0358

Declassified E.O. 12356 Section 3.3/NND No. 785017

ACC

10000/109/1008
(VOL. II)

0359

Declassified E.O. 12356 Section 3.3/NND No. 785017

10000/109/1008
(VOL. II)

SHIPPING
SEPT. 1944 - DEC. 1946

0360

Declassified E.O. 12356 Section 3.3/NND No. 785017

Case. No. 511
The Ex Comm may want to see folio 103
204.
AWB 46

5291

197

CSO Ex Comm

Ref folio 187. Suggested draft at folio 193 for approval, please. AWK 25/9

withdrawn see M-195

~~197~~ 195

W.J.C.

To Navy S/C.

Ref folio 187, the Chief Commissioner now requests that you draft a letter to the Min of Marine on these lines of 187 for his approval, please

AWK

A. W. Knisely 28/9

OFFICE OF THE EXECUTIVE COMMISSIONER

197

CSO Ex Comm.

Ref folio 187 and min 195. Letter opposite for your approval, please AWK 1/10

Approved MC 3/10

H.S. 2/10

Navy S/C

199

5230

Ref folio 175 and your min 182. Has any reply been received yet, please? If not could a baseline please

Declassified E.O. 12356 Section 3.3/NND No. 785017

See M-196 ~~194~~ 195

To Navy S/C.

Ref folio 187, the Chief Commissioner now requests that you draft a letter to the min of Marine on these lines of 187 for his approval, please

A. W. Knisely 2/8/9

OFFICE OF THE EXECUTIVE COMMISSIONER

197

CSO to Comm.

Ref folio 187 and min 195. Letter opposite for your approval, please

Approved MC 3/10

AWK 7/10

N.S. 7/10

Navy S/C

199

5200

Ref folio 175 and your min 182. Has any reply been received yet, please? If not could a baseline please be sent!

AWK 7/10

200

Ref ~~200~~ 199. No further word received to date

WFB 8/10

Declassified E.O. 12356 Section 3.3/NND No. 785017

0 3 0 6 2

186.

C.S.O. Ex Comm

Ref folio 179. Please see folios 185+7 for info. Do you wish a memo on these lines sending to the Ar. + U.S. Embassies, please

189

TO CSO. Capt. 187.

For action. Was this the ship Capt. Knisely spoke to me about? If not, do the same remarks about obtaining SAC's approval under the Armistice apply in that case, Capt. Mentz Navy S/C ~~who is~~ was handling.

24-9-46

/S/ M. CARR

190.

C SO Ex Comm

Ref minn 189. Folio 187 refers to another vessel about which A.C. was never approached. C in C Medit + SAC MLO's approval have been requested in the Capt-Mentz case - Folio 188 refers. Action will be taken by me on folio 187

Thankyou MC

Declassified E.O. 12356 Section 3.3/NND No. 785017

memo on these lines sending to the Ar. + U.S. Embassies, please [illegible] 27/9

189

TO CSO. Capt. K. 187.

For action. Was this the ship Capt. Knisely spoke to me about? If not, do the same remarks about obtaining SAC's approval under the Armistice apply in that case, Capt. Mentz Navy S/C ~~who is~~ was handling.

24-9-46

/S/ M. CARR

190.

C SO Ex Comm

Ref min 189. Folio 187 refers to another vessel about which A.C. was never approached. C in C Med's + SAC MEDJ's approval have been requested in the Capt-Mentz case - Folio 188 refers. Action will be taken by me on folio 187 [illegible] 27/9

Thankyou mc [illegible] 25/9

5269

Declassified E.O. 12356 Section 3.3/NND No. 785017

120

AUG 29 1946

Chief Commissioner.

I discussed the matter of Page 168 and Minute 169 with FOLAD (A). His view is that the US/UK Embassies would be unwilling to raise the matter with the Yugoslav Government and that we can only tell the Italian Government that we have done all we can without success, but will be willing to transmit any further communication they may have.

Brigadier,
Executive Commissioner.

29.8.46.

149.

171.

EC

I concur - as amended

30/8/46

172.

Please draft accordingly

174

Ref min 170-1+2. Letter at folio 173 for signature, please.

4/9

4/9

181.

5258

navy S/C

May this office please be advised of the action taken on folio 175

16/9

Declassified E.O. 12356 Section 3.3/NND No. 785017

0395

Transmit any further communication they may have

29 Jun 46.

Brigadier,
Executive Commissioner.

143.

171

EC

I concur – as amended

TWS
CC

30/6/46

172.

~~CSO~~ Capt Yo

Please draft accordingly

TTS 35 Rem WN 31/8

~~CSO~~ Exec Comm

174

Ref min 170-1+2. Letter at folio 173 for signature, please.

AWS 3/9 WJ.C 4/9

TTS 4/9

187.

Navy S/C

5268

May this office please be advised of the action taken on folio 175 AWS 16/9

Exec S/C AWS

CinC Med was requested by Navy S/C to release Pamb IV (June 4th). CinC referred the request to the Admiralty London on June 20th. No reply received

GAW

Declassified E.O. 12356 Section 3.3/NND No. 785017

166.

C.S.O. Ex Comm.

Letters at folios 162-3-4 + 5 for signature please. Dr. Smodlaka's letter is at folio 161. Original letter from min of F.A. is at folio 129.

AWB. H.S. 15/8

BS 16/8

167

5609
9009

AUG 27 1946

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 794

21 August 1946

MEMORANDUM TO: Executive Commissioner.

143.

Why was the Italian Government's request of May 6th re the schooner "S. Giorgio Z" referred by you on 14 June to Dr. Smodlaka for an opinion?

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Exec Comm.
Ref CC's min above.
Rovigno is in zone "B"
AWB 24/8

Seen by E. Comm 26/8

Chief Commissioner. 169

5267

Tom query at 167. Rovigno is in Zone B & the Yugoslav attitude was required to be

folio 129.

AWB #1518

BN 16/8

5609
9009

167

AUG 27 1946

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO [redacted] 794

21 August 1946

MEMORANDUM TO: Executive Commissioner.

143

Why was the Italian Government's request of May 6th re the schooner "S. Giorgio Z" referred by you on 14 June to Dr. Smodlaka for an opinion?

EMERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Re Comm.
Ref CC's min above.
Rovigno is in zone "B"
Seen by E. Comm 26/8
AWB 27/8

Declassified E.O. 12356 Section 3.3/NND No. 785017

Chief Commissioner. 169

5267

Your query at 167. Rovigno is in Zone B & the Yugoslav attitude was required to be known. Reply is at 161. P 167 also refers. We are thus at a deadlock. AFHQ will not act. Embassies will not act. War Bod Com. cannot.

E.C. A good minute! Pls see me 27/VIII

EC 26/VIII

AWB cc

0398

CSO. Ex Comm. 145.

These letters at folios 142-4 for signature please. Folios 127-30 refer. These were written in accordance with Belgrade's advice at minute 132. Delay occurred in Belgrade's office.

AWK 11/6 N.S. 146

NY/14/6

146.

Should we not tell the Embassies that we have asked Smoothcha direct?

NY/14/6 Belgrade have been advised.

AWK PM

159.

To Belgrade (A)

A reply to letter at folio 142 would be appreciated, please AWK 6/8

160

Please see 151-2. As soon as we receive a reply from US Embassy Belgrade, we shall pass it on.

JRG. Belgrade (A) Aug 9.

CSO. Ex Comm. 162.

Letter Belgrade (A) for signature please.

Declassified E.O. 12356 Section 3.3/NND No. 785017

Delay occured in Polad A's office.

AWB 11/6 N.S. 1216

DS/14/6

146.

Should we not tell the Embassies that we have asked Smoallahan direct?

DS/14/6 Polads have been advised.

AWB PM

159.

To Polad A.

A reply to letter at folio 142 would be appreciated, please AWB 6/8

160

Please see 151-2. As soon as we receive a reply from US Embassy Belgrade, ~~the~~ we shall pass it on.

JWS. Polad (A) Aug 9.

CSO. ~~Ex Comm~~ ~~162.~~

~~Letter at folio 161 for signature, please~~

See 161

~~Folio 145 refers.~~

AWB 12/8 N.S. 1218

Declassified E.O. 12356 Section 3.3/NND No. 785017

03370

Declassified E.O. 12356 Section 3.3/NND No. 785017

110

A/CSO

1) Ref min 3 - para 1 - letter submitted for sig at f. 5

2) Ref para 2 - letter submitted at folio 4

3) Ref para 3: The nearest UMA rep is Mr Williams (MWT) who is at Navy House, Naples: (Navy House 137): however in Rome there is Mr Bell of MWT who is very au fait with UMA matters - phone 843041 - Extn. 37.

25/2

Ex Comm. 111

Ref 1 2 + your m 3.
See m 6 (3) above for reply to your query about UMA rep. 26/2

126

E.6.
Sir. Please see DO ltr from AC CSO Liquin at 125.

Palad 'B'
Ref folio 128. Do you please agree this action.

5255

2/5

1 - PA (A) - agree with Palad (B) 132
2 - CSO. Your minute no 131.

Ref para 3: The nearest UMA rep is Mr Williams (MWT) who is at Navy House, Naples: (Navy House 137): however in Rome there is Mr Bell of MWT who is very au fait with UMA matters - phone 84301 41 - Extn. 37.

25/2

Ex Comm. 111 ✓

Ref 1 2 + your m 3.
See m 6 (3) above for reply to your query about UMA ref. 26/2

126

E.6.
Sir. Please see DO ltr from AC CAO Liguria at 125

Paras 'B'

131

Ref folio 128. Do you please agree this action. 2/5

5265

1 - PRA (A) agree Para (B) 132
2 - CSO.

Your minute no 131.

I do not entirely agree. The Italian complaint should be passed by the A.C. to the Italian Embassy for action in Bagnoli since this is a matter arising out of the Allied occupation of V.E. There is no harm in the A.C.'s writing to Dr. Sandalka at the same time.

26/2/46

PRA (B1)

Declassified E.O. 12356 Section 3.3/NND No. 785017

0373

Declassified E.O. 12356 Section 3.3/NND No. 785017

3.

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Capt B.

1. Ack to MFA.
2. Send to Embassies for action
3. Is these = UMA ref. here (in Rome)

DV 2012

5284

0374

Declassified E.O. 12356 Section 3.3/NND No. 785017

SECRET

0375

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

NOV 20 1946

203

Ref: ISC/5652

20 November 1946.

SUBJECT: Hospital Ship "RAMB IV", restitution of.

TO : The Ministry of Foreign Affairs

130

1. In reply to the request in your letter G/2171/354 of 21 May 1946 concerning the restitution of the former Italian Hospital Ship "RAMB IV", it has been ascertained from the British Admiralty that the ship in question was illegally attacked and sunk by Axis aircraft in 1942.

2. In March 1943 the British Foreign Office informed the Swiss Government who were acting as intermediary between H.M. Government and the Italian Government in negotiations concerning hospital ships, that this had occured, and that no question of the restitution of the ship could therefore arise.

FOR THE CHIEF COMMISSIONER:

/s/ M. CARR.
Brigadier.
Executive Commissioner.

Copy to: Chief Commissioner.
Executive Commissioner.

Copy A

5252

0376

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602 4

203

NOV 4 1946

NSC/5602
29 October 1946.

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Commander-in-Chief, Mediterranean Station.

Subject: Release of French River Boat IDOLATRE, ex KOENIGSBERG - Additional information regarding.

Reference: (a) Navy Sub-Commission ltr. NSC/5370 of 13 August 1946, enclosing copy of Chief of French Merchant Navy Mission ltr. 1178 of 7 August 1946.
(b) CinCMed ltr. Med.46/218/3/1 of 28 August 1946.

Enclosure: (A) Copy of Transportation Sub-Commission ltr. AC/37/44/Tn6 of 27 September 1945.
(B) Copy of Compagnia Marittima ltr. of 3 December 1945.
(C) Copy of Compagnia Marittima ltr. of 4 December 1945.

1. By reference (a) the Navy Sub-Commission forwarded to the Commander-in-Chief a copy of a letter from the Chief of the French Merchant Navy Mission in Italy in which the French Mission requested reimbursement for a reasonable hiring charge for the use of the IDOLATRE, ex-KOENIGSBERG, during the time that vessel was employed by the Compagnia Marittima to carry coal between Civitavecchia and Fiumicino.

2. By reference (b) the Commander-in-Chief approved the principle of reimbursement for hiring charges for use of the IDOLATRE, and directed that any adjustment concerning proceeds of hire charges be a matter for direct settlement between the Allied Commission, the Charterers, and the French Navy Mission.

3. It has now developed that this vessel was originally assigned to the Compagnia Marittima by authority of the Transportation Sub-Commission of the Allied Commission in their letter to that company of 27 September 1945, enclosure (A), copy of which is forwarded herewith.

4. The Compagnia Marittima addressed a letter to the Transportation Sub-Commission, Allied Commission, dated 3 December 1945, in which the company stated that they had been informed that the French authorities wished restitution of the aforementioned vessel and furthermore the company had no objection to the release of the aforesaid barge to the French authorities. Copy of this letter is enclosed herewith as enclosure (B).

(Copy K)

See M-204

NOV 1 1946

0377

Declassified E.O. 12356 Section 3.3/NND No. 785017

FOR

NSC/5602
29 October 1946.

Subject: Release of French River Boat IDOLATRE, ex KOENIGSBERG - Additional information regarding.

---

5. The Compagnia Marittima further addressed a letter to the French Merchant Navy Mission on 4 December 1945, in which the company informed the French Navy Mission of their willingness to release the IDOLATRE, enclosing a copy of the letter they had addressed to the Transportation Sub-Commission on the same subject. Copy of this letter is enclosed herewith as enclosure (C).

6. None of the above three letters had been available to the Navy Sub-Commission until recently when a representative of the Compagnia Marittima made them available.

7. In view of the fact that as it now develops, the IDOLATRE was originally made available to the Compagnia Marittima by the Transportation Sub-Commission of the Allied Commission (September 1945) and the Compagnia Marittima, as outlined above, expressed their willingness both to the Transportation Sub-Commission and the French Navy Mission to turn over the IDOLATRE to the French authorities, it seems questionable that the French Merchant Navy Mission would have basis for claim for hiring charges during the period that the aforementioned vessel was in the employ of the Compagnia Marittima. In view of this the Commander-in-Chief's instructions and comments are respectfully requested.

H. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A. C.

30 OCT 1946

5220

0378

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

201

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/44/Tn6

ACA/mvm
27 September 1945

SUBJECT: Motor Vessel "Koenigsberg"

To: Compagnia Marittima
Rome

1. The following is an extract from letter dated 22 September 1945, received from Director of Harbor Craft:

"Koenigsberg" has been allocated by the Mediterranean Shipping Board to Allied Commission for the Civitavecchia/Fiumicino/Rome coal service. Your confirmation is requested, therefore, that Allied Commission will assume full control and responsibility for the "Koenigsberg" and that the craft will be operated in the above coal service as soon as possible.

In view of the report that the "Koenigsberg" has engine defects, it has been arranged that the MWT Surveyor, Leghorn, will proceed to Piombino and make an examination of the craft. A copy of the survey report will be forwarded to you in due course."

2. Therefore, we confirm to you the allocation of this craft to the Civitavecchia/Fiumicino/Rome coal service operated by your Company and you are hereby authorized to operate her accordingly and in conformity with the conditions applying to other craft operated by you on behalf of Allied Commission.

3. For your information and requisite action, we attach hereto a list of equipment and stores submitted by the Master of the vessel, observing, as we are informed by D.M.W.T.R., Leghorn, that these materials can be obtained from the British Naval authorities in Leghorn, provided you make written request for same and arrange for payment therefor.

FRANK UPMAN, Jr.
Director
Transportation Sub Commission

Attachment:
As stated in para 3.

5279

0379

Declassified E.O. 12356 Section 3.3/NND No. 785017

200

COMPAGNIA MARITTIMA
GENOVA

3rd December 1946

To Allied Commission,
Transportation Sub Commission,
Ports & Warehouse Division,
Rome.

m/barge "KOENIGSBERG".

Being informed that the French authorities wish to obtain the restitution of the French motorbarge " KOENIGSBERG" recently assigned to us by A.C. to be operated on the Civitavecchia/Fiumicino coal run, we beg to state that we have no objection against the release of this barge nor do we consider that this would affect our efficiency in the exercise of the above mentioned service.

Yours faithfully.

(s) Francesco Cameli

This is certified to be a true and correct copy of the original

R. Vandenbulcke, Mgr.

0380

Declassified E.O. 12356 Section 3.3/NND No. 785017

199

COMPAGNIA MARITTIMA
GENOVA

4 decembre 1946

Monsieur le Commandant BONIS,
Base Francaise,
Corso Vittorio Emmanuele,
R o m e.

Nous avons l'avantage de vous remettre avec la presente copie de la lettre que nous envoyons ce jour a l'ALLIED COMMISSION, Transportation Sub Commission, pour appuyer votre demande de restitution du "KOENIGSBERG".

Veuillez agreer, Monsieur le Commandant, l'assurance de notre consideration distingee.

This is certified to be a true and correct copy of the original.

R. VANDENBULCKE Mgr.

6277

0381

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602 ~~97~~

196.

NSC/5484
30 September 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine.

Subject: SS. "GENOVA", sale of.

1. It has come to the knowledge of this Sub-Commission that SS "GENOVA" was recently sold by the Italian Government to the government of Iceland without the approval of the Supreme Allied Commander having been obtained and that the vessel has sailed for Iceland.

2. In view of the fact that the U.S. State Department and the British Ministry of War Transport have already signified their agreement, the Supreme Allied Commander's post facto formal approval to the transfer is conveyed. Attention is invited to the fact that Article 14 A of the Armistice terms specifically forbids transfer of Italian ships to neutral Flags. Formal approval of the Supreme Allied Commander to the proposed transfer should have been obtained in advance in this case.

H. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

See M-197

5276

(CAPT N)

P.A. 7/10/46

0382

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

INCOMING MESSAGE

Ex Comm 2
196

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 5/133
Date/Time of Origin:

Message Centre No: H/6801
Date Time Rec'd: SEP 250955
Precedence: ROUTINE

FROM: HQ AMG 13 CORPS (FINANCE DIV)
TO : HQ ALCOM

SEP 25 1946

180

UNCLASSIFIED

Your 4967 of 16.Tanker Liburnia is property of Sidarma of Venice and its construction registered in Trieste.Have no jurisdiction over this sale as it is an italian affair neither we nor builders have any objection to sale.

AC DIST

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

(Cpt K)

ACTION

HEADQUARTERS
25 SEP 1946
A.L.C.

5275

P.A. 9/11/46

0383

Declassified E.O. 12356 Section 3.3/NND No. 785017

192

NSC/5479
25 September 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine (Cabinet).

Subject: Tanker LIBURNIA.

1. Information has been received from AFHQ, G-5, wherein no objection is raised for the sale of the tanker LIBURNIA to Danish interests and flag.

W. F. BAHLMANN
Comdr., USNR
For REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A. C.

5274

30/9/46
P.A.

0384

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

Ex commr
191

C 6461
SEPT 241148 B

H/6787
SEPT 241545
ROUTINE

MALTA FROM G-5
ALCOM ROME, INFO: Q MOV LIAISON ROME CINC MED

SEP 24 1946

UNCLASSIFIED.

Sale of tanker Liburnier (reur 201005 B) to Danish flag authorised.

AG DIST

ACTION NAVE
INFO CHIEF COMMISSIONER
RK COMMR
FLOAT 2
FILE

SEP 24 1946

5273

P.A. 30/9/46

0386

Declassified E.O. 12356 Section 3.3/NND No. 785017

30147 B9/71. 11/44 20,000m B.R.&A. Ltd. 51 2747.

S. 1329d.
(Established—May, 1939)
(Revised—June, 1941)

NAV SUR COM (R) SACMED

C IN C MED

U/C

Your 201005. Approved subject to concurrence of Sacmed.

.....R46321/Sept....

Ref... Request authority for sale and transfer of Libarnia.

4.5. 45 46 Log.

CLSM P/L DW 24/9

See 148, 180, 183, 184

15/2.2

0386

Declassified E.O. 12356 Section 3.3/NND No. 785017

Copy

5602

Copy

187

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5 : 994.11

20 September 1946

E.C. Your should handle - not Navy S/C. Pls prepare for my sig. EWS C.C.

SUBJECT: Sale of Italian Ship to Iceland.

TO : Chief Commissioner,
Allied Commission,
APO 794

1. It has come to the knowledge of this Headquarters that SS "GENOVA" has been recently sold by the Italian Government to the government of Iceland without the approval of the Supreme Allied Commander having been obtained and that the vessel has sailed for Iceland.

2. In view of the fact that the U.S. State Department and the British Ministry of Transport have already signified their agreement, you are authorised to convey to the Minister of Merchant Marine the Supreme Allied Commander's formal approval post facto to the transfer. At the same time you should draw his attention to the fact that Article 14 A of the Armistice Terms specifically forbids the transfer of Italian Ships to neutral flags and remind him that the formal approval of the Supreme Allied Commander to the proposed transfer should in this case have been obtained in advance.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

/s/ A.L. HAMLEN
Colonel, G.S.C.
Assistant Chief of Staff, G-5

See M-195

EC. DIST. 23-9-46

5271

Action: ~~Navy S/C~~ E.C.
Info : C.C.
Navy S/C
Economic Sec.
Poled A
" B

See M-186

S/Sec C.C. who agrees the Navy S/C should sign but that we should approve draft. MC.

PM 25/9

(CAM x)

0387

Declassified E.O. 12356 Section 3.3/NND No. 785017

HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 794

SEP 21 1946

NSC/5465
20 September 1946.

MEMORANDUM FOR EXECUTIVE COMMISSIONER.

Subject: Purchase of Italian Vessels - Procedure for.

1. By virtue of the Armistice Terms still in effect, no Italian merchant shipping may be sold or transferred to a foreign government or non-Italian individuals without Allied approval.

2. Articles 14 and 15 of the Armistice Terms apply with regard to merchant shipping. However, it would seem that the basis for the aforementioned articles and other provisions of the Armistice Terms are outdated in that the conditions then prevalent no longer exist.

3. It is recommended that in the future when the question arises for the sale or transfer of an Italian merchant vessel, either under construction or already in commission, the Italian Ministry of Mercantile Marine first give their approval of such sale or transfer to a foreign government or foreign firm, prior to any action being taken in the matter by the Allied Commission (Navy Sub-Commission). It would seem to be not in the Allied interests to appear to force the Italian Government to consummate a sale or transfer of merchant shipping to foreign governments or foreign firms.

4. On the other hand an occasional sale or transfer of Italian shipping to a foreign government or foreign firm might be definitely in the interest of rehabilitation of Italian shipping and Italian economy. In such cases the Allied authorities would have no objection to such a sale or transfer.

5. Thus it is recommended in the future that once a written request has been received from the Ministry of Mercantile Marine, the Allied Commission then should obtain authority from Commander-in-Chief, Mediterranean and Supreme Allied Commander, recommending in each case, approval or disapproval.

5270

6. The above should apply for all vessels in Italy, except for Venezia Giulia. Vessels under construction or ownership in this area must first have the approval of AMG, 13th Corps, prior to approval by CinCMed and/or SACMed for sale or transfer.

7. Commander-in-Chief, Mediterranean is now being requested to consider an overall policy with regard to transfer of Italian vessels to a foreign government or foreign firm.

G. F. Mentz

G. F. MENTZ,
Captain, U. S. Navy,
Chief Staff Officer.

0388

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

184

50147 (10071) 11-44 (50,000) O.N.A.S. 51-5349

S. 1320d.
(Established—May, 1930)
(Revised—June, 1944)

SEP 20 1946

C IN C MED (R) SACMED NAVSUBCOM.

U/O

Request authority for sale and transfer to Danish flag by the Societa Italiana Di Armamento Sidarma of Venice to Danish firm of A P Moller of Motor Tanker LIBURNIA 12218 tons now at San Marco shipyard Trieste, A M G 13 Corps Venezia Giulia has no objection to sale.

....201005B/Sept....

4.5.NSC(R) Capt Menz (2).Log.

C&W P/N AM 20th P/L DW 20/9

5268 20/9

0389

Declassified E.O. 12356 Section 3.3/NND No. 785017

183

File

HEADQUARTERS ALLIED COMMISSION
A P O 794
Office of the Executive Commissioner

Ref. 5602/20

18 September 1946

SUBJECT: Sale of Ship.

TO : The Royal Danish Legation
Rome.

Reference your note no. Jr. 59.G.1. dated 12 September 46, this Commission has no objection to the sale and transfer to the Danish flag by the Societa' Italiana di Armamento Milanta of Venice to the Danish firm A.P. Moller of the Motor Tanker "LIBUSHIA" (12218 tons deadweight), providing that the Italian Government fully approves of this sale.

FOR THE CHIEF COMMISSIONER:

C. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR Brigadier,
Acting Executive Commissioner.

Copy to: Br. Embassy (Col. Hancock)
Navy S/C

5268

P.A. 9/9/46

0300

Declassified E.O. 12356 Section 3.3/NND No. 785017

180

HQ ALCOM 16SEPT1230

AMG XIII CORPS

4967
~~3967~~

UNCLASSIFIED

UNCLASSIFIED PD

SUBJECT IS TANKER LIBURNIA UNDER CONSTRUCTION AT CANTIERI SAN MARCO CMA TRIESTE PD DANISH IMPORT LICENCE GRANTED AND BANK OF ENGLAND AGREES PARTIAL PAYMENT IN STERLING PD PLEASE CABLE ANY OBJECTIONS TO SALE OF THIS VESSEL TO DANISH SHIPOWNERS ABLE PD PETER PD MOLLER PD

Copy to: Br. Embassy for Col. Hancock
Polad A
" B
Navy S/C

Answer by Affcent - "No objection" says Carbonell
52 9/19

See 7.178

See 196.

A. W. Knisely.
PRIORITY
Executive Commissioner

PAUL COLE
1st Lt Air Corps
Asst Adjt

P.A. 16/9/46

371

0391

Declassified E.O. 12356 Section 3.3/NND No. 785017

179

Ref. : 5602/176/EC

14 September 1946.

SUBJECT: Sale of Italian Ships.

TO : Navy Sub-Commission,
A.C.

1. Reference conversation between Capt. Mentz and Capt. Knisely on this subject.

2. Will you please prepare a directive on this matter in order that the Embassies may be informed.

3. This directive should include the action to be taken by prospective purchasers of ships that lie

a) in Venezia Giulia,
b) in the remainder of Italy,

and the appropriate authorities in each case to whom application should be made.

By Command of Rear Admiral Stone:

A. W. Knisely.

Chief Staff Officer
to Executive Commissioner

Acc 185.

5206

1A 1911
Ex

0392

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

178

Office of the Economic Adviser,
British Embassy,
Rome.

September 12, 45.

2

For The Executive Commissioner,
Civil Liquidation,
C.L.C.

Subject: Swedish Legation.

13 SEP 1945

The Swedish Chargé d'Affaires, A.I., in Denmark in Rome, Mr. A. Ström, called at the Embassy this morning following on the receipt of a telegram from the Swedish Foreign Office, Copenhagen, of which a translation is enclosed.

2. As communication has reached me from one source on the subject matter of the memorandum which was submitted to me, I am enclosing it herewith for whatever action you may deem appropriate.

The matter is of interest to this Department if the Bank of England has written proposal to partial payment to Sweden as stated in the memorandum, and in the event that the British Government may ultimately benefit.

A. Hancock

A. Hancock, Col.
Deputy Economic Adviser.

5205

See 7, 180

(Sub K).

PA 19/9

0393

Declassified E.O. 12356 Section 3.3/NND No. 785017

177

Telegram from The Danish Foreign Office
to The Danish Legation, Rome.

The Danish shipowners Møller suggest that the Legation obtain an interview with Col. Hancock, of the British Embassy, who according to information from London is acquainted with and may be of assistance to the said shipowners.

The shipowners suspect that the sellers SIDERI are secretly counteracting the export licence.

12. 9. 46

5204

Copy

176

Jr. No. 5. G. 1.

The Danish Legation presents its compliments to the Liaison Division of the Allied Commission, and begs to state the following:

The Ministry for Foreign Affairs at Copenhagen has telegraphically informed the Legation that the Danish ship-owners A. P. Møller from the Società Italiana di Armamento Sidarma, Venice, has bought the M/S Tank-ship "LIBURNIA" (12216 tons deadweight), being for the account of the Sidarma Company, under construction at the Cantieri San Marco, Trieste. Danish import-licence has been duly granted, and Bank of England has agreed to a partial payment in Sterling.

The above-mentioned telegram furthermore states that the Allied Authorities in Trieste have approved of the sale in question, provided that the Italian Government accords the necessary export-licence. The Italian Government had first let it be understood that such export-licence would be given, but the Government has now refused to grant it.

The Danish Government attaching great importance to the purchase of the above-mentioned ship, the Danish Foreign Office has instructed this Legation to endeavour to obtain, as soon as possible, the necessary export-licence. The construction of the "LIBURNIA" is expected to be finished towards the end of November this year.

It may be added that Italian export-licences have been granted in similar cases of shipping contracts between Italy and respectively Norway and Sweden.

With reference to the above the Legation has the

3203

Declassified E.O. 12356 Section 3.3/NND No. 785017

0364

Copy

176

Jr. No. 5. C. 1.

The Danish Legation presents its compliments to the Liaison Division of the Allied Commission, and begs to state the following:

The Ministry for Foreign Affairs at Copenhagen has telegraphically informed the Legation that the Danish ship-owners A.P.Møller from the Societa Italiana di Armamento Sidarma, Venice, has bought the M/T Tank-ship "LIBURNIA" (12216 tons deadweight), being for the account of the Sidarma Company, under construction at the Cantieri San Marco, Trieste. Danish import-licence has been duly granted, and Bank of England has agreed to a partial payment in Sterling.

The above-mentioned telegram furthermore states that the Allied Authorities in Trieste have approved of the sale in question, provided that the Italian Government accords the necessary export-licence. The Italian Government had first let it be understood that such export-licence would be given, but the Government has now refused to grant it.

The Danish Government attaching great importance to the purchase of the above-mentioned ship, the Danish Foreign Office has instructed this Legation to endeavour to obtain as soon as possible, the necessary export-licence. The construction of the "LIBURNIA" is expected to be finished towards the end of November this year.

It may be added that Italian export-licences have been granted in similar cases of shipping contracts between Italy and respectively Norway and Sweden.

With reference to the above the Legation has the

Declassified E.O. 12356 Section 3.3/NND No. 785017

The Ministry for Foreign Affairs at Copenhagen has telegraphically informed the Legation that the Danish ship-owners A. P. Møller from the Società Italiana di Armamento Sidarma, Venice, has bought the M/S Tank-ship "LIBURNIA" (10216 tons deadweight), being for the account of the Sidarma Company, under construction at the Cantieri San Marco, Trieste. Danish import-licence has been duly granted, and Bank of England has agreed to a partial payment in Sterling.

The above-mentioned telegram furthermore states that the Allied authorities in Trieste have approved of the sale in question, provided that the Italian Government accords the necessary export-licence. The Italian Government had first let it be understood that such export-licence would be given, but the Government has now refused to grant it.

The Danish Government attaching great importance to the purchase of the above-mentioned ship, the Danish Foreign Office has instructed this Legation to endeavour to obtain, as soon as possible, the necessary export-licence. The construction of the "LIBURNIA" is expected to be finished towards the end of November this year.

It may be added that Italian export-licences have been granted in similar cases of shipping contracts between Italy and respectively Norway and Sweden.

With reference to the above the Legation has the

Declassified E.O. 12356 Section 3.3/NND No. 785017

176A

honour to beg the Liaison Division to have the courtesy to approach the Italian Ministry of Navy in view of obtaining the desired export-licence.

As The Sidarma Company has set a respite for the sale until September 18th, and the Danish Foreign Office having demanded a telegraphic report, the Legation would appreciate very much to receive an early reply in the matter.

./. A copy of this A.-M. is attached.

Rome, 12th september, 1946.

Declassified E.O. 12356 Section 3.3/NND No. 785017

03697

0398

Declassified E.O. 12356 Section 3.3/NND No. 785017

0

ACTION

5261

0399

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

DUPLICATE

125

6/2956/1149

Ministero degli Affari Esteri

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Italian Hospital-ship RAMB IV -

136

1. ~~Further to~~ this Ministry's note 6/2171/854 dated May 21st 1946.

2. May a reply be forwarded now, please.

A

Rome, August 21st, 1946

See 181-2 + M.199 + 200

EC DIST - 4/9/46

ACTION - NAVY S/C

INFO - EC ~~5.200~~

0400

Declassified E.O. 12356 Section 3.3/NND No. 785017

123

Ref. : 5602/173/XX 4 September 1946.

SUBJECT: Launching of an Italian Motor Schooner "S.GIORGIO 2".

TO : Ministry of Foreign Affairs, Rome.

129

1. With reference to your memorandum No. 6/2000/835 dated 6 May 46 regarding the Motor Schooner "S.GIORGIO 2".

2. This matter was raised with Mr. Sandlaka, the Acting Representative of Jugoslavia to the Advisory Council to Italy as the vessel is at present in Zone "B".

3. Mr. Sandlaka has replied to the effect that this craft is considered War Booty by the Jugoslav Authorities and therefore the requested permission cannot be given.

4. It is regretted that the Allied Commission can initiate no further action in this matter but will be happy to transmit any communication that you may wish to make.

For the Chief Commissioner:

M. S. LUSH

Brigadier,
Executive Commissioner.

Copy to: U.S. Embassy
British Embassy
V.G. War Booty Commission
C.C.
Navy S/C

See 10-174

5259

P.A. Walke
P.A.

0401

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602 Ex Comm R 168
932

WAR BOOTY COMMITTEE
HQ AMG 13 CORPS
CMF.

REF : WBC/4-129A.

SUBJECT: Motor Schooner "S. GIORGIO Z". 22 AUG 46.

TO : Headquarters,
Allied Commission,
APO 794.

AUG 26 1946

162

Ref your 5602/162/EC of 17 AUG 46.

1. The motor-schooner "S. GIORGIO Z" has never come for disposal before the War Booty Committee, which deals only with claims for war booty in Zone "A". The craft in question is in ROVIGNO in Zone "B", and it is believed that she has been there since 1943.

2. For your information, there are other vessels whose Port of Registry is in Italy or in Zone "A" that are detained by the Jugoslavs in Zone "B" ports, and representations for their release made here through the Joint Economic Committee have been without any effect.

T G R Burrows

T.G.R. BURROWS,
Major, DAQMG,
Secretary,
War Booty Committee.

TGRB/LVW

COPY TO:-

Economic Division,
HQ AMG 13 Corps.

5258

See p. 169-171.

P.A. 29/8/46

(Cpt. R)

0402

Declassified E.O. 12356 Section 3.3/NND No. 785017

File 165

Ref. : 5603/165/SG

17 August 1946.

SUBJECT: Motor Schooner "S.GIORGIO E".

TO : U.S. Embassy, Rome.
British Embassy, Rome.

161

1. I enclose for your information a copy of letter No. 1214/46 dated 12 August 46 from Dr. Sandlaka, Acting Representative of Jugoslavia to A.C.I. to this Commission on the subject of the motor schooner "S.GIORGIO E".

2. This matter is being referred to the Venezia Giulian War Booty Commission.

For the Chief Commissioner:

M. S. LUSH

Brigadier,
Executive Commissioner.

Copy to: Navy S/C

See M-166

5257

0403

Declassified E.O. 12356 Section 3.3/NND No. 785017

164

Ref. : 5603/164/EC

17 August 1946.

My dear Dr. Smodlaka,

I have to acknowledge with thanks your letter No. Br. 1214/46 161 dated 12 Aug 46 referring to the Motor Schooner "S.Giorgio Z".

Yours very truly,

M. S. LUSH

Brigadier,
Executive Commissioner.

Dr. Sloven Smodlaka,
Acting Representative of Jugoslavia
to A.C.I.

See M-166

5256

0404

Declassified E.O. 12356 Section 3.3/NND No. 735017

163

Yde

REF. : 560E/163/20

7 August 1946.

SUBJECT: Motor Schooner "S.GIUSEPPE 2".

TO : Ministry of Foreign Affairs,
Rome.

129

1. With reference to your memorandum No.6985 dated 6 May 46 on the above quoted Subject.

161

2. I have now been advised by Dr. Smodlaka the Acting Representative of Jugoslavia to the A.C.I. that this craft is claimed by the Jugoslav Authorities as War Booty and consequently I am referring the matter to the Venezia Giulia War Booty Commission for their opinion.

For the Chief Commissioner:

M. S. LUSH

Brigadier,
Executive Commissioner.

Copy to: Navy S/C
Polad A
Polad B

See M-166

5255

0405

Declassified E.O. 12356 Section 3.3/NND No. 785017

162
file

Ref. : 2602/162/20 17 August 1946.

SUBJECT: Motor Schooner "S.GIORGIO V".

TO : Venezia Giulian War Booty Commission,
13 Corps.

129

1. I enclose for your information a copy of memorandum No. 6965 dated 5 May 46 from the Italian Ministry of Foreign Affairs to the Allied Commission on the subject of the Motor Schooner "S.GIORGIO V".

161

2. This was referred to Dr. Smoliko, the Acting Representative of Jugoslavia to the A.C.I., who has replied to the effect that this Schooner is considered War Booty by the Jugoslavs and therefore it cannot be taken away by the Italian Authorities.

3. I would be grateful if you could inform me if this craft has come before your Committee for disposal and, if so, the decision made.

For the Chief Commissioner:

M. S. LUSH

Brigadier,
Executive Commissioner.

See 167

Copy to: Navy S/C
Poland A
Poland B

See 7-166

5254

5602

161

DELEGATION OF THE FEDERAL PEOPLE'S
REPUBLIC OF JUGOSLAVIA
TO THE ADVISORY COUNCIL FOR ITALY

Br. 1214/46

12 August 1946

AUG 1 1 1946

143

Dear Brigadier Lush,

With reference to your letter 5602/144/EC of 14 June 1946, I have the honour to inform you that the Jugoslav Government consider the Motor Schooner "S.Giorgio Z", actually under repairs in Rovigno, as Jugoslav war booty and can therefore not approve to its being taken away by the Italian authorities.

Yours Very Truly

Dr Sloven J. Smodlaka

DR. SLOVEN J. SMODLAKA,
Acting Representative of Jugoslavia
Advisory Council for Italy.

HC Dept. - 13/8/46
Navy S/C
Brit Embassy
A.F. [illegible]

Brigadier
M.S.LUSH,
Executive Commissioner,
H.Q.A.C.

See 163, 165

Declassified E.O. 12356 Section 3.3/NND No. 785017

0406

DELEGATION OF THE FEDERAL PEOPLE'S
REPUBLIC OF JUGOSLAVIA
TO THE ADVISORY COUNCIL FOR ITALY

Br. 1214/46

12 August 1946

AUG

143

Dear Brigadier Lush,

With reference to your letter 5602/144/EC of 14 June 1946, I have the honour to inform you that the Jugoslav Government consider the Motor Schooner "S.Giorgio Z", actually under repairs in Rovigno, as Jugoslav war booty and can therefore not approve to its being taken away by the Italian authorities.

Yours Very Truly

Sloven J. Smodlaka

DR. SLOVEN J. SMODLAKA,
Acting Representative of Jugoslavia
Advisory Council for Italy.

AC dest. - 13/8/46

Brigadier
M.S.LUSH,
Executive Commissioner,
H.Q.A.C.

See 163-165

(corr x)

Declassified E.O. 12356 Section 3.3/NND No. 785017

0407

0408

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602 A 156

60/125/46 25th July, 1946.

JUL 26 1946

To: Executive Commissioner, Allied Commission, Rome.

From: British Embassy, Rome. 144

In reply to your letter 5602/145/EC of 14th June last about the release by the Yugoslavs of the motor schooner "S. Giorgio Z" from Rovigno, we have now heard from the Embassy in Belgrade that they would only feel justified in approaching the Yugoslav Government if a direct Allied interest in the release of this ship could be shown.

If you feel that such an interest can be substantiated perhaps you would let us know in due course.

In considering this matter further it should be borne in mind that the United Kingdom delegation in Paris have very much in mind the problem of Italians and their property in the parts of Venezia Giulia to be ceded to Yugoslavia, and it is possible that this schooner could be included in the general arrangements which will be made to secure a settlement fair to all concerned.

R. Sarell.

R. Sarell.

Awaiting answers to 1427 161

5252

(CAPT K)

0409

Declassified E.O. 12356 Section 3.3/NND No. 785017

157

Ref. : 5602/157/NO. 24 July 1946.

SUBJECT: Motor-launch of Italian tanker "TAIGETE".

TO : The Ministry of Foreign Affairs,
Rome.

155

With reference to your memorandum No. 6/2709/1071 dated 17 July 1946 on the above-quoted subject.

It is regretted that no reply has been received by this Commission to the enquiries made.

The matter is being hastened and you will be kept informed.

For the Chief Commissioner:

A. W. Knisely.

Brigadier,
Executive Commissioner.

Copy to:- Navy Sub-Commission.

5251

24/7/46

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

156

HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 794

NSC/5306
20 July 1946
JUL 22 1946

155

MEMORANDUM FOR THE EXECUTIVE COMMISSIONER:

Subject: Motor-launch of Italian tanker "TAIGETE".

Enclosure: (A) Ministry of Foreign Affairs Memo. 6/2709/1071 of 17 July 1946.

1. No word relative to inquiries contained in Enclosure (A) has been received at this time. A tracer is being forwarded.

W. F. BAHLMANN
Comdr., USNR
For REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION, A.C.

see 157

5250

6/8/46
P.A.

0411

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602 Ab

155

Va/To

Ministero degli Affari Esteri

DUPLICATE

6/2709/1071

MEMORANDUM FOR THE ALLIED COMMISSION

SUBJECT: Motor-launch of Italian tanker "TAIGETE".

1. Reference is made to this Ministry's memorandum n.6/1464/631 dated March 29th, 1946.

2. The Ministry of Foreign Af= fairs would be much obliged to the Allied Commission if they kindly could inform about the decision which has been reached by the competent Authorities on the sub= ject above stated.

Rome, July 27th, 1946.

See 156

5249

0412

Declassified E.O. 12356 Section 3.3/NND No. 785017

-154

HEADQUARTERS ALLIED COMMISSION
A P O 794
Office of the Executive Commissioner

Ref.5602/7/RO

11 July 1946

SUBJECT: Italian Tanker "ARGOLA".

TO : The Ministry of Foreign Affairs
Rome

150

With reference to your letter no 6/2529/1007 dated 22 June 46 on the above quoted subject.

It is regretted that, as no reply has been received from Freetown, the present location of the tanker, an answer cannot yet be given.

For the Chief Commissioner,

1334

N. W. MIND-SMITH

Brigadier
Executive Commissioner

Copy to; Navy Sub-Commission

5248

9/

0413

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

153

HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 794

NSC/5240
5 July 1946

JUL 6 1946

MEMORANDUM FOR THE EXECUTIVE COMMISSIONER:

123

Subject: Italian Tanker "ARCOLA".

150

References: (a) Ministry of Foreign Affair's ltr. 6/1137/516 dated 9th March 1946.
(b) Ministry of Foreign Affair's ltr. 6/2529/1007 dated 22nd June 1946.

1. Reference (a) on subject tanker was referred to Commander-in-Chief, Mediterranean, who in turn wrote Freetown. To-date an answer from Freetown has not been received.

G. F. Mentz

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION, A.C.

see 154

5247

(CMST K)

0414

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602 Ex commc. 152

COPY

AMERICAN EMBASSY,

Rome, Italy, June 28, 1946.

JUL 5 1946

Dear Admiral Stone:

With reference to Brigadier Lush's letter of 14 June (reference 5602/145/TC), concerning the Italian motor schooner "S. Giorgio Z.", I take pleasure in enclosing for your information copy of a note to the American Embassy in Belgrade on this subject.

Sincerely yours,

/s/ David McK. Key
/t/ David McK. Key
Charge D'Affaires a.i.

Enclosure:

copy of note to
American Embassy,
Belgrade.

CC: British Embassy, Rome.

Rear Admiral Ellery W. Stone, USNR,

Chief Commissioner

Headquarters, Allied Commission

ROME.

5216

(CAPT K)

0415

Declassified E.O. 12356 Section 3.3/NND No. 785017

151

COPY

The American Embassy in Rome presents its compliments to the American Embassy in Belgrade and has the honor to request the latter, if no objection is perceived, to take up with the Yugoslav Government the following matter which is believed to involve an Allied Commitment with respect to the occupation of Venezia Giulia:

Through the Allied Commission, the Italian Minister of Foreign Affairs has requested that the approval of the Yugoslav Government be obtained for the removal to Trieste for completion of the Italian motor schooner "S. Giorgio Z", now in dry dock in Rovigno for repairs required before launching. The Italian Ministry of Foreign Affairs has pointed out that the critical situation of the Italian merchant fleet makes it particularly desirable that authorization be obtained as soon as possible for the launching of the "S. GIORGIO Z" and her transfer to Trieste for final equipment.

ROME, June 27, 1946.

cc - Department
British Embassy, Rome
Allied Commission, Rome

5245

0410

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602 56

DUPLICATE 150

6/2519/1007

Sta/D1

Ministero degli Affari Esteri

JUN 30 1946

MEMORANDUM FOR THE ALLIED COMMISSION

SUBJECT: Tanker "ARCOLA". Reversion to Italian flag.

123

1. Reference is made to our Memorandu 6/1137/516 dated 9 March 1946.

2. The Ministry for Foreign Affairs would greatly appreciate if the question of restitution to Italian flag of the a/m tanker could be expedited. It appears that this restitution could now take place, a long time being elapsed since the cessation of hostilitie

3. Irrespective of the foregoing restitution, it would seem advisable to obtain now the reimbarkation of an Italian crew, which could take care of the ship-owner's interests, and commence the necessary repair work.

Rome, June 22nd, 1946.

5214

EC DIST - 3 July

ACTION - NAVY SE
INFO - EC

(CAPT K)

0417

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602 N/S

149

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

25 HQ7/5144
June 1946

JUN 26 1946

SUBJECT: Italian vessels in Austria.

TO : Italian Ministry of Foreign Affairs.

Navy S/C

Ref. : Your ltr. C/4779/1031 of 26 November 1945.

1. As these ships do not come under the control of the Allied Forces it is suggested that the matter be referred either to the Russian diplomatic representative to the Italian Government at Rome, or to the Russian Government through the Italian Representative at Moscow.

For the Chief Commissioner,

H. W. HIND-SMITH
Brigadier
Executive Commissioner

Action by N/S/C 5/13

VI 26/6 SOM

Q/ (CAPT K)

0418

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602 86

148

1.6.1.82

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WRS/vr

AC/650/Tn.1

22 June 1946.

Subject : Sale of Italian Ship "Sandro Sandri" in China.

JUN 26 1946

To : Ministry of Foreign Affairs
Italian Government
Rome.

138

1. Reference is made to your letter, Ref. C/2229/381, subject, as above, dated May 26, 1946.

2. The Supreme Allied Commander has approved the sale of the Italian river ship "Sandro Sandri" by the Italian firm Rocco Gasni to a Chinese firm.

WALTER P. SCOGGINS
Lt.Colonel, QMC
Director.

5242

PA
2416
5058

(CAPT DEY)

0419

Declassified E.O. 12356 Section 3.3/NND No. 785017

147

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref. 5062/147/EO

21 June 1946

SUBJECT: Launching of schooner "San Giorgio 7"

TO : The British Embassy.
ROME.

144

With reference to my letter no.5602/145/EO dated 14 June 46 on the above quoted subject and to the conversation of today's date (Mr. Povitt - Capt. Knisely speaking) I now enclose copies of the previous correspondence in this case.

For the Chief Commissioner,

A. W. Knisely

Brigadier
Executive Commissioner

Copy to: U.S. Embassy (with encls)

5241

PA 22/RP

0420

Declassified E.O. 12356 Section 3.3/NND No. 785017

144

Ref. : 5602/115/SC. 14. June 1946.

139

My Dear Sir Neil,

The Italian Ministry of Foreign Affairs has written to the Allied Commission regarding the launching of an Italian Motor Schooner "S. Giorgio II".

This vessel is now in dry dock in MONFALCONE undergoing repairs and upon being launched, would be taken to TRIESTE for completion.

It would be appreciated if this matter could be referred to H.B.M. Embassy in Belgrade with the request that the approval of the Yugoslav Government may be obtained.

Yours Very Sincerely,

M. S. LUSH

Brigadier,
Executive Commissioner.

Sir Neil Charles, Bt., K.C.M.G.,
British Ambassador,
Rome.

See no. 145.

Copy to:- Navy Sub-Commission,
POLAD "A"
POLAD "B"

See f 147

5250 PA

See 7 - 158

0421

Declassified E.O. 12356 Section 3.3/NND No. 785017

143

Ref. : 5602/144/SC.

14. June 1946.

139

Dear Dr. Sandlica,

The Italian Ministry of Foreign Affairs has written to the Allied Commission regarding the launching of an Italian Motor Schooner "S. Giorgio II".

This vessel is now in dry dock in RAVIGNO under-going repairs and upon being launched, would be taken to TRIESTE for completion.

It would be appreciated if this matter could be referred to your Government in Belgrade for their approval.

Yours Very Truly,

M. S. LUSH

Brigadier,
Executive Commissioner.

Dr. Sandlica,
Deputy Representative of Yugoslavia
to the Advisory Council for Italy.

See n. 145 & 146.

5259

Copy to:- Navy Sub-Commission
POLAD 'A'
POLAD 'B'

See 7-161

0422

Declassified E.O. 12356 Section 3.3/NND No. 785017

142

Ref. : 5600/41,3/SD.

14. June 1946.

My Dear Mr Kay,

-129

The Italian Ministry of Foreign Affairs has written to the Allied Commission regarding the launching of an Italian Motor Schooner "S. Giorgio I".

This vessel is now in dry dock in ROVIGNO under-going repairs and upon being launched, would be taken to TRIESTE for completion.

It would be appreciated if this matter could be referred to the American Embassy in Belgrade with the request that the approval of the Yugoslav Government may be obtained.

Yours Very Truly,

M. S. LUSH

Brigadier,
Executive Commissioner.

Mr. David McK. Key,
U.S. Charge d'Affaire ad interim,
Rome.

See m 145 + 146

5228

Copy to:- Navy Sub-Commission
POLAD 'A'
POLAD 'B'

0423

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

141

ALCOS TEN

MAY 31 1730

APHQ FOR G-5

JUN 3 1946

130

3423

RESTRICTED

PARA ONE FD THE FOLLOWING MEMORANDUM DATED TWO SIX MAY ONE NINE FOUR SIX HAS BEEN RECEIVED FROM THE MINISTRY OF FOREIGN AFFAIRS ITALIAN GOVERNMENT QUOTE PARA ONE THE ITALIAN CONSULATE IN SHANGHAI HAS INFORMED BY SIGNAL THAT THE ITALIAN FIRM ROCCO GUZZI CMA OWNER OF THE RIVER SHIP SAMORO SANDRI REGISTERED IN THAT CONSULATE CMA WANTS TO SELL HER TO A CHINESE FIRM AND HAS REQUESTED URGENTLY THE NECESSARY AUTHORIZATION TO PERFORM THE SALE FD PARA TWO THE SHIP CAN ONLY BE USED FOR FLUVIAL NAVIGATION ON THE UPPER YANG TZE AND COULD NOT SAIL IN THE OPEN SEA SEMI COLON SHE WAS HOISTING THE JAPANESE FLAG AND A CHINESE FIRM HAD ON HER AN OPTION WHICH WAS EXPIRING ON TWO ZERO APRIL ONE NINE FOUR SIX FD PARA THREE THE MINISTRY OF MARINE CMA APPROACHED ON THE MATTER CMA HAS APPROVED THE FORESOING SALE CMA PENDING THE NECESSARY AUTHORIZATION OF THE ALLIED AUTHORITIES CMA WHICH IS HEREBY REQUESTED TO THE ALLIED COMMISSION FD PARA FOUR THE MINISTRY FOR FOREIGN AFFAIRS WOULD BE VERY GRATEFUL IF CMA UNDER THE CIRCUMSTANCES CMA AN EARLY REPLY COULD BE GIVEN TO THE MATTER SO THAT INSTRUCTIONS MAY BE CABLED TO SHANGHAI ACCORDINGLY FD UNQUOTE FD

PARA TWO FD REQUEST APPROVAL OF THE SALE BE SIGNALLED THIS HEADQUARTERS AT THE EARLIEST PRACTICABLE DATE FD

5237

COPIES TO: ENGG. COM.
ECON. SECTION

PRIORITY

TRANSPORTATION & SHIPPING BRANCH

NICHOLAS FIORENTINO
CWO. USA.
ASST. ADJT.

WALTER F. DOUGLAS
LT. COLONEL GSC

(CHIEF)

0424

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

140

COPY

COPY

British Embassy,

Rome.

101/96/46.GD.

L.618

20th May, 1946.

MAY 31 1946

139

My dear Admiral

Thank you for your letter NOC/5000 of the 10th May about the Italian barges said to be in Soviet use on the Danube.

I note the Russian Representative's suggestion, but if he himself is not willing or able to obtain the required information from Moscow, then I would suggest that the right person to do so is the Italian Ambassador there. It is, after all, the Italian Government that is enquiring.

Yours very sincerily

/s/Noel Charles

Rear Admiral Ellery W. Stone, K.B.E.,
USN,
Headquarters Allied Commission,
A.P.O. 394

EC DIST - 31 May 46
ACTION : Navy S/C
INFO : OC
: EC

5236

Original letter retained by CC

(COPY R)

0425

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602

139

COPY

COPY

NSC/5009
10 May 1946 MAY 3 1 1946

My dear Sir Noel:

In December last, information was requested by the Ministry of Foreign Affairs of a list of barges and one tug which were alleged to be in Austria in the Vienna area in the employ of the Soviet Military Authorities. The particulars of the vessels in question are as follows:

Barge GIOVANNA - 1112.5 tons; length m.60.20; breadth m.8.72; height m.3.20; draught m.2.87.

Barge MILANO - 892 tons; length m.48.80; breadth m.8.72; height m.3.38; draught m.3.05.

Barge FIRENZE - 944.4 tons; length m.72.75; breadth m.10.02; height m.2.35; draught m.2;

Barge PALERMO - 944.4 tons; length m.72.75; breadth m.10.02; height m.2.35; draught m.2;

Barge MAFALDA - 1289.2 tons; length m.55.55; breadth m.10.43; height m.3.11; draught m.2.78.

Tug PIEMONTE - H.P. 800; length m.53.80; breadth m.8.23; height m.1.58; draught m.1.42.

Whereabouts and condition of the above named vessels, including any other vessels of Italian origin in the area is requested.

The Russian Representative to the Allied Commission states the information may be obtained through the appropriate British representative in Moscow, from the Ministry of Armed Forces U.S.S.R.

It is respectively requested that such inquiry be placed.

Yours very truly,

/s/ KILLEEN W. STONE
Rear Admiral, USNR
Chief Commissioner.

Sir Noel Charles, Bt., KCMG
British Ambassador
Rome.

cc: Mr. David McK. Key,
Chargé d'Affaires a.i.
American Embassy, Rome.

5203

DUPLICATE 138

6/2227/881

St/Sa

MEMORANDUM FOR THE ALLIED COMMISSION MAY 28 1946

Subject: Sale of Italian ship "Sandro Sandri" in China.

1. The Italian Consulate in Shanghai has informed by signal that the Italian firm Rocco Guzzi, owner of the river ship "Sandro Sandri" registered in that Consulate, wants to sell her to a Chinese firm and has requested urgently the necessary authorisation to perform the sale.

2. The ship can only be used for fluvial navigation on the upper Yang-Tsè and could not sail in the open sea; she was hoisting the Japanese flag and a Chinese firm had on her an option which was expiring on 20 April 1946.

3. The Ministry of Marine, approached on the matter, has approved the foregoing sale, pending the necessary authorization of the Allied Authorities, which is hereby requested to the Allied Commission.

4. The Ministry for Foreign Affairs would be very grateful if, under the circumstances, an early reply could be given to the matter so that instructions may be cabled to Shanghai accordingly.

Rome, May 26th, 1946

I spoke to Econ who are checking

5234

EC DIST - 28 May

ACTION - ECON SEC

INFO - EC

See F-148

Declassified E.O. 12356 Section 3.3/NND No. 785017

0420

St/Sa

MEMORANDUM FOR THE ALLIED COMMISSION

MAY 28 1946

Subject: Sale of Italian ship "Sandro Sandri" in China.

1. The Italian Consulate in Shanghai has informed by signal that the Italian firm Rocco Guzzi, owner of the river ship "Sandro Sandri" registered in that Consulate, wants to sell her to a Chinese firm and has requested urgently the necessary authorization to perform the sale.

2. The ship can only be used for fluvial navigation on the upper Yang-Tsè and could not sail in the open sea; she was hoisting the Japanese flag and a Chinese firm had on her an option which was expiring on 20 April 1946.

3. The Ministry of Marine, approached on the matter, has approved the foregoing sale, pending the necessary authorization of the Allied Authorities, which is hereby requested to the Allied Commission.

4. The Ministry for Foreign Affairs would be very grateful if, under the circumstances, an early reply could be given to the matter so that instructions may be cabled to Shanghai accordingly.

Rome, May 26th, 1946

5234

EC DIST - 28 May

ACTION - ECON SEC

INFO - EC

Declassified E.O. 12356 Section 3.3/NND No. 785017

0428

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602 AG

137

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 912.23-2

26 May 1946

MAY 27 1946

SUBJECT: Return of Jugoslav Ships.

TO : Headquarters, Allied Commission,
APO 794.

1. The Jugoslav delegation has informed the Advisory Council that it has requested through the Allied Commission but without success that the under mentioned Jugoslav ships should be restored by the Italian Government to Jugoslavia.

Names of Ships	Jugoslav Ref
JADRAN	Br. 224/46 on 16 Feb. 46
KOZJAK	
JURAJ SUBIC	ditto
TOMASEO	
VODICE	
ZRMANJA	
Tugboat JP 1	Br. 226/46 on 16 Feb. 46
M/S BUDIMIR	Br. 227/46 on 16 Feb. 46
Dredger br. 2	Br. 228/46 on 16 Feb. 46
Dredger br. 4	Br. 444/46 on 9 April 46
Tugboat BOMANA (ZARA)	Br. 443/46 on 9 April 46
Dredger JUNO	Br. 442/46 on 8 April 46
Dredger ARGE	

2. Can you please say what the present position as to these requests are including if known;

a. the whereabouts of each boat,
b. in whose possession it is,
c. how employed,
d. the port of Registration,
e. whether Jugoslavia has made out a satisfactory title.

3. If any of the boats are owned or registered in Zone B Jugoslavia as such has no title, but she may claim that they should be returned to Zone B. Will you please differentiate such boats, if any, in your report.

5253

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

A. I. RAMELSON
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

ACTION Original to Navy S/C
Copy 5602/EC
5609/EC

(LAFTK)

0429

Declassified E.O. 12356 Section 3.3/NND No. 785017

3602 DUPLICATE 136

St/Sa

Ministero degli Affari Esteri

6/2171/854

MAY 25 1946

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Italian hospital-ship RAMB IV -

1. On 12 April 1946 the Ministry for Foreign Affairs gave to the British Embassy in Rome a Verbal Note, copy of which is herewith enclosed, with a view to having the Italian hospital-ship RAMB IV, illegally seized in June 1941 by British Authorities in Suez, returned to the Italian Government.

2. On 19 April 1946 the British Embassy informed that, although the a/n ship had been originally seized by British Authorities, the responsibility of her prolonged seizure and of her later use, did not lay entirely on British side.

3. The British Embassy has suggested therefore that the case be submitted to the Allied Commission.

4. The Ministry for Foreign Affairs would be grateful if the proper steps for the restitution of the a/n ship to the Italian Government could be taken.

Rome, May 21 1946
Encl.

MINISTERO DEGLI AFFARI ESTERI

EC 232
ACTION AMMISC
INFO - EC

Declassified E.O. 12356 Section 3.3/NND No. 785017

0430

5602 P

135

Translation

MINISTERO DEGLI AFFARI ESTERI
D.G.P.A. 1.

MINUTES

The Royal Ministry of the Marine has communicated as follows:

1. When the British troops occupied MASSAUA on the 8 April 1941, the Italian hospital ship RAMB IV which was in the port at the time, was seized by the occupying authorities. As a result of the protests of the ship's Command, which were based on the international conventions respecting hospital ships on the part of the belligerents, the RAMB IV left on the 23 May bound for Italy.

2. Arrived at SUEZ, the ship was again detained. On the 7 June the entire crew were forced to disembark (the British Command giving assurances that it was only a temporary measure) as, according to the local authorities, it was not desirable for military security reasons that the RAMB IV with an enemy crew should pass through the canal.
Actually the crew were interned and the ship was not given back.

3. In the meanwhile the Government were taking the necessary steps to obtain the release of the ship based on article 1 of the Hague 10th Convention of 18 October 1907, which rules that hospital ships cannot be subject to capture.

4. It appeared from a note of the Foreign Office of the 2 July 1941 and from a British radio bulletin of the 5th of the same month, that the British Government had decided to keep the RAMB IV for six months as a reprisal for asserted continuous bombardments of British hospital ships by enemy forces. The ship would not be released unless the attacks were discontinued.

5. Both the Ministry of the Marine and the Air Ministry denied that such attacks had taken place on the part of the naval forces or the Italian aviation. In fact no note of protest in regard to this was sent by the British Government.

6. From their letter No.31/22904 dated 18 October 1941, it seems that the Ministry of Foreign Affairs renewed their request to the British Government to release the RAMB IV and her crew.

7. It appears that the ship in question was seriously damaged as a result of the use made of her by the British.

9231

With regard to the above-mentioned facts, the Ministry of Foreign Affairs has the honour to bring to your notice the following points:

(a) At the time of her capture the RAMB IV was in the position foreseen by the Hague 10th Convention of the 18 October 1907, according to which military hospital ships must be respected and therefore cannot be captured during the period of hostilities. (Military hospital ships signifying ships specially fitted out or adapted by countries with the object of helping wounded, sick people or shipwrecked persons, whose names have been communicated at the beginning or during hostilities and in any case before the ships have been put to use by the belligerent powers.)

The Royal Ministry of the Marine has communicated as follows:

1. When the British troops occupied MASSAUA on the 8 April 1941, the Italian hospital ship RAB IV which was in the port at the time, was seized by the occupying authorities. As a result of the protests of the ship's Command, which were based on the international conventions respecting hospital ships on the part of the belligerents, the RAB IV left on the 23 May bound for Italy.

2. Arrived at SUEZ, the ship was again detained. On the 7 June the entire crew were forced to disembark (the British Command giving assurances that it was only a temporary measure) as, according to the local authorities, it was not desirable for military security reasons that the RAB IV with an enemy crew should pass through the canal.
Actually the crew were interned and the ship was not given back.

3. In the meanwhile the Government were taking the necessary steps to obtain the release of the ship based on article 1 of the Hague 10th Convention of 18 October 1907, which rules that hospital ships cannot be subject to capture.

4. It appeared from a note of the Foreign Office of the 2 July 1941 and from a British radio bulletin of the 3rd of the same month, that the British Government had decided to keep the RAB IV for six months as a reprisal for asserted continual bombardments of British hospital ships by enemy forces. The ship would not be released unless the attacks were discontinued.

5. Both the Ministry of the Marine and the Air Ministry denied that such attacks had taken place on the part of the naval forces or the Italian aviation. In fact no note of protest in regard to this was sent by the British Government.

6. From their letter No.31/22904 dated 18 October 1941, it seems that the Ministry of Foreign Affairs renewed their request to the British Government to release the RAB IV and her crew.

7. It appears that the ship in question was seriously damaged as a result of the use made of her by the British.

5231

With regard to the above-mentioned facts, the Ministry of Foreign Affairs has the honour to bring to your notice the following points:

(a) At the time of her capture the RAB IV was in the position foreseen by the Hague 10th Convention of the 18 October 1907, according to which military hospital ships must be respected and therefore cannot be captured during the period of hostilities. (Military hospital ships signifying ships specially fitted out or adapted by countries with the object of helping wounded, sick people or shipwrecked persons, whose names have been communicated at the beginning or during hostilities and in any case before the ships have been put to use by the belligerent powers.)
(b) According to the terms of Article 10 of the same convention, the medical and hospital personnel of any ship captured is inviolable and cannot be made prisoners of war. All the more reason why such inviolability should be applied to the personnel of a hospital ship.
In drawing the attention of the British Embassy to the a/m considerations, the Ministry of Foreign Affairs begs you to approach the British Government in order that the RAB IV may be given back to Italy in view of the circumstances in which the capture took place.

Rome, 12 April 1946.

Declassified E.O. 12356 Section 3.3/NND No. 785017

Declassified E.O. 12356 Section 3.3/NND No. 785017

134

COPIA

N° 11/12502/101/C

MINISTERO DEGLI AFFARI ESTERI

D.G.P.A. I°

NOTA VERBALE

Il R.Ministero della Marina ha comunicato quanto segue:

1. - Al momento dell'occupazione di Massaua da parte delle truppe britanniche, avvenuta l'8 aprile 1941, la nave ospedale italiana RAMB IV, che si trovava in quel porto, veniva trattenuta dalle Autorità occupanti. In seguito alle proteste del Comando della nave, proteste basate sulle convenzioni internazionali relative al rispetto delle navi-ospedali da parte dei belligeranti, il 23 Maggio il RAMB IV partiva diretto in Italia.

2. - Giunta a Suez la nave veniva nuovamente trattenuta. Il 7 giugno l'equipaggio al completo veniva fatto sbarcare (il comando britannico assicurò che si trattava di cosa temporanea) perchè - a detta delle autorità locali - ragioni di sicurezza militare sconsigliavano che il RAMB IV attraversasse il canale con equipaggio nemico.

In realtà, l'equipaggio veniva internato e la nave non veniva più restituita.

3. - Nel frattempo il R.Governo svolgeva i passi necessari per ottenere il rilascio della nave, basandosi sull'art. I° della X° convenzione dell'Aja del 18 ottobre 1907, secondo cui le navi ospedale non possono essere oggetto di cattura.

4. - Da una nota del Foreign Office del 2 luglio 1941 e da un bollettino radiofonico britannico del 3 dello stesso mese, risultò che il Governo britannico aveva deciso di trattenere il RAMB IV per sei mesi a titolo di rappresaglia per asseriti continui bombardamenti di navi-ospedale inglesi da parte delle forze nemiche. La nave non sarebbe stata rilasciata se gli attacchi fossero continuati

MINISTERO DEGLI AFFARI ESTERI

D.G.P.A. I°

Declassified E.O. 12356 Section 3.3/NND No. 785017

NOTA VERBALE

Il R.Ministero della Marina ha comunicato quanto segue:

1. - Al momento dell'occupazione di Massaua da parte delle truppe britanniche, avvenuta l'8 aprile 1941, la nave ospedale italiana RAMB IV, che si trovava in quel porto, veniva trattenuta dalle Autorità occupanti. In seguito alle proteste del Comando della nave, proteste basate sulle convenzioni internazionali relative al rispetto delle navi-ospedali da parte dei belligeranti, il 23 Maggio il RAMB IV partiva diretto in Italia.

2. - Giunta a Suez la nave veniva nuovamente trattenuta. Il 7 giugno l'equipaggio al completo veniva fatto sbarcare (il comando britannico assicurò che si trattava di cosa temporanea) perchè - a detta delle autorità locali - ragioni di sicurezza militare sconsigliavano che il RAMB IV attraversasse il canale con equipaggio nemico.

In realtà, l'equipaggio veniva internato e la nave non veniva più restituita.

3. - Nel frattempo il R.Governo svolgeva i passi necessari per ottenere il rilascio della nave, basandosi sull'art. I° della X° convenzione dell'Aja del 18 ottobre 1907, secondo cui le navi ospedale non possono essere oggetto di cattura.

4. - Da una nota del Foreign Office del 2 luglio 1941 e da un bollettino radiofonico britannico del 3 dello stesso mese, risultò che il Governo britannico aveva deciso di trattenere il RAMB IV per sei mesi a titolo di rappresaglia per asseriti continui bombardamenti di navi-ospedale inglesi da parte delle forze nemiche. La nave non sarebbe stata rilasciata se gli attacchi fossero continuati.

./.

133

5. - Sia il R.Ministero della Marina che quello dell'Aeronautica smentivano che attacchi del genere si fossero verificati ad opera di forze navali od aeree italiane. Nessuna nota di protesta venne infatti inviata a questo riguardo dal Governo Britannico.
6. - A quanto risulta con nota n.31/22904 in data 18 ottobre 1941, il R. Ministero degli Affari Esteri avrebbe rinnovato l'invito al Governo Britannico a voler rilasciare il RAMB IV ed il suo equipaggio.
7. - Sembra che la nave in questione sia stata gravemente danneggiata nel corso dell'impiego fattone da parte britannica.

In relazione ai fatti sopra esposti il R.Ministero degli Affari Esteri si onora formulare le seguenti considerazioni.

a) Il RAMB IV, al momento della sua cattura, si trovava nelle condizioni previste dalla X^ Convenzione dell'Aja del 18 ottobre 1907, secondo la quale le navi ospedale militari - e cioè le navi allestite o adattate dagli Stati specialmente in vista di portare soccorso ai feriti, malati, naufraghi, i nomi delle quali siano stati comunicati, all'apertura o nel corso delle ostilità ed in ogni caso prima della messa in uso da parte delle Potenze belligeranti - devono essere rispettate e non possono quindi essere catturate nel periodo delle ostilità.
b) Ai termini dell'art. 10 della stessa Convenzione il personale medico ed ospedaliero di qualsiasi imbarcazione catturata è inviolabile e non può essere fatto prigioniero di guerra. A maggior ragione tale inviolabilità va applicata al personale addetto ad una nave ospedale.

Il R.Ministero degli Affari Esteri, nell'attirare l'attenzione dell'Ambasciata di GranBretagna sulle considerazioni sopra esposte, La prega di voler cortesemente interessare il Governo Britannico affinchè il RAMB IV, date le circostanze nelle

Declassified E.O. 12356 Section 3.3/NND No. 785017

5. - Sia il R.Ministero della Marina che quello dell'Aeronautica smentivano che attacchi del genere si fossero verificati ad opera di forze navali od aeree italiane. Nessuna nota di protesta venne infatti inviata a questo riguardo dal Governo Britannico.

6. - A quanto risulta con nota n.31/22904 in data 18 ottobre 1941, il R. Ministero degli Affari Esteri avrebbe rinnovato l'invito al Governo Britannico a voler rilasciare il RAMB IV ed il suo equipaggio.

7. - Sembra che la nave in questione sia stata gravemente danneggiata nel corso dell'impiego fattone da parte britannica.

In relazione ai fatti sopra esposti il R.Ministero degli Affari Esteri si onora formulare le seguenti considerazioni.

a) Il RAMB IV, al momento della sua cattura, si trovava nelle condizioni previste dalla X^ Concenzione dell'Aja del 18 ottobre 1907, secondo la quale le navi ospedale militari - e cioè le navi allestite o adattate dagli Stati specialmente in vista di portare soccorso ai feriti, malati, naufraghi, i nomi delle quali siano stati comunicati, all'apertura o nel corso delle ostilità ed in ogni caso prima della messa in uso da parte delle Potenze belligeranti - devono essere rispettate e non possono quindi essere catturate nel periodo delle ostilità.

b) Ai termini dell'art. 10 della stessa Convenzione il personale medico ed ospedaliero di qualsiasi imbarcazione catturata è inviolabile e non può essere fatto prigioniero di guerra. A maggior ragione tale inviolabilità va applicata al personale addetto ad una nave ospedale.

9229

Il R.Ministero degli Affari Esteri, nell'attirare l'attenzione dell'Ambasciata di GranBretagna sulle considerazioni sopra esposte, La prega di voler cortesemente interessare il Governo Britannico affinchè il RAMB IV, date le circostanze nelle quali è avvenuta la cattura, venga restituito all'Italia.

Roma, 12 Aprile 1946

Declassified E.O. 12356 Section 3.3/NND No. 785017

0436

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602 86 30

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

20th May, 1946.
MAY 23 1946

No.F.O.L.I.1110/24.

EXECUTIVE COMMISSIONER, H.Q. ALLIED COMMISSION.
(Copy to:- Navy Sub Commission, Allied Commission).

LAUNCHING OF SCHOONER "SAN GIORGIO Z".

With reference to the Italian Ministry of Foreign Affairs' Memorandum on the above subject, which has been passed to me by the Navy Sub Commission, a copy of a letter written by the Resident Minister, Central Mediterranean to the Commander-in-Chief, Mediterranean Station is forwarded for information.

2. A copy of my letter No.F.O.I.L.1110/24, dated 9th February, 1946, is also attached.

see M1319 132

for REAR-ADMIRAL.

129 128

Enclosures:-
1. Copy of Ministero degli Affari Esteri's Memorandum No.6/2000/835, dated 6th May, 1946.
2. Copy of Resident Minister, Central Mediterranean's letter No.33/150/16, dated 14th January, 1946.
3. Copy of Flag Officer Italy and Liaison's letter No.F.O.I.L.1110/24, dated 9th February, 1946.

5602 88

127

Declassified E.O. 12356 Section 3.3/NND No. 785017

0437

560298

129

COPY.

6985.

MINISTERO DEGLI AFFARI ESTERI. 6/2000/835.

MEMORANDUM FOR THE ALLIED COMMISSION.

SUBJECT: Launching of an Italian motor-schooner.

1. British Naval Authorities in Trieste have been requested by Mr. E. Drago, a purser residing in that town (Piazza Tommaseo 4), to approach the Yugoslav Government in order to obtain permission for the launching of the motor schooner "S. GIORGIO Z". now in dry-dock of Rovigno, where she is undergoing repairs, and to transfer same to Trieste for final equipment.

2. The representative in Naples of the Ministry of War Transport, with a note dated 18th January, 1946, has forwarded to the Italian Ministry of Navy copy of the letter sent by the a/m purser, Mr. E. Drago, to the Co. Ge. Na., assuring that the matter would be submitted to the Allied Commission.

3. The Ministry for Foreign Affairs, in consideration of the critical situation of the Italian merchant fleet, would be particularly grateful to the Allied Commission if they could authorize at their earliest convenience the launching of the a/m motor-schooner and her transfer to Trieste.

Rome, May 6th, 1946.

See folios 142-144
and 145-6
to 162-227

MINISTERO DEGLI AFFARI ESTERI. 6/2000/835.

MEMORANDUM FOR THE ALLIED COMMISSION.

SUBJECT: Launching of an Italian motor-schooner.

1. British Naval Authorities in Trieste have been requested by Mr. E. Drago, a purser residing in that town (Piazza Tommaseo 4), to approach the Yugoslav Government in order to obtain permission for the launching of the motor schooner "S. GIORGIO Z". now in dry-dock of Rovigno, where she is undergoing repairs, and to transfer same to Trieste for final equipment.

2. The representative in Naples of the Ministry of War Transport, with a note dated 18th January, 1946, has forwarded to the Italian Ministry of Navy copy of the letter sent by the a/m purser, Mr. E. Drago, to the Co. Ge. Na., assuring that the matter would be submitted to the Allied Commission.

3. The Ministry for Foreign Affairs, in consideration of the critical situation of the Italian merchant fleet, would be particularly grateful to the Allied Commission if they could authorise at their earliest convenience the launching of the a/m motor-schooner and her transfer to Trieste.

Rome, May 6th, 1946.

See folios 142-144
hence 145-6
to 162-3237

Doc 130

Declassified E.O. 12356 Section 3.3/NND No. 785017

0438

0439

Declassified E.O. 12356 Section 3.3/NND No. 785017

128

COPY.

OFFICE OF THE RESIDENT MINISTER
CENTRAL MEDITERRANEAN,
G.H.Q.,
C.M.F.

33/150/16.

14th January, 1946.

To: Office of the C. in C.
Mediterranean.

From: Major I.G. Macpherson.

Copy to: Ministry of War Transport
Representative in Naples.

Please refer to your memorandum No.Med.45/1256/5/4 of the 20th December about the release of the motor schooner "San Giorgio Z".

As it is not possible for H.M. Embassy in Belgrade to act on behalf of Italian interests in Yugoslavia it is suggested that the correct diplomatic channel for such a request would be from the Italian Government to Dr. Smodlaka of the Allied Council in Rome.

2. Diplomatic action in the case of the "Theologos" was, so far as we are aware, limited to ensuring that the vessel was not in British or Italian hands.

3. We are therefore returning copies of the original correspondence.

See 130

5226

(Sgd). I.G. Macpherson,
Major.
for Deputy Resident Minister.

0440

Declassified E.O. 12356 Section 3.3/NND No. 785017

127

COPY.

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

9th February, 1946.

No.F.O.I.I.1110/24.

NAVAL OFFICER-IN-CHARGE, TRIESTE.

RELEASE OF MOTOR SCHOONER
"SAN GIORGIO Z".

With reference to the Commander-in-Chief, Mediterranean Station's Minute No. Med.46/1256/5/2, it is requested that you inform E. DRAGO in the sense of paragraph 1 of the Resident Minister, Central Mediterranean's letter No.33/150/16 dated 14th January, 1946.

(Sgd). S.N. BLACKBURN.

for REAR-ADMIRAL.

5225

See 130

Declassified E.O. 12356 Section 3.3/NND No. 785017

125

HEADQUARTERS
ALLIED COMMISSION
LIGURIA LIAISON GROUP
CMF - APO 394

1st May, 1946.

MAY 6 1946

DO/44

Dear Brigadier,

Subject: - Employment.

1. The following came up at a conference with Mr. J. R. Smith, the Director of Merchant Shipping Repairs of Genova.

2. Work in the dock yards here in Genova is being turned away on account of high cost. For example, a British Government owned ship, "Ocean Virtue" is in need of repairs. The home-side estimate cost is £60,000 whilst the tender from a Genovese firm to carry out these repairs is Lit. 80,000,000.

3. In view of the fact that the Italian Government is paying labourers although they are not employed, would it not be possible for some arrangement to be made in order to subsidise the dockyards to the amount of the difference between British estimated costs and Italian tender prices, which would ensure additional employment in Italy and also effect repairs which are vital to British shipping interests.

4. This matter is being taken up by the Director of Merchant Shipping Repairs when he arrives in London next week.

Yours sincerely,

B. Turner-Cole.

Brigadier M.S. Lush, C.B., C.B.E., M.C.,
A/Chief Commissioner,
H.Q. Allied Commission.

Copy to Mr. Brame who is Shipping Adviser

EC DIST - 16 May

ACTION - COMMERCE S/C

INFO - E.C.

I will speak to Mr. Brame on his return

See no. 126.

ALLIED COMMISSION
LIGURIA LIAISON GROUP
CMF - APO 394

1st May, 1946.

MAY 6 1946

DO/44

Dear Brigadier,

Subject: - Employment.

1. The following came up at a conference with Mr. J. R. Smith, the Director of Merchant Shipping Repairs of Genova.

2. Work in the dock yards here in Genova is being turned away on account of high cost. For example, a British Government owned ship, "Ocean Virtue" is in need of repairs. The home-side estimate cost is £60,000 whilst the tender from a Genovese firm to carry out these repairs is Lit. 80,000,000.

3. In view of the fact that the Italian Government is paying labourers although they are not employed, would it not be possible for some arrangement to be made in order to subsidise the dockyards to the amount of the difference between British estimated costs and Italian tender prices, which would ensure additional employment in Italy and also effect repairs which are vital to British shipping interests.

4. This matter is being taken up by the Director of Merchant Shipping Repairs when he arrives in London next week.

Yours sincerely,

B. Turner-Coles.

Brigadier M.S. Lush, C.B., C.B.E., M.C.,
A/Chief Commissioner,
H.Q. Allied Commission.

Copy to Mr. Brame who is looking after this

EC DIST - 16 May

ACTION - COMMERCE S/C

INFO - E.C

I will speak to Mr. Brame on this on his return

See No. 126.

(EC)

Declassified E.O. 12356 Section 3.3/NND No. 785017

0443

Declassified E.O. 12356 Section 3.3/NND No. 785017

124

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref. 5602/124/EC

22 March 1946

SUBJECT: Tanker "ARCILA"

TO : Navy Sub Commission.

123 refers

Reference the attached memo from the Minister of Foreign Affairs, No. 6/1137/516 of 9 March it is requested that you please take action in accordance with para 7.

Earlier correspondence on the subject has been obtained and is forwarded for your information.

For the Chief Commissioner

A. W. Knisely.

Brigadier
Executive Commissioner

5223

I spoke to Mr. Fisher they have taken action

5607 RR 123

DUPLICATE

Ministero degli Affari Esteri

6/1137/576

MAR 22 1946

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Tanker "Arcola". Reversion to Italian flag.

P/775

1. Reference is made to Allied Commission's note dated January 28th, 1945.

2. The Allied Authorities have repeatedly given to the Italian Government formal assurances as regards the reversion to Italian flag of the tanker "Arcola" and as regards the reimbarkation of an Italian crew on board the vessel.

3. As the situation, following the termination of war, has changed, this Ministry deems that the moment has come for the promised reversion of the a/n vessel to the Italian flag.

4. It is, of course, understood that after restoration the vessel will continue to be at the disposal of the Allied Authorities whenever needed.

5. The a/n vessel, according to information reaching the shipoweners from the Ministry of War Transport, is at the present time in Freetown. She is not in seagoing conditions and therefore employed as a depôt-ship.

6. However, irrespective of the reversion of Italian flag, the reimbarkation of an Italian crew on board seems advisable. The sending of a skeleton crew, which will undertake the necessary repairs, seems sufficient for the time being.

7. The Ministry of Foreign Affairs should be much obliged to the Allied Commission if they would kindly interest the competent Authorities in order to obtain either the speedy restoration of the a/n vessel or, at least, the permission for an embarkation of an Italian crew on board. A

Rome, March 9th, 1946

MINISTERO DEGLI AFFARI ESTERI 5222

See 150

See 24

Declassified E.O. 12356 Section 3.3/NND No. 785017

0444

Ministero degli Affari Esteri

6/1137/516

MAR 22 1946

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Tanker "Arcola". Reversion to Italian flag.

P/775

1. Reference is made to Allied Commission's note dated January 28th, 1945.

2. The Allied Authorities have repeatedly given to the Italian Government formal assurances as regards the reversion to Italian flag of the tanker "Arcola" and as regards the reimbarkation of an Italian crew on board the vessel.

3. As the situation, following the termination of war, has changed, this Ministry deems that the moment has come for the promised reversion of the a/n vessel to the Italian flag.

4. It is, of course, understood that after restoration the vessel will continue to be at the disposal of the Allied Authorities whenever needed.

5. The a/n vessel, according to information reaching the shipoweners from the Ministry of War Transport, is at the present time in Freetown. She is not in seagoing conditions and therefore employed as a depôt-ship.

6. However, irrespective of the reversion of Italian flag, the reimbarkation of an Italian crew on board seems advisable. The sending of a skeleton crew, which will undertake the necessary repairs, seems sufficient for the time being.

7. The Ministry of Foreign Affairs should be much obliged to the Allied Commission if they would kindly interest the competent Authorities in order to obtain either the speedy restoration of the a/n vessel or, at least, the permission for an embarkation of an Italian crew on board.

Rome, March 9th, 1946

MINISTERO DEGLI AFFARI ESTERI

5222

See 150

See 24

Declassified E.O. 12356 Section 3.3/NND No. 785017

0445

COPY

122

6/1067/485

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Tanker Arcola.

1. Reference Allied Commission's Memorandum P/775 of February 28th.1945 on the above subject.

2. Notice is taken that the British Government remain responsible to the Italian Government for the vessel.

3. The Ministry for foreign Affairs express all their reserves as regards the handing over of the vessel to the French Navy, inasmuch as it took place without the consent of the Italian Government and appears to be at variance with the engagements taken by the British Authorities in the Notes exchanged between the Italian Legation at Lisbon and the British Embassy on April 2nd.1944 (Mem.of the Ministry for Foreogn Affairs N.6/121/58 of January 9th.). 119

4. The handing over of the Arcola to the French Navy is not pursuant to the Cunningham-de Courten agreements, nor to the amendment of November 9th.1943, inasmuch as the amendment should be interpreted in connexion with the agreement of which it forms part and consistently with the spirit of this agreement and with the additional conditions of Armistice (Mem.6/758/329 of Oct.14th.)

5. In any case the Ministry for Foreign Affairs believe that the question of the Arcola should have been settled solely on the basis of the agreement reached through the aforesaid Notes of April 2nd.1944 (which is subsequent to the Cunningham-de Courten agreements and the successive amendment of November 9th)

Rome, 18th. April 1945

5221

Declassified E.O. 12356 Section 3.3/NND No. 785017

Declassified E.O. 12356 Section 3.3/NND No. 785017

COPY

121

HEADQUARTERS ALLIED COMMISSION
Political Section
APO 394

Ref: P/775

120 28th February 1945

The Political Section of the Allied Commission presents its compliments to the Ministry of Foreign Affairs and with reference to their memorandum No. 6/582/252 of 24th February and previous correspondence ragarding the Italian tanker "Arcola", has the honour to state that the appropriate authorities have given due consideration to the Italian Government's request that the above-mentioned vessel should be returned at an early date to the Italian flag. After full examination of all the elements of the case, these authorities regret that they must over-rule the objections of the Italian Government to the sub-charter of this vessel to the French Navy. It is pointed out that Italian interests are adequately safe-guarded by the agreement drawn up between the British and French authorities at Dakar at the time the sub-charter was arranged. The terms of this agreement are broadly as follows:-

(1) The vessel remains the property of the Italian Government.

(2) The British Government remain responsible to the Italian Government for the vessel.

(3) The handing over of the vessel to the French Navy does not imply a transfer of property but is rather a sub-charter on bare-boat terms.

(4) The financial terms of the sub-charter are not to be agreed until a final settlement is made between the Allied and Italian Governments on shipping questions.

2. Apart from the foregoing considerations, the Political Section understands that conditions in West Africa do not permit of the employment of an Italian crew on board the SS Arcola. The appropriate authorities therefore regret their inability to agree to the vessel's reverting at the present time to the Italian flag.

3220

The Italian Ministry of Foreign Affairs,
Palazzo Chigi,
ROME.

0448

Declassified E.O. 12356 Section 3.3/NND No. 785017

copia

6/582/252

Ministero degli Affari Esteri

MEMORANDUM FOR THE POLITICAL SECTION A.C.

Subject: Tanker "Arcola" -

The Ministry for Foreign Affairs, with reference to their memorandum n° 6/121/58 of January 9th, 1945, warmly request the Allied Commission to kindly advise them of the date under which the tanker "Arcola" will be returned to the Italian flag, in order to make the necessary arrangements for sending the Italian crew destined to take over and man the ship.

The Ministry for Foreign Affairs would much appreciate an early reply on the matter.

Rome, 24 February, 1945.

5219

COPY

9/1/45 119

6/121/58

MEMORANDUM FOR THE POLITICAL SECTION A.C.

113 114

"Taigete" e "Arcola".

The Ministry for Foreign Affairs make reference to their Memoranda n° 1843 of April 3rd, n° 2471 of April 27th, number 6/536/245 of September 18th and n° 6/758/329 of October 14th.

The Italian Legation in Lisbon have recently telegraphed that that British Embassy, whom they had acquainted with the Italian Government's objections to the cession of the tanker "Arcola" to the French Authorities, have communicated that they had been informed that the tanker had been sub-chartered with the consent of the Italian Government.

The British Embassy have furthemore informed taht the tanker "Arcola" is beign used as a depôt-ship in Dakar arbour and that therefore there is no occasion for manning herewith an Italian crew, as a reduced one is more than sufficient.

The Ministry of Marine, informed of the matter, have stated that the Italian Government have never consented to the ship being sub-chartered to the French Authorities.

It mey be also recalled that the reasons siven by the British Authorities for their haste in embarking (without the Italian Government's consent) British crews on the tankers "Arcola" and "Taigete", beth of which were than anchored in San Vincenzo de Capo Verde harbour, and in hoisting the British flag, were to be found in the necessity of utilising the ships as soon as possible and in the fear of eventual acts of sabotage, so long as they remained as ancher at the Capo Verde Isles.

On the other hand, the Ministry of Marine since last May had recruited two new Italian crews, ready to be embarked on the "Arcola" and "Taigete".

One of the crews, in fact, was placed on board the "Taigete"

See 122+120

p.t.o.

Declassified E.O. 12356 Section 3.3/NND No. 785017

0446

MEMORANDUM FOR THE POLITICAL SECTION A.C.

113 114

"Taigete" e "Arcola".

The Ministry for Foreign Affairs make reference to their Memoranda nº 1843 of April 3rd, nº 2471 of April 27th, number 6/536/245 of September 18th and nº 6/758/379 of October 14th.

The Italian Legation in Lisbon have recently telegraphed that that British Embassy, whom they had acquainted with the Italian Government's objections to the cession of the tanker "Arcola" to the French Authorities, have communicated that they had been informed that the tanker had been sub-chartered with the consent of the Italian Government.

The British Embassy have furthemore informed taht the tanker "Arcola" is beign used as a depôt-ship in Daker arbour and that therefore there is no occasion for manning herewith an Italian crew, as a reduced one is more than sufficient.

The Ministry of Marine, informed of the matter, have stated that the Italian Government have never consented to the ship being sub-chartered to the French Authorities.

It mey be also recalled that the reasons siven by the British Authorities for their haste in embarking (without the Italian Government's consent) British crews on the tankers "Arcola" and "Taigete", beth of which were than anchored in San Vincenzo de Capo Verde harbour, and in hoisting the British flag, were to be found in the necessity of utilising the ships as soon as possible and in the fear of eventual acts of sabotage, so long as they remained as ancher at the Capo Verde Isles.

On the other hand, the Ministry of Marine since last May had recruited two new Italian crews, ready to be embarked on the "Arcola" and "Taigete".

One of the crews, in fact, was placed on board the "Taigete"

See 1224/20

p.t.c.

Declassified E.O. 12356 Section 3.3/NND No. 785017

that hoisted again the Italian flag, but this was not possible in the case of the "Arcola", notwithstanding the oft-repeated requests of the Ministry of Marine, owing to the difficulties made by the British to the journey to Dakar of the Italian crew.

The Allied Authorities, however, had always given the Italian Government formal assurances as regards the reimbarkation on the "Arcola" of an Italian crew and the restoration of the Italian flag.

Following an exchange of Notes-Verbales (copy of which is here enclosed) between the Italian Legation and the British Embassy in Lisbon, it had been agreed upon in a meeting held in the month of April in that capital with the participation of the Italian Chargé d'Affaires in Portugal, of the British Naval Attaché and other British experts, that the "Arcola" and "Taigete" would be transferred, under British flag, from San Vincenzo Capo Verde to a west African port, where they had to remain pending the reimbarkation of Italian crews and the hoisting of the Italian flag and that the Allies would raise no objection as regards the journey of these crews.

Furthermore, on May 4th, Mr.Caccia assured the Ministry for Foreign Affairs that the placing of British crews on board the "Arcola" and "Taigete" and the consequent change of flag had been carried out with the sole object of enabling the ships to leave San Vincenzo Capo Verde, and that no difficulties were foreseen as regards the possibility of embarking Italian crews on the two tankers.

The Ministry for Foreign Affairs, therefore, on request of the Ministry of Marine, ban the A.C. to interest themselves in obtaining a speedy restoration of the tanker "Arcola" to the Italian flag and that no objections be raised to tour sending to Dakar an Italian crew (even if reduced, in consideration of the use to which the vessel in now put) in order to take delivery of the ship.

It is naturally understood that, after delivery, the "Arcola"

Declassified E.O. 12356 Section 3.3/NND No. 785017

case of the "Arcola", notwithstanding the oft-repeated requests of the Ministry of Marine, owing to the difficulties made by the British to the journey to Dakar of the Italian crew.

The Allied Authorities, however, had always given the Italian Government formal assurances as regards the reimbarkation on the "Arcola" of an Italian crew and the restoration of the Italian flag.

Following an exchange of Notes-Verbales (copy of which is here enclosed) between the Italian Legation and the British Embassy in Lisbon, it had been agreed upon in a meeting held in the month of April in that capital with the participation of the Italian Chargé d'Affaires in Portugal, of the British Naval Attaché and other British experts, that the "Arcola" and "Taigete" would be transferred, under British flag, from San Vincenzo Capo Verde to a west African port, where they had to remain pending the reimbarkation of Italian crews and the hoisting of the Italian flag and that the Allies would raise no objection as regards the journey of these crews.

Furthermore, on May 4th, Mr.Caccia assured the Ministry for Foreign Affairs that the placing of British crews on board the "Arcola" and "Taigete" and the consequent change of flag had been carried out with the sole object of enabling the ships to leave San Vincenzo Capo Verde, and that no difficulties were foreseen as regards the possibility of embarking Italian crews on the two tankers.

The Ministry for Foreign Affairs, therefore, on request of the Ministry of Marine, ben the A.C. to interest themselves in obtaining a speedy restoration of the tanker "Arcola" to the Italian flag and that no objections be raised to tour sending to Dakar an Italian crew (even if reduced, in consideration of the use to which the vessel in now put) in order to take delivery of the ship.

It is naturally understood that, after delivery, the "Arcola"

p.t.c.

Declassified E.O. 12356 Section 3.3/NND No. 785017

will continue to be included in the pool of merchant ships of the United Nations, according to the Cunningham-de Courten agreements of September 1943.

The Ministry for Foreign Affairs thank the A.C. for the steps they will see fit to take in the matter.

Rome, January 9th 1945

5217

Declassified E.O. 12356 Section 3.3/NND No. 785017

0454

Declassified E.O. 12356 Section 3.3/NND No. 785017

117

COPY

6/1196/515

Ministero degli Affari Esteri

MEMORANDUM FOR THE POLITICAL SECTION A.C.

Further to Memorandum nº.6/758/329 of October 14th, the Ministry for Foreign Affairs request the A.C. to interest again the competent Allied Authorities in communicating the date under which the Italian crew, according to the British undertaking in the matter, will be able to re-embark on the tanker "Arcola".

Rome, 7th December, 1944.

0455

Declassified E.O. 12356 Section 3.3/NND No. 785017

6

COPY

116

M-C/Mar/

6/758/329

Ministero degli Affari Esteri

Petroliera "ARCOLA"

MEMORANDUM FOR THE POLITICAL SECTION A.C.

The Ministry for Foreign Affairs thanks the A.C. for the information and assurances contained in their memorandum of September 19th ult., concerning the tanker "Arcola".

In that memorandum the Political Section have seen fit to recall the amendment added on november 9th 1943 to the Agreement settled between the C. in C. Naval Allied Forces, mediterranean, and the Italian Minister of Marine.

In this regard the Ministry of Foreign Affairs wish to point out that the Italian Government have not failed and do not fail to bear in mind that amendment which, however, they understand should be interpreted in connection with the Agreement of which it forms pa and consistently with the spirit of this Agreement and with the additional Conditions of Armistice.

It is furthermore pointed out that the British Embassy in Lisbon have informed that Italian Legation, who had previously acquainted them with the instructions received in the

Lo 19 #117

./.

0456

Declassified E.O. 12356 Section 3.3/NND No. 785017

matter from the Ministry of Foreign Affairs, that though they had no more competence in dealing with the question as the "Arcola" had left Portuguese waters they could confirm that no change had taken place in the Agreement concerning the use of the tankers "Arcola" and "Taigete" object of the N.V. exchanged with the Italian Legation in Lisbon on April 2nd.

In those Notes it was furthermore agreed that so as to put the two tankers immediately into use they would be manned by british crews and fly the british flag, until they could be again taken over by their Italian crews, and that the British Government would in the meantime undertake their custody.

Now, however, the British Embassy have stated that the transfer of the tankers to the French authorities would take the form of a subcharter and would not prejudice neither the Italian rights nor the fulfilment of the agreements reached with the Italian Legation.

The Ministry for Foreign Affairs wish to state that the Italian Government cannot share that point of view, not only for the reasons already given to the A.C. but also in consideration of the fact that the subcharter is not provided for in the N.Vs. and is contrary to the British undertaking to hold in custody both the "Taigete" and the "Arcola" until they can again be manned by their Italian crews.

./.

0457

Declassified E.O. 12356 Section 3.3/NND No. 785017

115

Ministero degli Affari Esteri

The Ministry for Foreign Affairs should be grateful if the A.C. would request the Allied Governments to acquaint the Italian Government with the present situation of the tanker "Arcola" and to direct that she should remain in British hands untilhanded over to the Italian Authorities.

Rome, October 14th 1944.

114

COPY

HEADQUARTERS ALLIED CONTROL COMMISSION
POLITICAL SECTION
APO 394

Ref. 775 19th September, 1944.

MEMORANDUM

TO: Italian Ministry of Foreign Affairs.

113

Receipt is acknowledged of memorandum No. 6/536/245 of 18th September about the Italian tankers TAIGETE and ARCOLA, and enquiries in the sense desired are being addressed to the appropriate authorities in the case of the ARCOLA.

At the same time, there is one phrase in the memorandum which, if left without comment, might lead to subsequent misunderstanding. In the penultimate paragraph it is stated that if the ARCOLA were handed over to the French authorities it would be contrary "to the agreements reached between the Italian Government and the Allied Governments concerning the Italian Merchant Navy." As to that, it will be recalled that in an amendment of 9th November, 1943 the following phrase was added to the preamble of the agreement between the Naval Commander-in-Chief, Mediterranean, Allied Forces and the Royal Italian Minister of Marine:-

"It is understood and agreed that the provisions of this agreement as to immediate employment and disposition of Italian warships and merchant ships do not affect the right of United Nations to make such other dispositions of any or all Italian ships as they may think fit. Their decisions in this respect will be notified to the Italian Government from time to time."

5216

H. A. CACCIA
Vice-President, Political Section

Declassified E.O. 12356 Section 3.3/NND No. 785017

0458

COPY

M/2/Mar. 113

UFFICIO COLLEGAMENTO A.A.

6/536/245

MEMORANDUM FOR THE ALLIED CONTROL COMMISSION

POLITICAL SECTION.

The Allied Control Commission is aware that last April the Italian Chargé d'Affairs at Lisbon complied with the repeated requests from the British Embassy concerning the temporary handing over to the British Navy of the two Italian tankers "Arcola" and "Taigete", anchored in the port of Saint Vincent of Cape Verde.

The British request was based on the fact that, it having become necessary to disembark the crews of the two tankers owing to their political dissidence and not being possible to awaith the arrival of new Italian crews, it was urgent that they be temporarily manned with British crews and, therefore, that they should fly the British flag.

The Italian Chargé d'Affaires in Lisbon agreed with the British Embassy as follows :

a) The two tankers to be handed over to the British Consul at Saint Vincent of Cape Verde.

b) The two tankers to be manned with British crews with conseguent change of flag. This however was not imply any change of ownership.

c) The tankers were to be used for traffic along the coast of West Africa.

d) The British Authorities would undertake, as soon, as possible, to re-embark Italian crews and to fly the Italian flag

Furthermore, in reply to the Memorandum of the Ministry of Foreign Affairs on the subject (n. 2471, dated 27th April last) Mr. Caccia stated under date 4th May that :

1) The embarkation of British crews and the change of flag had taken place exclusively owing to the great urgency in using the two tankers.

5215

2) This would not in anyway prejudice the rights of ownership of the vessels.

3) There was no British objection to the arrival of Italian crews in substitution of the British crews and consequently to the vessels flying again the Italian flag.

See 114

See Min 119

Declassified E.O. 12356 Section 3.3/NND No. 785017

Declassified E.O. 12356 Section 3.3/NND No. 785017

MEMORANDUM FOR THE ALLIED CONTROL COMMISSION

POLITICAL SECTION.

The Allied Control Commission is aware that last April the Italian Chargé d'Affairs at Lisbon complied with the repeated requests from the British Embassy concerning the temporary handing over to the British Navy of the two Italian tankers "Arcola" and "Taigete", anchored in the port of Saint Vincent of Cape Verde.

The British request was based on the fact that, it having become necessary to disembark the crews of the two tankers owing to their political dissidence and not being possible to awaith the arrival of new Italian crews, it was urgent that they be temporarily manned with British crews and, therefore, that they should fly the British flag.

The Italian Chargé d'Affaires in Lisbon agreed with the British Embassy as follows :

a) The two tankers to be handed over to the British Consul at Saint Vincent of Cape Verde.

b) The two tankers to be manned with British crews with conseguent change of flag. This however was not imply any change of ownership.

c) The tankers were to be used for traffic along the coast of West Africa.

d) The British Authorities would undertake, as soon, as possible, to re-embark Italian crews and to fly the Italian flag

Furthermore, in reply to the Memorandum of the Ministry of Foreign Affairs on the subject (n. 2471, dated 27th April last) Mr. Caccia stated under date 4th May that :

1) The embarkation of British crews and the change of flag had taken place exclusively owing to the great urgency in using the two tankers.

5215

2) This would not in anyway prejudice the rights of ownership pf the vessels.

3) There was no British objection to the arrival of Italian crews in substitution of the British crews and consequently to the vessels flying again the Italian flag.

See 114

See Minn 119

./.

Meanwhile the two tankers were handed over to the British Consul at Saint Vincent of Cape Verde on April 13th, 1944, and with a British crew and, flying the British flag, they left a few days after for Dakar.

Whilst the " Taigete " has already disembarked the British crew and re-embarked the Italian crew, the same has not as yet been possible in respect of the " Arcola ". The Italian Ministry of the Navy has already, some time ago, approached the competent British Authorities on the matter.

However, according to information recently received from the Italian Legation in Lisbon, it would appear that the British Ministry of War Transport intends handing over the "Arcola" to the French Authorities. This is shown by the enclosed copy of survey affected at Dakar on May 4th last.

The handing over of the vessel in question would be an absolutely arbitrary action and contrary not only to the agreements reached between the Italian Government and the Allied Governments concerning the Italian Merchant Navy, but also to the precise obligations undertaken by the British Government in respect of the "Arcola" and "Taigete".

The Ministry for Foreign Affairs would be obliged if the Allied Control Commission, Political Section, would kindly cause enquiries to be made on the matter. At the same time it would be appreciated is the " Arcola " were to be left at the disposal of the British Navy and if the arrival of the Italian crew to substitute the British could be expedited as much as possible.

An acknowledgment will be much appreciated.

Rome, 18th September, 1944.

5214

Declassified E.O. 12356 Section 3.3/NND No. 785017

0462

Declassified E.O. 12356 Section 3.3/NND No. 785017

109

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 5602/80

26 February 1946

SUBJECT: Italian Shipping.

TO : The Ministry of Foreign Affairs.

106

I acknowledge your memo 6/803/333 dated 18 February 1946 on the above subject, which I have forwarded to the American and British Embassies.

I will keep you informed of the progress made in this matter.

For the Chief Commissioner,

/s/ N W. HINDSMITH
MAJ

for Brigadier
Executive Commissioner

0213

Pa. 27/2.

0463

Declassified E.O. 12356 Section 3.3/NND No. 785017

108

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 5602/33

26 February 1946

SUBJECT: Italian Shipping.

TO : American Embassy
British Embassy.

106

1. I attach a copy of memo 6/303/393 dated 18 Feb 46 received from the Ministry of Foreign Affairs, which I pass to you for such action as you deem fit.

2. I would appreciate it if you could keep me informed as to any progress made in this matter, in order that I may, in turn, inform the Ministry of Foreign Affairs.

For the Chief Commissioner,

N. W. HIND-SMITH
MAJ

for Brigadier
Executive Commissioner

Copy to: Econ Sec.

5212

To Comm & handle 5602

106

Ministero degli Affari Esteri

Rome, February 18th, 1946

6/893/383

FEB 21 1946

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Italian shipping.

1. The Ministry for Foreign Affairs have the honour to draw the Allied Commission's attention to the Maritime Conference which began its sessions in London on the 4th inst., with a view to reaching a decision on the future organisation and management of world shipping after the end of the Allied pool on March 2nd.

2. The work of the Conference is of paramount interest to the Italian Government owing to the fact that Italian tonnage was included in the Allied pool in accordance with the Cunningham-De Courten Agreement stipulated on September 23rd, 1943.

3. In the last session of U.N.R.A. held in Cairo during the first two weeks of January it has been stated that the question of the use of Italian shipping would be examined after the end of the Allied pool, owing to the absence of a peace treaty with Italy. It was moreover suggested that the technical management of Italian shipping be entrusted to the Shipping Management Committee (Comitato Gestione Navi), which would be responsible to the British Ministry of War Transport and the American War Shipping Administration.

4. Said proposal was approved by the delegates of U.N.R.A. but must be ratified by the Central Committee of said organisation and by the British and United States Governments, during the Maritime Conference which is being held in London, at the present time.

5. The Ministry of Foreign Affairs wish to draw the Allied Commission's attention to the fact that a decision of the kind would in all probability make a deep and painful impression on Italian public opinion, which firmly hoped that the end of the Allied pool would have allowed Italy to regain her mercantile marine which has been run, up to now, by U.N.R.A. By recovering her shipping, Italy would overcome one of the major obstacles towards the resumption of her trade with other Countries and especially her transoceanic trade.

p.t.o.

See 7-109-108

Declassified E.O. 12356 Section 3.3/NND No. 785017

0494

Ministero degli Affari Esteri Rome, February 10th, 1948

6/893/383

FEB 21 1948

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Italian shipping.

1. The Ministry for Foreign Affairs have the honour to draw the Allied Commission's attention to the Maritime Conference which began its sessions in London on the 4th inst., with a view to reaching a decision on the future organisation and management of world shipping after the end of the Allied pool on March 2nd.

2. The work of the Conference is of paramount interest to the Italian Government owing to the fact that Italian tonnage was included in the Allied pool in accordance with the Cunningham-De Courten Agreement stipulated on September 23rd, 1943.

3. In the last session of U.N.R.A. held in Cairo during the first two weeks of January it has been stated that the question of the use of Italian shipping would be examined after the end of the Allied pool, owing to the absence of a peace treaty with Italy. It was moreover suggested that the technical management of Italian shipping be entrusted to the Shipping Management Committee (Comitato Gestione Navi), which would be responsible to the British Ministry of War Transport and the American War Shipping Administration.

4. Said proposal was approved by the delegates of U.N.R.A. but must be ratified by the Central Committee of said organisation and by the British and United States Governments, during the Maritime Conference which is being held in London, at the present time.

5. The Ministry of Foreign Affairs wish to draw the Allied Commission's attention to the fact that a decision of the kind would in all probability make a deep and painful impression on Italian public opinion, which firmly hoped that the end of the Allied pool would have allowed Italy to regain her mercantile marine which has been run, up to now, by U.N.R.A. By recovering her shipping, Italy would overcome one of the major obstacles towards the resumption of her trade with other Countries and especially her transoceanic trade.

p.t.o.

See 7-109-108

rec'd 3.6.7.

Y.4.5.

Declassified E.O. 12356 Section 3.3/NND No. 785017

0465

6. The proposed solution, namely to give the management of Italian shipping to the Shipping Management Committee (under the responsability of the latter towards the Ministry of War Transport and the war shipping Administration) would not reflect the natural aspiration of the Italian Government and people. In fact, just when all mercantile marines are ready to gain a position of liberty more or less complete according to the requirements of each Country, Italian passenger and cargo shipping would formally remain under Italian management, but would nevertheless be used in practice for the benefit of other Countries that may be in a less difficult situation than Italy.

7. Consequently, after the end of the Allied pool, Italian shipping would cease to be considered on the same footing with the shipping of other Countries included in the pool, as was stated in the Cunningham-De Courten Agreement, and would therefore comparatively find itself in a more unfavourable condition than beforehand.

8. On the other hand, the Ministry for Foreign Affairs wish to point out that the Italian Government are obliged at present to charter foreign ships paying the freight in foreign currency, also for essential coasting trade, for which they cannot provide with the limited tonnage at their disposal.

9. This deficiency in cargo and passenger shipping puts the Italian Government in the painful situation of not being able to keep up the traffic with the larger Italian islands and to overcome so serious and delicate a problem as that concerning the repatriation of prisoners of war.

10. The Ministry for Foreign Affairs wish also to point out to the Allied Commission the great importance of having at their disposal even a limited merchant marine in order to give Italy a certain amount of autonomy in regulating its international trade, as those principles of a greater liberty are gradually applied. It would also appear that the gradual passage from a compulsory policy of freights (pool) to a policy of a free market of freight will not cause for certain any form of competition on the part of Italy, especially if one takes into account the negligible global Italian tonnage and the great amount of requirements it should meet.

11. The Ministry for Foreign Affairs are hopeful therefore that the Allied Commission, well aware of the Italian situation, will approach the British and the United States Governments and the United Maritime Authority with a view to obtaining, by a gesture of generosity and comprehension, that Italy may recover the Italian shipping which will be available at the end of the Allied Pool. A

Declassified E.O. 12356 Section 3.3/NND No. 785017

6. The proposed solution, namely to give the management of Italian shipping to the Shipping Management Committee (under the responsability of the latter towards the Ministry of War Transport and the war shipping Administration) would not reflect the natural aspiration of the Italian Government and people. In fact, just when all mercantile marines are ready to gain a position of liberty more or less complete according to the requirements of each Country, Italian passenger and cargo shipping would formally remain under Italian management, but would nevertheless be used in practice for the benefit of other Countries that may be in a less difficult situation than Italy.

7. Consequently, after the end of the Allied pool, Italian shipping would cease to be considered on the same footing with the shipping of other Countries included in the pool, as was stated in the Cunningham-De Courten Agreement, and would therefore comparatively find itself in a more unfavourable condition than beforehand.

8. On the other hand, the Ministry for Foreign Affairs wish to point out that the Italian Government are obliged at present to charter foreign ships paying the freight in foreign currency, also for essential coasting trade, for which they cannot provide with the limited tonnage at their disposal.

9. This deficiency in cargo and passenger shipping puts the Italian Government in the painful situation of not being able to keep up the traffic with the larger Italian islands and to overcome so serious and delicate a problem as that concerning the repatriation of prisoners of war.

10. The Ministry for Foreign Affairs wish also to point out to the Allied Commission the great importance of having at their disposal even a limited merchant marine in order to give Italy a certain amount of autonomy in regulating its international trade, as those principles of a greater liberty are gradually applied. It would also appear that the gradual passage from a compulsory policy of freights (pool) to a policy of a free market of freight will not cause for certain any form of competition on the part of Italy, especially if one takes into account the negligible global Italian tonnage and the great amount of requirements it should meet.

11. The Ministry for Foreign Affairs are hopeful therefore that the Allied Commission, well aware of the Italian situation, will approach the British and the United States Governments and the United Maritime Authority with a view to obtaining, by a gesture of generosity and comprehension, that Italy may recover the Italian shipping which will be available at the end of the Allied Pool.

Declassified E.O. 12356 Section 3.3/NND No. 785017

0468