) Ing. Vian Paolo fu Giuseppe e di Maddalena Marianna, nato a Venezia il 19-7-1904, Direttore Tecnico dell'impresa Portuale "Fincosit" hanno bisogno di accedere al porto di Livorno ai fini della ricostruzione di quelle opere portuali.

Prego, ove nulla osti, di richiedere al Provost Marshal del 10th Port of Embarkation APO 391 le necessarie autorizzazioni e di rimetterle a questo Ministero.

IL DIRETTORE GENERALE DEI SERVIZI TECNICI

Ing. W. Minier

Translation attached

Di peggio. Nulla per ogni lettera. Soltanto per la prima lettera e per la seconda lettera. La prima lettera è la prima lettera e la seconda lettera è la seconda lettera.

ATTI DI POLIZIA DELLO STATO

TRANSLATION

By : C. Tatti/ct

MINISTRY OF PUBLIC WORKS
 Direction General of
 Technical Services

22 October 1945

Subject : Authority to enter Leghorn Port
To : Public Works and Utilities S/C.

The following named individuals are in need to enter the Port of Leghorn for the purpose of reconstruction of port works :

- 1) Cmdr. Andrea FE D'OSTIANI of the late Alfredo and of Amelia Casena, born in Turin 15/1/1903, Director of FIAT Port Reconstruction Office ;
- 2) Ing. Paolo VIAN of the late Giuseppe and of Maddalena Marianna, born in Venice 19/7/1904, Technical Manager of "Fincosit" Port Company.

May the necessary permits please be requested to Provost Marshal, 10th Port of Embarkation, APO 391 and forwarded to this Ministry.

/s/ illegible
 Director General,
 Technical Services

Tel. 489081-Ext. 339

00 *file*
RWS/riv
24

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

Ref: 109/PWU

28 September 1945

Subject: Port of Leghorn - Dredging.

To : Naval Sub-Commission.

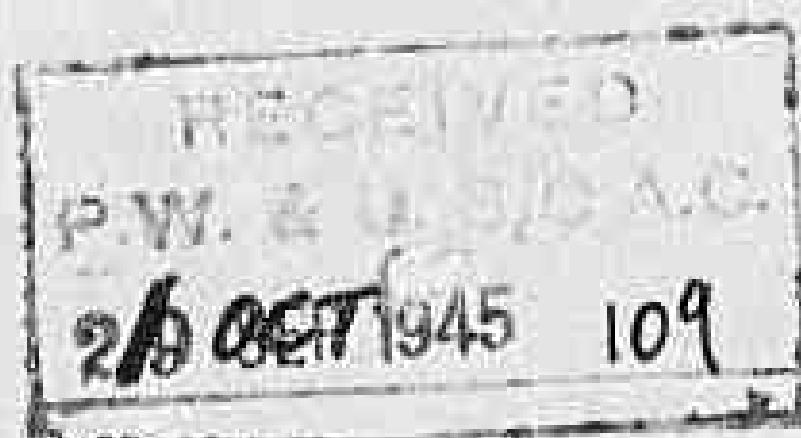
1. Reference your letter NSC/3476 dated 5 September 1945 and NSC/3668 dated 28 September 1945. *19*

2. The work in question has been discussed with the Ministry of Public Works with the request that operations be expedited in every way possible. A translation of the Ministry reply is attached for information.

3. Financing for the proposed dredging has been arranged and we have been assured by the Ministry that work will proceed without delay by the Port Dredging Section.

WILLIAM M. SPANN
Lt. Col. A.U.S.
Chief, Public Wks. Div.

2347



TO..NOIC LEGHORN (R) C IN C MED PW & U SUB COM A/C.

FROM..NAVY S/C.
291237 A SEPT.

UNCLASSIFIED

REFER C IN C MED 251020 AUGUST. ITALIAN MINISTRY OF PUBLIC WORKS INFORMS PUBLIC WORKS AND UTILITIES SUB-COMMISSION, AC THAT IT IS IMPOSSIBLE TO DIVERT DREDGER "ERENTIA" FROM CAGLIARI BUT THAT GRAB PONTOON AQUILA PRESENTLY AT LA SPEZIA, BELONGING TO EXCAVATION SERVICE LEGHORN, CAN BE UTILIZED. ESTIMATE OF COST FOR DREDGING WORK REFERRED TO IN NAVY SUB-COMMISSION, AC LETTER NSD/3396 OF 28 AUGUST IS CONTAINED IN ESTIMATE DATED 17 SEPTEMBER PREPARED BY LEGHORN AUTONOMOUS SECTION OF PORT DREDGING SERVICE OF ITALIAN MINISTRY OF PUBLIC WORKS AND CAN BE CARRIED OUT BY THAT SECTION DIRECTLY WITHOUT HAVING TO CALL ON PRIVATE CONTRACTORS. REQUEST NAVY SUB-COMMISSION BE INFORMED WHETHER ANY FURTHER ASSISTANCE IS REQUIRED.

.....291237 A SEPT.....

REF. GRAB DREDGER AT CAGLIARI

DIST..0-13, 18, 24, 25, R.S.C. (4) 1 H/M (Public works & Utilities) LOG.

T/P

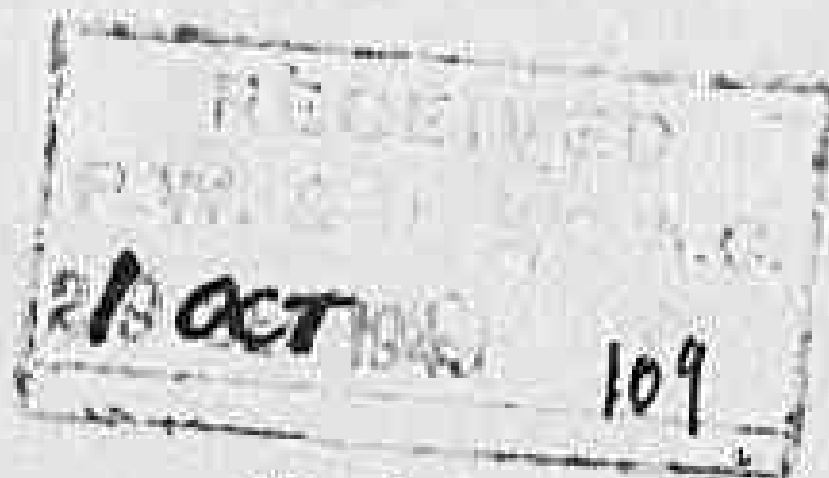
P/L

TOR. 1505

CEW

29/9

2346



0000
22

TO..MEDBO (R) C IN C MED C IN C MED (NAPLES) FOIL NOIC LEGHORN
PUBLIC WORKS & UTILITIES S.C. A.C.

FROM..NAVY SUB COMMISSION.ROME.
291338 A SEPT.

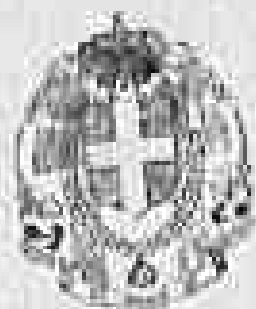
UNCLASSIFIED

REFER C IN C MED 261155 B AUGUST GENIO CIVILE CIVITA VECCHIA IS CARRYING
OUT ACCURATE SOUNDING OF ALL THE AREA INCLUDED BETWEEN NEW CIAIDI QUAY
AND OUTER UMBERTO SEA WALL (SOUNDING GRID WITH TWO H" TWO AND ONE HALF
METRES MESH). IT HAS BEEN ASCERTAINED THAT BOTTOM IN THIS AREA IS
GENERALLY OVER SEVEN AND ONE HALF METRES WITH EXCEPTION OF WHOLE PART
FACING QUAY WHERE DEMOLITION MATERIALS ARE PILED UP WHICH CAN BE DREDGED.
FOR THIS WORK ROYAL NAVY CRANE PONTOON INNOMINATO IS REQUIRED.
PARA 2. ITALIAN MINISTRY OF MARINE IS MAKING SURVEY OF HARBOUR TO
DETERMINE LOCATION OF ANY EXPLOSIVES WHICH SHOULD BE CLEARED AND RECOMMENDS
TRANSFER OF DREDGER "DULLIO" TO CIVITA VECCHIA BE DELAYED UNTIL SURVEY IS
COMPLETED ABOUT 1st NOVEMBER.

.....291338 A SEPT.....

DIST..0-4,13,15,16,18,19,24,25,N.S.C.(4) LOG + R/M P/L
REF..DREDGER DULLIO ALLOCATED TO CIVITA VECCHIA.
T/P P/L TON. 1100

Wk. & Utilities S.C. A.C.



Ministero dei Lavori Pubblici

~~XXXXXXXXXXXX~~
DIREZIONE GENERALE
DEI SERVIZI TECNICI
8900

Roma 27 settembre 1945 xxx

Alla Commissione Alleata
Sottocommissione Lavori
Pubblici e Servizi
ROMA

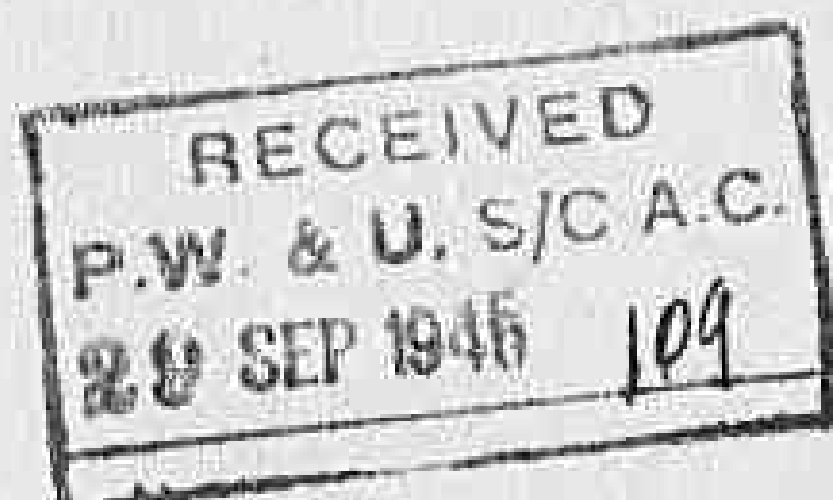
Risposta in data del

Oggetto Trasferimento della Draga Iucania da Anzio
a Napoli.

Prego cotesta Sottocommissione interes-
sare la Flag Officers Italian Liason (F.L.A.G.)
di Roma di impartire disposizione al competente
Comando di Napoli per l'assegnazione di un rimor-
chiatore per il trasferimento della Draga Luca-
nia di questo Ministero da Anzio a Napoli.

Prego altresì dare alla pratica caratte-
re di urgenza per utilizzare questo scorcio di
buona stagione.

IL DIRETTORE GENERALE DEI SERVIZI TECNICI



Dejau

2345

Translation attached

TRANSLATION

By : C.Tatti/ct

MINISTRY OF PUBLIC WORKS
General Direction of Technical Services

Reference : 8900

27 Sep 45

To : Public Works and Utilities S/C.

Subject : Transfer of "Lucania" Dredger
from Anzio to Naples.

Will your Sub-Commission please request the Flag Officers Italian Liaison (F.L.A.G.) at Rome to arrange with the competent Command at Naples for allocation of one tug boat to be used for moving the dredger "Lucania" belonging to this Ministry from Anzio to Naples.

Will you also please treat the matter as urgent, in order to utilize this last period of the good season.

/s/ Illegible

Director General,
Technical Services

2344

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

RECEIVED P.W. & U. S/C A.C. 28 SEP 1945 109

NSC/3668
28 September 1945

19

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

Subject: Port of Leghorn - Dredging of.

1. The Naval Officer-in-Charge, Leghorn dispatch 261340A September 1945, a copy of which is enclosed herewith, requests information as to the status of the contract for dredging work in the port of Leghorn, referred to in Navy Sub-Commission letter NSC/3476 of 5 September 1945.

2. It would be appreciated if an early reply could be made to Navy Sub-Commission letter of 5 September 1945, in order that the Naval Officer-in-Charge, Leghorn may be informed as to the status of the contract.

H. St. J. Butler
H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

24 refers

16

2343

NAVY SUE COMMISSION HOME
(R) C IN C MED

NOIC LE THORN

UNCLASSIFIED

REFERENCE PARA 2 OF NAVY SUE COMMISSION'S NSC. 3476 OF 5th SEPTEMBER.
REQUEST INFORMATION AS TO PROGRESS OF THIS CONTRACT.

~~26th~~ 26th ON SEPT

T/P

F/L

TOR 1420

PLG.D.

26/9

DIST. NSC(L) LOG.

2342

TRANSLATION

: C.Tatti/ct

MINISTRY OF PUBLIC WORKS
General Direction of Technical ServicesReference : 581

25 Sep 45

To : Public Works Sub-CommissionSubject : Dredging of the Port of Leghorn.

Reference is made to Navy Sub-Commission letter dated 28 August 1945.

1. We confirm that it is impossible to divert the Dredger "Erenta" from the Port of Cagliari, and we inform that, for the works of dredging at the Port of Leghorn, specially under the quay, the grab pontoon Aquila belonging to Excavation Service Leghorn, which is at present at La spezia, can be utilized.
2. Estimate of expense for such work is contained in Estimate dated 17 Sep 45 prepared by Leghorn Autonomous Section of the Port Dredging Service of this Ministry, and same work can be carried out by above mentioned Section in direct administration, therefore without having to call on private contractors.

/s/ illegibleDirector General,
Technical Services

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

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3616
20 September 1945.

From:
TO :

Navy Sub-Commission, Hq. Allied Commission.
Public Works and Utilities Sub-Commission.
Hq. Allied Commission. ✓

Subject:

Port of Leghorn - Dredging of.

1. It would be appreciated if a reply could now
be given to Navy Sub-Commission letter NSC/3476 of 5 September.

16
D. H. J. Butler
H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

24/9
*Requested Ministry to give
us information immediately -
for reply -*
ReB

2339

RECEIVED
P.W. & U. S/C A.C.
6 SEP 1945 109

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3476
5 September 1945.

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

Subject: Port of Leghorn - Dredging of.

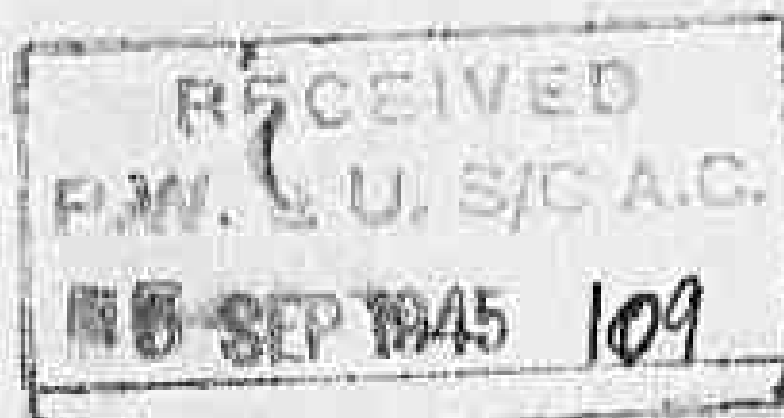
1. Further to Navy Sub-Commission letter NSC/3396 of 28 August 1945, the Allied Naval Commander-in-Chief, Mediterranean has proposed that the contract for the clearance of debris in the port of Leghorn should provide only for clearing such debris as would impede the work of the dredger Duilio. In addition, the Allied Naval Commander-in-Chief, Mediterranean has emphasized that all work performed under the contract must be performed in conjunction with the dredger Duilio in order that the Duilio may be released from Leghorn at the earliest possible date.

2. It would be appreciated if an early indication could be given to the Navy Sub-Commission concerning the progress that has been made in drawing up the desired contract.

H. St. J. Butler
H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINCPAC.
NOIC, Leghorn.

2338



SEMPARTERS, ALLIED COMMISSION
Navy Sub-Commission APC 394

15
HMC/3475
30 August 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Committee for Non-operational Salvage in Italian Waters - Activation of.
Reference: (a) CIRC MED Ltr Med.45/217/4/3 of 21 August 1945.
(b) Navy Sub-Commission Ltr HMC/3440 of 24 July 1945.
(c) CIRC MED Ltr Med.45/659/19/1 of 10 August 1945.
Enclosure: (A) Copy Minute 46, Campbell Committee Meeting of 13 April 1945, S/O Director of Harbour Craft, AFM, Ltr of 12 April 1945.

1. The Allied Naval Commander-in-Chief, Mediterranean in reference (a), in reply to reference (b), suggests that the formation of the Salvage Authority recommended by the Campbell Committee be held in abeyance and that the functions thereof be performed by the present Salvage Committee, Mediterranean.

2. The recommendations contained in Section 4 of the Campbell Committee Report, with reference to the formation of a Salvage Authority, were based on Minute 46 of Minutes of the meeting of the Campbell Committee in Rome on 13 April 1945, a copy of which is forwarded herewith as enclosure (A).

3. The Campbell Committee Report has been approved by the Chief Administrative Officer on behalf of the Supreme Allied Commander, Mediterranean and by the Commander-in-Chief, Mediterranean, and the Italian Ministry of Marine has been directed to take the necessary steps to implement the policies established therein. If it is not desired to activate the Salvage Authority recommended in Section 4 of the Campbell Committee Report, it is suggested that the matter be taken up with Allied Force Headquarters in order that the Campbell Committee Report may be notified. It is considered urgent that the responsibility for the co-ordination of non-operational salvage in Italian Waters be definitely fixed.

4. As a matter of information, no Salvage Liaison Officer, as stated in paragraph 3 of reference (a), is attached directly to the Navy Sub-Commission, AC. In accordance with the provisions of reference (a), one Sub-Lieutenant is assigned to the staff of Flag Officer Italy and Liaison as Staff Salvage Officer.

2337

MSC/3425
30 August 1945

Subject: Committee for Non-operational Salvage in Italian Waters -
Activation of.

5. Pending a final decision, the Offices referred to in paragraph 3 of reference (a) will be notified of the dates of meetings of the Salvage Committee, Mediterranean, upon receipt of this information.

(Sgd) G. L. WARREN

DEAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AG,
for CHIEF COMMISSIONER.

Copy to:
(S/C Ref.(a) and Encl.A)

AFHQ G-5
COMNAVSTA
FOIL
MTRC
Chief Commissioner, AG
Executive Commissioner, AG
Transportation Sub-Commission, AG
Public Works & Utilities S/C, AG. ✓

2336

MEDITERRANEAN SHIPPING BOARD.

Minutes of Meeting of CASPITAL COMMITTEE in ROME

19th April, 1945.

46. Salvage, Ref. 30. Lt. Cdr. Young, Deputy F.S.O., drew the attention of the meeting to the amendments he considered necessary to the memorandum of the Director of Harbour Craft on the salvage of Italian small craft discussed at the last meeting. He pointed out, for instance, in Item 2 of the memorandum, the Ministry of Marine, when an area or port has been handed over to Italians, compile a list of vessels found sunk and which they intend to salvage. The list should be submitted through the Navy S/C. to C in C. Med., and from this the salvage of craft necessary to the Allies, such as dredgers, is taken over by the British Navy Salvage Organisation. The C in C. Med. is not interested in the salvage of the remaining craft, which is entirely a matter for the Italian Ministry of Marine. The Ministry of Marine is responsible for the salvage of all Italian craft other than those required by Allied authorities in a non-operational area or port.

Lt. Cdr. Young suggested that item 5 be deleted because the R.I.N. salvage is part of the Ministry of Marine organisation, and is inclined to be confused with an organisation under Col. Spinelli who is in charge of a salvage group which works entirely under the direction of Fleet Salvage Officer, Mediterranean.

Item No. 7. of memo to be deleted and new paragraph inserted.

It was therefore agreed that the D.O.M.C. memorandum on salvage of Italian small craft dated 5th April be cancelled and substituted by a new memorandum attached.

Lt. Cdr. Young advised that the Salvage Committee, Western Med., will hold its first meeting on 24th April, and recommended that the Sub-Committee take over where C in C. Med. Salvage leaves off in the control of Italian salvage. He also stated that the appointment of a Salvage Liaison Officer to FOTALI will be made in about ten day's time.

Col. Ganno presented a list of salvage firms showing the work they were at present engaged in, and this was passed to D.O.M.C.

C
O
P
Y

2335

ENCLOSURE (A)

AMENDED MEMORANDUM.ALLIED FORCE HEADQUARTERS
Office of Director of Harbour Craft
Western Mediterranean

12th April, 1945.

To: Chairman, Campbell Committee, MEMBO.

Subject: Salvage of Italian Small Craft.

1. Commander-in-Chief, Mediterranean is responsible for all salvage in the Mediterranean.
2. The Italian Ministry of Marine is responsible for the salvage of all Italian craft other than those required for the use of the Allied Forces in any non-operational port or area.
3. C in C. Med. will shortly appoint a Salvage Liaison Officer to be attached to FOTALI Rome or Navy Sub-Commission who will be his representative on salvage matters.
4. The salvage branch of the Italian Ministry of Marine is the Divisione Ricupero who supervise all salvage in territory under the jurisdiction of the Italian Government.
5. Colonel Spinelli has been appointed as R.I.N. Salvage Officer Liaison by the Commander in Chief, Mediterranean. He is in charge of an Italian group which works entirely under the direction of the Fleet Salvage Officer, Mediterranean.
6. All privately owned craft is salvaged by private salvage companies or individuals under licence granted to the owner of the craft upon application to Divisione Ricupero.
7. In practice the Italian Ministry of Marine submit lists of vessels found in any non-operational area to C in C. Med. The salvage of any craft not required for the use of the Allied Forces then becomes the responsibility of the Italian Ministry of Marine.
8. It would seem it is left to the owner of the craft other than those still required by Fleet Salvage Officer such as dredgers, and R.I.N. craft, to make applications for salvage. It is not clear if priorities are established or what supervision is exercised.

RECOMMENDATIONS.

- i. That Divisione Ricupero prepare a list of all salvageable small craft, details of licences issued and progress of work.
- ii. Salvage Liaison Officer, Director of Harbour Craft, Transportation Sub-Commission and Divisione Ricupero representatives meet as soon as possible to decide how the salvage of craft required for the agreed programme can be accelerated, and hold regular meetings thereafter.
- iii. An Officer now on Navy Sub-Commission act as Salvage Liaison Officer representative until the arrival of the latter.
- iv. Fleet Salvage Officer's view is that the suggested Sub-Committee would fulfil a useful function in controlling salvage of Italian craft not required by the Allied Forces (see 7. above).
- v. Fleet Salvage Officer concurs with recommendation that the Salvage Officer on FOTALI's staff attend these meetings in order to co-ordinate the resources used for salvage generally.

C
G
P
Y

233

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
21st August, 1945.

Ref. 45/217/4/3.
THE NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.

NON-OPERATIONAL SALVAGE IN ITALIAN WATERS - RESPONSIBILITY FOR.

With reference to your NSC/3040 dated 24th July 1945, the present Salvage Committee, Mediterranean, has been dealing with all questions of non-operational salvage in Italian waters and to avoid complications it is considered that the formation of the new committee might be postponed with advantage until outstanding items have been dealt with.

2. Subsequently the new committee could be formed and the present one dissolved or alternatively the old one be taken over by the new.

3. Although the Public Works and Utilities Sub Commission, Allied Commission, the Director of Harbour Craft and the Transportation Sub Commission, Allied Commission, are all represented on the present committee either through the Ministry of War Transport or through the Salvage Liaison Officer, Navy Sub Commission, Allied Commission, it would be advantageous to all concerned if they directly attended the meetings of the present Salvage Committee and you will be informed of dates of meetings accordingly.

/s/ J. P. S. HAYNES

For ADMIRAL

C
O
P
Y

WFB

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

RECEIVED
P.W. & U. S/CAS
30 AUG 1945 109

RSG/3396
28 August 1945

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

Subject: Port of Leghorn - Dredging of.

1. The Naval Officer-in-Charge, Leghorn has reported that considerable difficulty is being encountered during the present dredging operations at Leghorn of quayside berths owing to the nature of the ground to be cleared. A considerable quantity of concrete rubble is being encountered which can only be handled by a mechanical grab.

2. The dredger *BRENTA* at Cagliari is reported to be equipped with a mechanical grab. The Italian Ministry of Marine advises that the Italian Public Works Office, Sardinia, has stated that the *BRENTA* is urgently required at Cagliari and requests that it be permitted to remain there.

3. The Allied Naval Commander-in-Chief, Mediterranean informs the Navy Sub-Commission that no other suitable grab dredger is available on the West Coast of Italy. The Royal Navy Officer-in-Charge of Works at Leghorn, however, has located a contractor who is understood to be capable of doing the work referred to in paragraph 1 above. A contract for this work cannot be entered into by the Royal Navy, but assistance in the provision of diving equipment on loan may be given if necessary, provided no obligation is incurred by the Royal Navy.

4. It is requested that the Public Works and Utilities Sub-Commission, AC investigate the matter to determine whether a contract can be entered into either by the Allied Commission or the Italian Ministry of Public Works and Utilities to perform the necessary dredging. It is requested that this matter be treated as urgent and the Navy Sub-Commission, AC be informed as to the action taken, for the reason that the dredger *DUELLO*, now at Leghorn, has been allocated to Civitavecchia.

Butler

2332
H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINC MED
NOIC Leghorn

Translation attached

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

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3160
6 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : ~~Chief Commissioner, Hq. Allied Commission.~~
Subject: Entry of Shipping into Northern Italian ports.
Enclosure: (A) Copy of CINCMED, A.F.H.Q., ltr. Med.45/00460/5
of 25 July 1945 and enclosure thereto.
1. Enclosure (A) is forwarded herewith for in-
formation.

(Sgd) U. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Executive Commissioner, AC.
Civil Affairs Section, AC.
Economic Section, AC.
Transportation S/C, AC.
Industry S/C, AC.
Commerce S/C, AC.
Public Works & Utilities S/C, AC. ✓
M.M.I.A.
Air Forces S/C, AC.

2337

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
25th July 1945.

Med. 45/00460/5
THE SUPREME ALLIED COMMANDER SECRETARIAT

ENTRY OF SHIPPING INTO NORTHERN ITALIAN PORTS

The attached notes on the clearance of seagoing mines from harbours set out simply and briefly the problems with which the Navy is faced when deciding whether it is safe for ships to enter ports mined by the enemy.

2. It is thought that these notes may be of interest to Staff Sections concerned with the movements of personnel and stores by sea and will enable them to appreciate the difficulties, and also risks involved even when the Commander-in-Chief, Mediterranean has decided to declare a port open.

3. It is requested that you will arrange for copies to be distributed as requisite.

/s/ H. A. PACKER

REAR ADMIRAL
CHIEF OF STAFF

C
O
P
Y

233

ENCL (A)

ENTRY OF SHIPS INTO NORTHERN ITALIAN PORTS

1. The Germans when examining the Northern Italian ports laid in the harbours and bays entrance a large number of sea mines nearly all of the variety which lie on the bottom and are fired by the close passage of a ship but without actually being touched by the ship.
2. These ground mines were fitted with a variety of actuating units including some of all the latest types available to the Germans. Sweeping methods had already been devised for these latest type units but without trials with the German units themselves, are naturally not the best that can be provided; these will follow later.
3. The Germans have always used a number of devices such as delay clocks and mechanisms which need a number of actuations to be given to the firing unit before the mine is in fact fired. Since the collapse of Germany it has been discovered that they have also used devices which only make the mine alive at certain periods during each twenty four hours and "sterilize" which makes the mine permanently inactive after a certain period of time.
4. Prisoners of War have also stated that in some cases the mines were laid without primers or with the safety pins in. Naturally in these cases complete reliance cannot be placed on such a statement.
5. The complexity of the latest ground mines as stated above make it in most cases impossible to say with absolute certainty that a harbour is clear of mines. The procedure carried out is to try every kind of sweep for a sufficient number of times and a sufficient period of time to cover all known delays and then if the mines have still not responded to try various other methods of disposing of them including locating and countermining.
6. The problem has been made more difficult for us in the Northern Italian ports by knowing the number of mines laid and so the number of unresponsive mines and by the fact that with the end of the war in Europe risks that were justified in support of active operations must not now be taken when alternative methods of supply, however, inconvenient, can be utilised.
7. The Northern harbours have been and are being opened when the risk from ground mines is considered sufficiently reduced to justify the entry of ships but it must be realised that for the next two years there remains the risk that a mine which has not been swept, may because of a bad electrical contact, may be disturbed by the wash of a ship and become dangerous.

the ship.

3. These ground mines were fitted with a variety of actuating units including some of all the latest types available to the Germans. Sweeping methods had already been devised for these latest type units but without trials with the German units themselves, are naturally not the best that can be expected; these will follow later.

3. The Germans have always used a number of devices such as delay clocks and mechanisms which need a number of actuations to be given to the firing unit before the mine is in fact fired. Since the collapse of Germany it has been discovered that they have also used devices which only make the mine alive at certain periods during each twenty four hours and "retarders" which make the mine permanently inactive after a certain period of time.

4. Prisoners of War have also stated that in some cases the mines were laid without primers or with the safety pins in. Naturally in these cases complete reliance cannot be placed on such a statement.

5. The complexity of the latest ground mines as stated above make it in most cases impossible to say with absolute certainty that a harbour is clear of mines. The procedure carried out is to try every kind of sweep for a sufficient number of times and a sufficient period of time to cover all known delays and then if the mines have still not responded to try various other methods of disposing of them including locating and countermining.

6. The problem has been made more difficult for us in the Northern Italian ports by knowing the number of mines laid and so the number of unresponsive mines and by the fact that with the end of the war in Europe risks that were justified in support of active operations must not now be taken when alternative methods of supply, however, inconvenient, can be utilised.

7. The Northern harbours have been and are being opened when the risk from ground mines is considered sufficiently reduced. So justify the entry of ships but it must be realised that for the next two years there remains the risk that a mine which has not been swept, say because of a bad electrical contact, may be disturbed by the wash of a ship and become dangerous.

As examples of this two typical cases can be quoted:

- (a) At Algiers where the last German minelaying raid was carried out in the summer of 1943, a mine was exploded by a ship in April 1945.
- (b) At Ancona a small oiler was sunk in May 1945 many months after the harbour had been considered clear of mines.

In both these cases sweeping had been continued for a considerable time after the last mine had been laid, and many ships must have passed over the danger spots.

8. The danger will be reduced as much as possible by the routine sweeping of harbours at intervals as long as sweepers can be made available but this cannot entirely ensure the safety of all our ships.

RECEIVED
P.W. & U. S. A.C.
6 AUG 1945 109

NSC/3143
4 August 1945

FIRST ENDORSEMENT On
Public Works and Utilities
Sub-Commission, AC, ltr 109/
PWU of 31 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: ~~Commander-in-Chief~~, Mediterranean.

Subject: Non-operational Salvage in Italian Waters -
Responsibility for.

Reference: (a) Navy Sub-Commission ltr NSC/3040 of 24 July 1945.

1. The basic correspondence, in which the Public Works and Utilities Sub-Commission, Allied Commission nominates Major C.P.B. Goldson, R.A. as a representative on the Salvage Committee referred to in paragraph 3 of reference (a), is forwarded herewith for appropriate action.

H. W. Zirkel
H. W. ZIRKEL,
COMMODORE, U. S. NAVY,
FOR DEAN ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC
for CHIEF COMMISSIONER.

Copy to:
FOIL
MEMO
✓ Public Works & Utilities S/C, AC.

PWB

2328

REL. 320

HEADQUARTERS ALLIED COMMISSION

10
FJB/INTER OFFICE MEMO

Reference : 100/PBU

31 July 1945

Subject : Non-operational salvage in
Italian Waters - Responsibility for.

To : CHIEF, NAVY SUB-COMMISSION, A.O.

From : Public Works and Utilities Sub-Commission

1. Reference to HBC/3046 of 24 July 1945 relative to the activation of the Salvage Authority.

2. The Public Works and Utilities Sub-Commission nominates Major C.P.S. Goldson as its representative on the Salvage Authority. Major Goldson is stationed at Genoa in the office of the Regional Engineer, Liguria Region.

R.J. HIRSTON
Colonel, C.R.
A/Director

Copies to :

AFHQ, G-5
Chief Commissioner
Executive Commissioner
Economic Section, Prod. Div.
Regional Commissioner Liguria Region
(Att. Regional Engineer)
Major C.P.S. Goldson, R.A.

2327

Public Works & Utilities

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

28 JUL 1945 109

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APC 394

NSC/3040
24 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: ~~Commander-in-Chief, Mediterranean.~~
Subject: Non-operational Salvage in Italian Waters -
Responsibility for. 104/100
References: (a) CINC ASD Ltr Med.45/237/4/3 of 4 January 1945,
to FUSA Only.
(b) CINC ASD Ltr Med.45/219/2/2 of 7 March 1945,
not to all Info Offices.
(c) Navy Sub-Commission Ltr NSC/2063 of 6 July 1945.
Enclosure: (A) Copy of Section IV, Campbell Committee Report (Salvage).

1. The Flag Officer, Taranto and Adriatic, Italy (Rome), was informed by reference (a) that the Commander-in-Chief, Mediterranean will 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. No information has been received indicating that these instructions are modified.

2. A Salvage Committee, Mediterranean was formed by reference (b) for non-operational salvage, composed of representatives of the Commander-in-Chief, Mediterranean, the Ministry of War Transport, the War Shipping Administration, the French Navy and Merchant Marine, and the Italian Navy. This Committee is understood to be primarily concerned with the non-operational salvage of Allied vessels and Italian vessels which may be required in the interest of the war effort, rather than non-operational salvage of Italian vessels in the interest of Italian economy and port clearance.

3. The Italian Ministry of Marine was informed in reference (c) that the Campbell Committee Report has been approved by the Supreme Allied Commander, Mediterranean and the Commander-in-Chief, Mediterranean, and directed to take the necessary steps to implement the policies established. A copy of Section IV of the Report, relating to Salvage, is forwarded herewith for information. Paragraph 4 thereof recommends that an authority be established to co-ordinate non-operational salvage, including representatives from the Commander-in-Chief, Mediterranean, the Director of Harbour Craft, Mediterranean, the Transportation Sub-Commission, Allied Commission and the Italian Ministry of Marine. It is recommended that the Commander-in-Chief, Mediterranean issue a directive to activate the Salvage Authority. Representatives from the offices concerned should be nominated 237

12C/3040
24 July 1945

Subject: Non-operational Salvage in Italian Waters -
Responsibility for.

by name, a chairman appointed, and the Authority directed to conduct meetings at specified times. It is considered that the meetings should be held at Headquarters, Allied Commission, Rome. It is further suggested that representatives from the Flag Officer, Italy and Liaison (FOIL), and the Public Works and Utilities Sub-Commission, Allied Commission be included in the Salvage Authority.

4. It is considered to be of the utmost importance that non-operational salvage activities in Italian Waters be co-ordinated and controlled to insure that the maximum results are obtained.

(Sgd) G. E. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC,
for CHIEF COMMISSIONER.

Copy to:
AFHQ C-5.
COMNAVFOR.
FOIL.
JEDSO.
Chief Commissioner, AC.
Executive Commissioner, AC.
Transportation Sub-Commission, AC.
Public Works & Utilities S/C, AC. ✓

*Col Span What is
your Recommendation?*

2708

30/7/45

Recommended

May. C. P. B. Goldson, R.A.

2325

*be named as P.W.U. Representative
on Board. He is a specialist on
Port & Harbor Works.*

W.H.H.

MEDITERRANEAN SHIPPING BOARDCAMPELL COMMITTEESECTION IVSALVAGE

1. The Committee have examined the question of salvage insofar as it affects clearance of ports and recovery of sunken or damaged harbour craft, tugs and lighters, for use in Returned Ports.
2. It has been ascertained that subject to the overriding authority of the salvage requirements of the Commander in Chief, Mediterranean, the Italian Ministry of Marine is responsible for the salvage, in any non-operational port or area, of all Italian vessels other than those required for the use of the Allied Services.
3. All privately owned craft can only be salvaged by private salvage companies or individuals under licence granted to the owner by the Divisione Rispari of the Italian Ministry of Marine, whose local representation where there is no individual representation of the Divisione Rispari, is the Port Technical Services Section of the office of the Captain of the Port.
4. As no priorities are established or supervision exercised other than that for B.I.S. craft, and that exercised by the Fleet Salvage Officer in the case of craft required for the Allied Forces, the Committee recommend that an authority be set up for the purpose of allocating priorities and deciding how requirements of craft for port working and clearance can be met from salvaged civilian craft. For this purpose the Authority should include representatives from the Commander in Chief, Mediterranean, Director of Harbour Craft, Transportation Sub-Commission, A.C., and the Italian Ministry of Marine (Divisione Rispari). The Authority should confine its activities only to those ports which will revert to Italian control and in those areas which are declared non-operational by the Allies.
5. In the event of any Italian vessel or craft having been salvaged by private enterprise and thereafter requisitioned by either the Allied or Italian Authorities, the Committee have been advised that the question of compensation will be arranged and settled by the Italian Government.

ENCLOSURE (A) 2327

C
O
P
Y

HEADQUARTERS
MILITARY GOVERNMENT
LIGURIA REGION
APO 394

RECEIVED
P.W. & U. S/C A.C.
24 JUL 1945 109

OFFICE OF REGIONAL ENGINEER

21st July 1945

REF : LIG/PW&U/500
SUBJECT : Unemployment Relief Works - Genoa Port
TO : Director, Public Works & Utilities Sub-Commission
A.C., H.Q., APO 394

1. During the recent visit of the Minister of Public Works (H.E. Sr. Giuseppe ROMITA) a general discussion took place with particular reference to first-aid and unemployment relief works throughout the Region.
2. The Minister stressed the economic importance of the rehabilitation of the Port of Genoa, and stated that it had been agreed by the Italian Government and A.C., H.Q., in Rome that additional works in excess of the 96 million lire programme (your letter 078/L-P/I/PWU 29th June 1945 refers) would be approved for this year.

3. This was confirmed with your office by telephone, and accordingly instructions were given to Port Construction Officer whose report is attached.

4. A scheme proposed by the Minister and the Consorzio of the Port consisted of the removal of debris by lighter from the quay-side out to sea where it is to be dumped. This would employ port labour and dispose of unwanted material without the use of trucks requiring P.O.L.

5. At present mine clearance operations by N.O.I.C. will not allow of the use of the lighters, and in fact the lighters will not be ready for approx. three weeks, but certain work can be commenced at once and it is anticipated that N.O.I.C. will be able to consider permitting their use in about 2/3 weeks time.

6. The use of the inner harbour is governed not only by the presence of mines but also by the

232

1. During the recent visit of the Minister of Public Works (H.E. Sr. Giuseppe ROMITA) a general discussion took place with particular reference to first-aid and unemployment relief works throughout the Region.
2. The Minister stressed the economic importance of the rehabilitation of the Port of Genoa, and stated that it had been agreed by the Italian Government and A.C., H.Q., in Rome that additional works in excess of the 96 million lire programme (your letter 078/L-P/I/PWU 29th June 1945 refers) would be approved for this year.
3. This was confirmed with your office by telephone, and accordingly instructions were given to Port Construction Officer whose report is attached.
4. A scheme proposed by the Minister and the Consorzio of the Port consisted of the removal of debris by lighter from the quay-side out to sea where it is to be dumped. This would employ port labour and dispose of unwanted material without the use of trucks requiring P.O.I.
5. At present mine clearance operations by N.O.I.C. will not allow ^{be} of the use of the lighters, and in fact the lighters will not ^{be} ready for approx. three weeks, but certain work can be commenced at once and it is anticipated that N.O.I.C. will be able to consider permitting their use in about 2/3 weeks ²³²³ time.
6. The use of the inner labour is governed not only by the presence of mines but until the mines are cleared it is felt that any disturbance of the waters would endanger the work of the divers and also the operations on the repairs of the dry-docks.



(2)

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
APO 394

OFFICE OF REGIONAL ENGINEER

7.

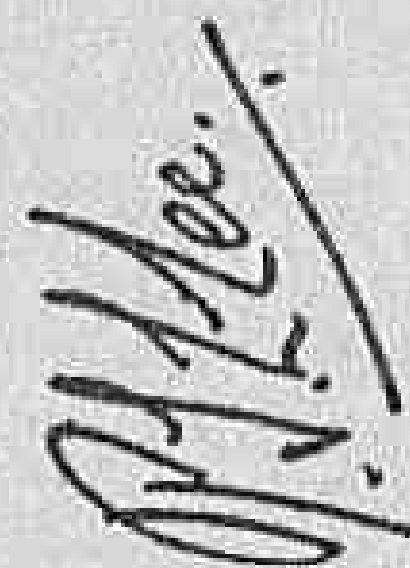
In view of the number of ships waiting to use them the work on the dry-docks is of very high priority and as a very large number of men will be employed on ship's repairs as soon as they are ready, it is obvious that the clearance of debris by lighter must take second place for the time being.

8.

The Minister was told that we would keep him informed of the position, and although Eng. FERRANI representative of the Min. of Public Works with the Consorzio has been here, it would be appreciated if you would let Sr. ROMITA know what is taking place.

9.

A copy of Major Goldson's report is attached for information.



P.S.L. LEE
Lieut. Colonel R.E.
Regional Engineer

7. In view of the number of ships waiting to use them the work on the dry-docks is of very high priority and as a very large number of men will be employed on ship's repairs as soon as they are ready, it is obvious that the clearance of debris by lighter must take second place for the time being.
8. The Minister was told that we would keep him informed of the position, and although Eng. PERIANI representative of the Min. of Public Works with the Consorzio has been here, it would be appreciated if you would let Sr. RONITA know what is taking place.

9. A copy of Major Goldson's report is attached for information.

27 Dec.

P.S.L. LEE
Lieut. Colonel R.E.
Regional Engineer

Copy to
R.C. Liguria Region.
(for information)

2323

ALLIED MILITARY GOVERNMENT
LIGURIA REGION
PUBLIC WORKS & U. PORTS

Ref.R/1/201

Subject:

Report on proposed clearance of debris in Port of Genoa

To:

Regional Engineer - Liguria Region

1.

In consequence of a request to carry out a scheme of clearance of debris in the port of Genoa in addition to the essential work which is proceeding at present the following scheme is proposed.

2.

There is a large amount of debris from bombed warehouses, buildings and an explosion which took place in some tunnels lying behind Ponte Caracciolo, and other debris of smaller quantities in the area behind Molo Vecchio.

3.

It is proposed to clear this debris by excavation manually and removal part to be dumped in a corner of the dock between C. Chiappella and Ponte Biagio Assereto and part to be dumped at sea by lighter.

4.

At a conference between the Regional Engineer and N.O.I.C. the question of the movement of lighters in this vicinity and the actual point of discharge were discussed at length. Owing to the present mine sweeping operations and the area required still being forbidden to movement of shipping, it was agreed that the work could not be started immediately but that in a few weeks time there was a good possibility of getting the required permission.

5.

Subsequently at a meeting with Chief Eng. for Consorzio del Porto and Eng. Periani, the Consorzio engineer was informed of this state of affairs and confirmed that in a few weeks time he would have 3 lighters suitable for the work and a tug for operating them. He also stated that in conjunction with R.N. Fleet Salvage he would try and remove some small boats in the proposed dumping area prior to work starting on the clearance.

6.

Major Goldson was instructed to keep in touch with N.O.I.C. and the mine sweeping program and inform Consorzio as soon as the situation was reported clear.

7.

The project for about 20,000,000 lire for this

3. It is proposed to clear this debris by excavation manually and removal part to be dumped in a corner of the dock between C. Chiappella and Ponte Biagio Assereto and part to be dumped at sea by lighter.
4. At a conference between the Regional Engineer and N.O.I.C. the question of the movement of lighters in this vicinity and the actual point of discharge were discussed at length. Owing to the present mine sweeping operations and the area required still being forbidden to movement of shipping, it was agreed that the work could not be started immediately but that in a few weeks time there was a good possibility of getting the required permission.
5. Subsequently at a meeting with Chief Eng. for Consorzio del Porto and Eng. Periani, the Consorzio engineer was informed of this state of affairs and confirmed that in a few weeks time he would have 3 lighters suitable for the work and a tug for operating them. He also stated that in conjunction with R.N. Fleet Salvage he would try and remove some small boats in the proposed dumping area prior to work starting on the clearance.
6. Major Goldson was instructed to keep in touch with N.O.I.C. and the mine sweeping program and inform Consorzio as soon as the situation was reported clear.
7. The project for about 20,000,000 lire for this work has been prepared by Consorzio and is being forwarded through Genio Civile and this office to H.Q.A.C. for approval. It is estimated that this project will employ 500 men for two months.
For the Regional Commissioner

Genoa 20 July 1945



Maj. C.P.B. GOLDSON R.A.
(Port Construction Engineer)

1.489081.Ext.339

File 7

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

RWS/rlv

Ref: 109/PWU

5 July 1945

Subject: Financing - Port of Genoa.

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

1. Attached is copy of letter received from Finance Sub-Commission in reply to our recent request that the Consorzio Autonomo del Porto di Genova be authorized to handle financing directly instead of through the Genio Civile.

2. This negative decision must be accepted as final, therefore all Consorzio projects and financing will in future be presented through Genio Civile.

By Command of Rear Admiral Stone:

Wm. S. Spann
WILLIAM W. SPANN
Lt.Col. C.M.P.
Chief, Public Wks.Div.



HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB COMMISSION

18194/F

2 July 1945

SUBJECT: Consorzio Autonomo del Porto di Genova.
TO : Public Works and Utilities sub-Commission.

1. Arising out of your verbal enquiry I have obtained the opinion of the Court of Accounts as to the legal status of the Consorzio Autonomo del Porto di Genova. This body is neither a state office nor a parastatal office directly dependent on any Italian Ministry. The Italian State has no legal obligation to make good budget deficits of the Consorzio. For all practical purposes the Consorzio is a private body, although it has been granted powers to make certain legal charges.

2. In order to assist in the execution of any new work, the Government, has since 1923, either made partial contributions to the capital cost or guaranteed loans to be made with credit institutions.

3. The Italian Government has, as a matter of policy, suspended the laws relating to the payment of war damage claims. It would be inequitable to operate a war damage policy which is directed counter the wishes of the Italian Government or which would unfairly give preference to one section of industry over an other, having regard to the limited resources of the Italian Treasury. Hence, although urgent work of repair and partial reconstruction can be financed under Finance sub-Commission Circular n. 13194 of 23 September 1944 entitled "War Damage", it is essential that the rules contained therein should be strictly adhered to. In no circumstances can a budget be accepted from the Consorzio directly. If any public works in the port of Genoa are regarded as of essential military or civil necessity the budget estimates and request for funds must originate from the Provincial Officer of the Ufficio Genio Civile.

1. Arising out of your verbal enquiry I have obtained the opinion of the Court of Accounts as to the legal status of the Consorzio Autonomo del Porto di Genova. This body is neither a state office nor a parastatal office directly dependent on any Italian Ministry. The Italian State has no legal obligation to make good budget deficits of the Consorzio. For all practical purposes the Consorzio is a private body, although it has been granted powers to make certain legal charges.

2. In order to assist in the execution of any new work, the Government, has since 1923, either made partial contributions to the capital cost or guaranteed loans to be made with credit institutions.

3. The Italian Government has, as a matter of policy, suspended the laws relating to the payment of war damage claims. It would be inequitable to operate a war damage policy which is directed counter the wishes of the Italian Government or which would unfairly give preference to one section of industry over an other, having regard to the limited resources of the Italian Treasury. Hence, although urgent work of repair and partial reconstruction can be financed under Finance sub-Commission Circular n. 13194 of 23 September 1944 entitled "War Damage", it is essential that the rules contained therein should be strictly adhered to. In no circumstances can a budget be accepted from the Consorzio directly. If any public works in the port of Genoa are regarded as of essential military or civil necessity the budget estimates and request for funds must originate from the Provincial Officer of the Ufficio Genio Civile.

2314

for *Raffaello*
Joint Director,
Finance sub-Commission.

RECEIVED

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

23 JUN 1945 109

CHAMBER OF INDUSTRY COMMERCE OF NAPLES
 100 100
 SECRETARY GENERAL

2000000000000000

2000000000000000

U/S President

U/S Secretary

U/S Secretary

U/S Secretary

U/S Secretary

U/S Secretary

No of Copies 6

Legation Rome 1/3

Consulate 1/3

Rome 1/3

Rome 1/3

Rome 1/3

Rome 1/3

Rome 1/3

FROM : Chamber of Industry Commerce of Naples

TO : Economic Section A.C.

SUBJECT : Port of Naples

DATE 20 June 1945

CABLE PAGE 8109

The executive committee of this Chamber, in their meeting held on the 12 June, adopted the following policy, of which I herewith attach a copy.

This policy points out the urgent necessity of proceeding with important works of reactivation in the Port of Naples, and requests that the Allied Authorities should help.

Owing to the comprehension that the Allied Authorities have shown up to now, we are confident that you will take this case into benevolent consideration.

1 attachment

THE PRESIDENT
 (S. Brun)

2000000000000000

FROM : Chamber of Industry Commerce of Naples

TO : Economic Section A.C.

SUBJECT : Port of Naples

DATE 20 June 1945

REF ID: A6109

The executive committee of this Chamber, in their meeting held on the 12 June, adopted the following policy, of which I herewith attach a copy.

This policy points out the urgent necessity of proceeding with important works of reactivation in the Port of Naples, and requests that the Allied Authorities should help.

Owing to the comprehension that the Allied Authorities have shown up to now, we are confident that you will take this case into benevolent consideration.

THE PRESIDENT
(S. Brun)

1 attachment



THE EXECUTIVE COMMITTEE OF THE CHAMBER OF COMMERCE

Having read the note dated the 4 June, of the President of the Commission for the Reconstruction of the Port;

Having heard the report of the President,

Having taken into consideration the necessity of hastening the works for the reactivation of the Port of Naples so that it may meet the volume of peace time traffic, and to allow a large employment of manpower;

Having taken into consideration the Allied requirements of our port, that although they still have a character of priority, are now, since the downfall of Germany, somewhat less important, and could therefore be considered with more elasticity,

V O T E S

That the 8th Allied Port HQ, that the Allied Commissioner for the city of Naples, and that the Economic Section E.C. should eventually propose to their superior HQs that the piers of the Vittorio Emanuele Basin should be returned to the Italian Authorities, or that at least the Civil Engineers (Genio Civile) of the Port, should be allowed to undertake those works of repair for which funds have already been collected, and plans prepared, even if the Port is not wholly turned over to the Italian Authorities.

Having taken into consideration the Allied requirements of our port, that although they still have a character of priority, are now, since the downfall of Germany, somewhat less important, and could therefore be considered with more elasticity,

V O T E S

That the 8th Allied Port HQ, that the Allied Commissioner for the city of Naples, and that the Economic Section A.C. should eventually propose to their superior HQs that the piers of the Vittorio Emanuele Basin should be returned to the Italian Authorities, or that at least the Civil Engineers (Genio Civile) of the Port, should be allowed to undertake those works of repair for which funds have already been collected, and plans prepared, even if the Port is not wholly turned over to the Italian Authorities.

2317

Sup C.S.O.
10.01
4

HEADQUARTERS, ALLIED COMMISSION
 Navy Sub-Commission APO 394

RECEIVED
 P.W. & M. S. C. A. C.
 28 JUN 1945 109

NSC/2713
 21 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
 To: Industry Sub-Commission, Hq. Allied Commission.
 Subject: Minesweeping.

1. In accordance with Industry Sub-Commission, A. C. letter AC/5556/IND of 19 June 1945, the Allied Naval Commander-in-Chief, Mediterranean has been informed of the request from Headquarters Allied Military Government, Province of Apuania (Toscana Region) that the sea in the fishing area under its jurisdiction be cleared of mines to allow more productive fishing.

2. In response to a recent request from the Public Works and Utilities Sub-Commission, A. C., the Commander-in-Chief, Mediterranean informed the Navy Sub-Commission that it is regretted that no additional mine-sweeping forces can be made available on the West Coast of Italy at the present time, and that existing requirements for minesweeping equipment, particularly in the Allied port of Genoa, make it unlikely that other less important areas can be swept for a considerable period. However, the Commander-in-Chief, Mediterranean has assured the Navy Sub-Commission that due consideration will be given to clearing other areas as soon as sufficient mine-sweeping equipment may become available.

THOMAS L. WARREN

REAR ADMIRAL
 CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
 Chief Commissioner
 Economic Section
 Food Sub-Commission
 Provincial Commissioner, Apuania

JUN 22 1945

2315

26/6 - Called Navy S/C (363) + got a promise to send

a copy of this to Aquia S/C. 1/11/45.

28/6 dep. S/C received a copy for Navy S/C JMA

Tel: 489081
Ext: 339

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

VST/bb

109/PWU

20 June 45

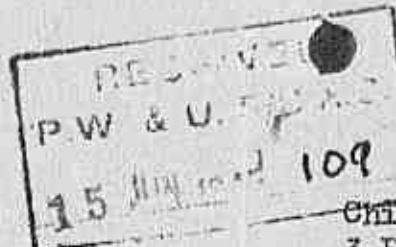
SUBJECT: Repairs to Bari Docks.

TO : Chief Engineer
HQ., 3 District, CMF.

1. Reference your CE.4151/1 dated 18 May 45.
2. The required work at Bari Port has been discussed with representatives of the Italian Ministry of Public Works and we have been assured that necessary action will be taken immediately.
3. A translation of your letter, together with copies of drawings 932/BARI/52, and 3PC/BARI/76 and draft specification have been forwarded to the Ministry to expedite the work.

V. S. THOMPSON,
Lieut-Colonel, R.C.E.,
Chief, Pub. Wks. Div.

SUBJECT:- BARI Docks - Repairs



Chief Engineer
3 District CMT
Tel: Baseball 85
CE 4151/1

Allied Commission,
Public Works & Utilities Sub Commission,
ROME

13 June 45

①
Reference your 109/PWU dated 9 June 45.

As requested, a further copy of this office letter of even number dated 18 May 45, together with enclosures, is forwarded herewith.

GHL/BS

Encls: CE 4151/1 of 18 May 45

932/BARI/52

3PC/BARI/76

Draft Specification in English

"

"

" Italian

[Signature]
Brigadier,
Chief Engineer.

2717

COPISUBJECT:-- BARI Docks - Repairs

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

12 CRE Works (letter only)
'Q' 3 Dist

Chief Engineer
3 District CRE
Tel: Baseball 85
CE 4151/1

18 May 45

1. Repairs are necessary to about 90 yds length of the Quay Wall at Berth No. 10 on the Mole, BARI. This is to make good the damaged face of the Mole which resulted from the first explosion some 18 months ago, not from the explosion which occurred recently.

2. I have been asked to arrange for the work to be carried out by the Allied Commission by contract. To assist you in placing a contract, I enclose two sets of drawings 932/BARI/52 and 3PG/BARI/76, prepared by CRE 3 Port Construction and Repair Group RE, together with a draft specification, in English and Italian, describing the work to be done. The specification will need amending to suit the particular type of contract and method of supervision adopted by Genio Civile, but it may be useful to you as a basis.

3. The following names of Contractors are suggested for inclusion in the list of Tenderers.

- (i) Società Italiana Costruzioni e Lavori Pubblici, Bari.
- (ii) Rotta La. Loria, Via Egisiaca e Pizzofalcone 41/6, Naples.
- (iii) Imp. Ugo Colombo, Corso Vitt. Eman, 20, Ancona.

These contractors have expressed their willingness and ability to execute Port Works in the Area required.

VB/BS

(Sgd) W. BRUNDAN
Lieut-Col RE
for Brigadier,
Chief Engineer.

ncs: as stated.

3 refs

2313

1. Repairs are necessary to about 90 yds length of the Quay Wall at Berth No. 10 on the Mole, BARI. This is to make good the damaged face of the Mole which resulted from the first explosion some 18 months ago, not from the explosion which occurred recently.

2. I have been asked to arrange for the work to be carried out by the Allied Commission by contract. To assist you in placing a contract, I enclose two sets of drawings 932/BARI/52 and 3PC/BARI/76, prepared by CRE 3 Port Construction and Repair Group RE, together with a draft specification, in English and Italian, describing the work to be done. The specification will need amending to suit the particular type of contract and method of supervision adopted by Genio Civile, but it may be useful to you as a basis.

3. The following names of Contractors are suggested for inclusion in the list of Tenderers.

- (i) Società Italiana Costruzioni e Lavori Pubblici, Bari.
- (ii) Rotta Is. Loria, Via Egisiaca e Pizzofalcone 41/6, Naples.
- (iii) Imp. Ugo Colombo, Corso Vitt. Eman, 20, Ancona.

These contractors have expressed their willingness and ability to execute Port Works in the Area required.

WE/BS

(Sgd) W. BRUNDAN
Lieut-Col RE
for Brigadier,
Chief Engineer.

Encs: as stated.

3 refers

2313

Tel. 478200.

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

WMB/cc

9 June 45.

109/PWU.

SUBJECT: Bari Docks Repairs.
TO : C.E. 3 District, CMF.

(53) 1st Part

1. Reference your CE 4151/1 dated 5 June 45.
2. It is regretted that your letter of 18 May 45 cannot be traced in this office. May we please have a copy?

For the Chief Commissioner:

E.J. RISTEDT,
Colonel, C.E.,
A/Inspector:

0 7 9 2