[redacted]

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

ACC

10000/124/11
1 of 2

MERCHA
DEC. 43

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

10000/124/11
1 of 2

MERCHANT SHIPS, AND SCHOONERS
DEC. 43 - MAY 45

IRN-11

2014

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS ALLIED COMMISSION
APO 394
Liaison, Shipping Sub-Commission

Tel:84328 Ext 37

26 May, 1945.

To : Director General of the
Italian Merchant Marine

Reference : Italian Merchant Ships.

1. Attached is letter from the Camera di Commercio Italiana per le Americhe dated 21 May 1945 addressed to the Navy Sub-Commission HQ AC.

2. This letter contains suggestions in respect of acquiring Liberty type ships, also terms for future employment of newly constructed vessels and tonnage recovered by salvage operations.

3. I am directed to request you to kindly take such action on this letter as you may think desirable.

Perhaps you would take the opportunity to point out to the Camera di Commercio that your Department is the appropriate Authority for dealing with all matters which concern Italian shipping.

G.A.Bell.
Liaison, Shipping Sub-Commission.

1901

Copy : Navy Sub-Commission.

NAVY-11

2015

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 489081-365

21 May, 1945

AC/14012/15/PS

SUBJECT : Guardia Finanza Sea Patrol

TO : Commanding General GI.FF.

1. Reference your 20147 dated 27 April 45.

2. Your request that two GG.FF. boats the "MAZZEI" and "ANGELINI" be authorised to patrol the north and east coasts of Sicily has been approved in principle.

3. Before the patrols are instituted final arrangements should be made with the Allied Naval Commands, Sicily.

For and on behalf of.
JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission.

1900

Copy to:
Navy Sub-Commission

FJW/wg

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

C. IN C. MED(R) SNOESY, COMNOB PALERMO,
COM NAVNAW, PUBLIC SAFETY SC, FONAM.

NAVY SUB-COMMISSION
ROME.

CONFIDENTIAL

PUBLIC SAFETY SUB-COMMISSION A.C. REQUESTS APPROVAL FOR GUARDIA DI FINANZA TO INSTITUTE SEA PATROL ALONG SICILIAN COASTS. GUARDIA DI FINANZA PROPOSES TO PATROL NORTH AND EAST COAST WITH MOTOR PATROL SHIP "MAZZEI" OUT OF PALERMO AND SOUTHERN COAST WITH MOTOR PATROL SHIP "ANGELINI" OUT OF PORTO EMPEDOCLE. PURPOSE OF PATROL IS ENFORCEMENT OF POLICE AND CUSTOM LAWS WHICH ARE BEING VIOLATED EXTENSIVELY. IF YOU APPROVE IN PRINCIPLE DETAILS CAN BE WORKED OUT LOCALLY.

171216Z MAY

DIST. 3,9,10.

T.P. P.L. T.O.D. 1252/17 17/5/45

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NAVY SUB-CHASERS NOS. (2) SECRET,
COMDR NAPLES, OPERATION, PUBLI NAVPT
SUB-COMM,A.C. NOTE FOR COL WILSON.

RESTRICTED.

YOUR 471216 APPROVED IN PRINCIPLE.

1912278. MAY.

1898

REF. SUB PATROL ALONG SICILIAN COASTS.

DEF. 3.9.10.

T.P. P.I. T.O.R.1400/19. 19/5/45.

C. IN C. MED.

2018

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

C IN C MED. (R) NAVY SUB COMMISSION ROME SNOESY V.A. MALTA.

COMNOB PALERMO FONAM COMNAVNAW

RESTRICTED.

NO OBJECTIONS YOUR 181048

190950 B MAY. 1897

DIS. 3.9.10. (REF. PUB. SAFETY S/C REQUEST)

P.L.T.P. TOR 2045/19 19/5/45.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

O IN C MED. (R) NAVY SUB COMMISSION ROME. SNOESY COMNAVNAW (?)

FONAM. VAM. COMNOB PALERMO.

YOUR 181048. CONCUR

NO. T.O.O. 1396

DIS. 3.9.10. (REF. PUBLIC SAFETY S/C REQUEST)

P.L. (HAND FROM A.C. MESSAGE CENTRE) 21/5/45.

2020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NAVY SUB COMMISSION ROME (R) SNOESY. ROMAN VAM. C IN C MED.

OCEANVIEW CORNOB PATERNO

RESTRICTED.

APPROVED YOUR 171216 BEING PASSED TO VAM SUBJECT TO CONCURRENCE OF ROMAM VAM AND OCEANVIEW.

1810/8 B MAY.

1395

NNS. 3.9.10. (PUB. SAFETY S/C REQUEST)

F.I.T.P. TOR 1800/18

19/5/45.

2021

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2437
18 May 1945.

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

Subject: Vessels ARDUINO, CAROLA and Pontoon AUDACE - Request for return of to Italy.

1. Ministry of Marine letters 572/UT and 573/UT, both of 29 April requested that arrangements be made to secure the return of small privately owned craft from the possession of foreign nationals.

2. Due to the difficulties attendant on obtaining a full release of such craft, particularly from locations outside of Italy, it is considered expedient that requests for their return should be held in abeyance pending such time as the Italian Government is able to initiate a settlement with other governments concerned. Accordingly, the Navy Sub-Commission does not propose to take additional action at this time regarding the matters raised in the Ministry of Marine's letters referenced in paragraph 1.

(Sgd) E. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

NAVY SUB-COMMISSION - ALLIED COMMISSION

139 WWW 3

cc. Executive Commissioner, AC
POLAD (A)
POLAD (B)

22 MAY 1945

IFN 11

NOTE ON NSC/2457

1. It is for consideration whether the reply to NSC/2345 is sufficiently formal and carefully made for use as the basis of a policy which is bound to be subjected to the most careful scrutiny by the Italian Government. NSC/2345 was addressed to the Chief Commissioner with a view to receiving a letter from the Chief Commissioner.

Note Minute 4. The question is whether it is proper for AC "not to desire to undertake cases of this type" — not whether the NSC proposal in paragraph 4 of NSC/2345 is appropriate assuming it is proper for AC not to undertake them. Rather than a formulated policy the replies in minutes 4-7 appear to be opinions of individuals.

1993

2. The proposed letter attached is written with as many "weasel" words as possible. It might be wise to [illegible] the Chief Commissioner to approve it

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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was addressed to the Chief Commissioner
with a view to receiving a letter
from the Chief Commissioner.

Note Minute 4. The question is whether
it is proper for AC "not to desire to
undertake cases of this type" — not
whether the NSC proposal in paragraph
4 of NSC/2345 is appropriate assuming
it is proper for AC not to undertake
them. Rather than a formulated policy
the replies in minutes 4-7 appear to
be opinions of individuals.

2. The proposed letter attached is
written with as many "weasel" words
as possible. It might be wise to
ask the Chief Commissioner to approve it
or possibly redraft it for his
signature.

W.W.W.
18/5

1993

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Executive Commissioner:

Regarding the attached folio 2, Navy Subcommission's letter concerning the recovery of the motor vessel "ARDUINO," property of Italian civilian personnel, taken over by the Yugoslav Partisans.

Attention is invited to minute 4 from the American Political Adviser.

By pressing this matter with the Yugoslav authorities and possibly obtaining recovery of the vessel it is felt that the Allied Commission is laying itself open to the possibility of receiving a terrific volume of similar requests, this case being used as a precedent. It is accordingly felt that it would be most advisable to follow the action recommended in paragraph 4 of Admiral Warren's letter.

14 May 1945

6

9 agree. MS/16/5.

7

Navy S/c.

The Executive Commissioner agrees with your recommendation at #4 folio 2. Please act accordingly.

16th May.

1392

F. W. Stearns
Maj

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

3

Political Advisers (A) & (B):

Your comments on the problem presented by Navy Subcommission letter folio 2 are desired.

Office of the Exec Commr
12 May 45

L. W. STEARNS
Major, AGD

4

In this case, Italian Government has no contact with Yugoslav Govt. except through Allied Commission if AC does not desire to undertake cases of this type, as fully suggested in TH of Navy SC's memo it would seem appropriate if AC wishes to limit Italian Govt's request for information from the Civil Commissioner's office to the Yugoslav Delegate on the Advisory Council would be proper if probably futile

14th May

A. VanBuick
Pol Ad (A)

1391

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Be/c,

MINISTERO DELLA MARINA

GABINETTO

UFFICIO TRATTATI

Indirizzo telegrafico: MARINA - ROMA

Roma, 29 aprile 1945

Al F. O. L. I.

Prot. N. 573/UT Allegati

Argomento: Pontone AUDACE e Rim. CAROLA.-

Il Pontone AUDACE e il Rim. CAROLA della ditta Maggi, alla data dell'8 settembre 1943 si trovavano al Pireo ove lavoravano per conto della R.Marina per operazioni di ricupero.

Al momento della liberazione della Grecia le Autorità navali greche se ne sono impossessate, sbarcando gli equipaggi italiani, che sono stati rimpatriati dalle Autorità inglesi.

Il pontone e il rimorchiatore sono particolarmente atti a lavori di ricupero e codesto F.O.L.I. sa quale deficienza v'è di tale genere di materiale.

Si prega pertanto di voler prendere in esame la possibilità che le due unità siano restituite per essere impiegate nel quadro del comune sforzo bellico.-

IL MINISTRO 1890

2027

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From: MINISTRY OF MARINE (Cabinet)
To : F.O.L.I. - Rome
Date: 29 Apr.'45
Ref.: 573/U.T.

Subject: Pontoon AUDACE and Tug CAROLA.

The above, belonging to Maggi Company, were at Piraeus on 8th Sept.'43, engaged in salvage operations for I.R.N.'s account.

When Greece was liberated, the Greek Naval Authorities took possession of the craft, disembarking the Italian Crews who were then repatriated by British Authorities.

Both are very suitable for salvage work, and F.O.L.I. is fully aware of the shortage of such craft.

Request they may be handed back to be used within the framework of the common war effort.

FLAG OFFICE LIAISON ITALY
Date 3 May.
No 158.
1.
ROME

(Sgd) THE MINISTER

1389

3rd May, 1945

FOR ACTION

DG/P.

REAR ADMIRAL

2028

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2443
21 May 1945.

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

Subject: - Dredging Equipment.

1. The substance of Ministry of Marine letter SM/7531 of 18 April has been brought to the attention of the Flag Officer Taranto Adriatic and Liaison, Italy, who has informed the Navy Sub-Commission that as there are no further dredging requirements in the Adriatic, the proposed transfer of "ITALIA" and "S.ALBANO" is not considered necessary.

(Sgd) G. E. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

NAVY SUB-COMMISSION 7 ALLIED COMMISSION

22 MAY 1945

IRN 11

1088
3

2029.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

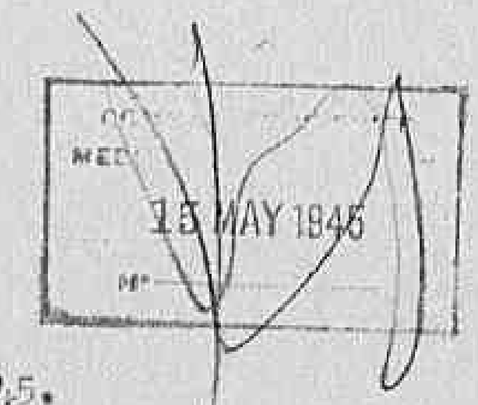
ITALIAN DREDGERS "S.ALBANO" AND "ITALIA"- TRANSFER.
(Navy Sub-Commission, H.Q. Allied Commission's No.NSC/2214
dated 21st April, 1945.)

II.

No. T.A.422/71.

NAVY SUB-COMMISSION,
H.Q. ALLIED COMMISSION ROME.

There are no further dredging requirements in the Adriatic and therefore the proposed transfer of dredgers "ITALIA" and "S.ALBANO" is not considered necessary.



E. V. Morgan.

TARANTO.
11th May 1945.

REAR-ADMIRAL.

1887

2030

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

FILE

NSC/2214
21 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Taranto Adriatic and Liaison, Italy.

Subject: Italian Dredging Equipment.

1. The attached copy of Ministry of Marine letter SM 7531 of 18 April, is forwarded herewith for comment and recommendation concerning the Ministry's request that the dredger "ITALIA", now at Taranto, be taken to Pesaro to replace dredger "S.ALBANO."

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

Copy to:
NOIC-ANCONA

NAVY SUB-COMMISSION · ALLIED COMMISSION · 7

23 APR 1945

1386

(RM 14

2031

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 18 Apr 1945
Ref.: SM. 7531

Subject: Dredging Equipment.

1. At Taranto, Allied Authorities have chartered the Steam-dredger "S. Albano" from I.R.N. "Genio Militare", and transferred her to work on the harbor-channel at PESARO, depths varying from 3;35 to 4,00 mts.

As her draught when empty is 3,68 mts. for'ard and 4,00 mts. aft, she would not appear to be very suitable for the purpose.

2. Allied Authorities at Taranto recently chartered the Dredger "ITALIA" (ex "Littorio"), draught 1,80 mts. which could more usefully be used at Pesaro.

3. So that should the work at Pesaro be a long job, request you examine the suitability of having ITALIA work there, transferring her from Taranto to Pesaro, and the S. ALBANO from Pesaro to Taranto.

for CHIEF OF STAFF.

1885

COPY

2032

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 18 Apr.'45
Ref.: SM.7531

Subject: Dredging Equipment.

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3. So that should the work at Pesaro be a long job, request you examine the suitability of having ITALIA work there, transferring her from Taranto to Pesaro, and the S.ALBANO from Pesaro to Taranto.

1384

for CHIEF OF STAFF

DG/P.

Mod. 39

Stato Maggiore della R. Marina

Roma, 18 APR 1945/19 *A*

Rep. M.D.S. *Uff* C.E.P.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N° SM/753 *Allegati*

Al CHIEF NAVY SUB-COMMISSION

ROMA

ARGOMENTO: Mezzi effossori.-

1. - Le Autorità Alleate hanno noleggiato a Taranto a mezzo del Genio Militare della R.Marina, la pirodraga S.ALBANO che è stata trasferita a Pesaro per l'escavazione dei fondali, all'ingresso di quel porto-canale, variabili da mt.3,35 a mt.4,00.
   Poichè la draga pesca a vuoto mt.3,68 a prora e mt.4,00 a poppa, non sembra la più adatta allo scopo.

2. - Recentemente le Autorità alleate hanno fatto noleggiare a Taranto altro mezzo effossorio, e cioè la draga ITALIA (ex Littorio) di mt.1,80 di pescaggio, che potrebbe più utilmente essere adibita per i servizi di dragaggio a Pesaro.

1383

3. - Perciò nel caso che i lavori a Pesaro dovessero protrarsi per lungo tempo, si prega di esaminare la convenienza di adibirvi la draga ITALIA, spostando questa da Taranto a Pesaro e la S.ALBANO da Pesaro a Taranto.-

IL CAPO DI STATO MAGGIORE

Raccomanda

ISTITUTO POLIGRAFICO DELLO STATO

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2034

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

(GV446) WL 32266/10.43A. 15,500M. 12/42. B. & S. Ltd. 51-9901.

NAVAL MESSAGE.

S. 1320c.
(Established—May, 1920.)
(Revised—December, 1941.)

To: C IN C MED.
(R) M W T R MED.

FROM: NAVY SUB COMMISSION A.C.

ROUTINE RESTRICTED.

YOUR 060942B.TO FOTALI. REPLY MADE BY MS 261844A MARCH, QUOTE
YOUR 201826.... COPIES NAVY SUB COMMISSION LETTERS 1062 W AND
1164 W OF 26TH OCTOBER AND 16TH NOVEMBER RESPECTIVELY RELATIVE TO STATUS
AND PROPOSED EMPLOYMENT OF SENIO TO TRANSPORT COAL WERE FURNISHED
MEDBO AND NO OBJECTIONS WERE RAISED. PARA 2. OF FOLI TARANTO LETTER
T.A.1110/20 OF 27TH MARCH 1944 TO MINISTRY OF MARINE READS AS FOLLOWS
QUOTE..... MEDBO HAVE AGREED TO RELEASE S.S.SENIO TO ITALIAN SERVICE 1882
UNQUOTE..... NO FURTHER DATA AVAILABLE... UNQUOTE...

= 071033B APRIL

DIST. 3.9.10.

P/L T/P T O D 07/1225 07/4/45

IRN 11

2055

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Wt. 87366/P6318 1/14 10000M 4 & L 51/7501

NAVAL MESSAGE.

S. 1320e.
(Established—May, 1930.)
(Revised—December, 1931.)

To: FORALI ROME (R) METR MED.

FROM: C IN C MED.

RESTRICTED.

WHEN MAY REFER TO MED. 45/905/6/3 DATED 11TH MARCH BE EXPECTED PLEASE.

MY 201826 MARCH REFERS.

0609Z 2 APRIL.

DES. 9.

DATE: 5th April 1945 TOR 1146/6

FROM: FORALI, ROME.

TO : NAVY SUB-COMMISSION, HQ. AC.

FORWARDED FOR APPROPRIATE ACTION.

REAR ADMIRAL.

6/4/45. 1381

2034

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters,
11th March, 1945.

Med.45/905/6/3.
THE FLAG OFFICER, TARANTO, ADRIATIC AND LIAISON, ITALY (ROME)
(Copy to:-
The Ministry of War Transport Representative Mediterranean)

S.S. "SENIO".

A copy of the Chairman, Mediterranean Shipping Board, Allied Force Headquarters' letter of 2nd March, 1945 ..... and of Mediterranean Shipping Board's Minute 742 are enclosed.

2. Your early remarks on this letter are requested observing that the statements contained in the Navy Sub Commission's letters No. NSC/1062W dated 26th October, 1944 and HSC/1164W dated 16th November, 1944 appear to conflict with the official Mediterranean Shipping Board's view.

for ADMIRAL

FLAG OFFICER LIAISON ITALY
Date 23 March.
No. 149
ROME D.

DATE: 21st March, 1945.
FROM: FOTALI
TO : NAVY SUB- HQ. AC.

FORWARDED FOR AC... ...TE ACTION.

REAR AD... ...AL.

1380

2037

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

Mediterranean Shipping Board,
A.F.H.Q., C.M.F.

2nd March, 1945.

To: Staff Officer Shipping to C. in C. Med.
From: Chairman, MEDBO.

s.s. "SENIO".

Enclosed is an extract of the Minutes of MEDBO Meeting No. 50 held on 16th March, 1944, from which it will be seen that the above vessel was allocated by MEDBO to the Italians.

It is therefore requested that "SENIO" be released by F.E.O. for return to her former employment.

(Sgd.)

Chairman
MEDBO.

2038

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

COPY.

EXTRACT FROM MINUTES OF MEETING OF MEDITERRANEAN SHIPPING BOARD (NO. 50) DATED 16TH MARCH, 1944.

742 "SENIO". Ref. 602. The Chairman referred to MEDBO (ITALY) Minute 358 and the request from the Italians for this vessel to be used for salt Barletta/Castellamare returning with tobacco Salerno/Taranto. He pointed out that owing to her speed the vessel was of little use otherwise as she could not be included in any known convoy, and Mr. Campbell added that after full discussion MEDBO (ITALY) had recommended this allocation, as some form of escort would be provided by the Italians. P.S.T.O. suggested that this should be used as a means to get more schooners into service in exchange. Colonel Greenhill proposed, however, that the "SENIO" should occupy only berths not otherwise required. The Board agreed that the vessel should be temporarily allocated for the service, to be run by the Italians themselves.

2039

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

(GV446) W: 37266/31.6M13. 12.500M. 12/45. E. & S. 136. 51-7600.

NAVAL MESSAGE.

S. 1320c.
(Established—May, 1930.)
(Revised—December, 1931.)

FROM: C IN C MED:

TO: FOTALI ROME:
(R) M W T R MED:

RESTRICTED.

REQUEST REPLY TO MED. 45/905/6/3 DATED 11TH MARCH,

MAY BE MADE BY SIGNAL AS SOON AS POSSIBLE.

= 201826A MARCH

DIST: 9.

P/L T/P T O R 2122/20 21/3/45

2020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

(GY 446) W 1. 37266 / D. 8513. 12,500M. 12/43. F. & S. Ltd. 58-7001.

NAVAL MESSAGE.

S. 1320c.

C IN C MED:
(R) M W T R MED:

To:

NAVY-SUB COMMISSION.
AILIED COMMISSION H.Q.

FROM:

ROUTINE RESTRICTED.

YOUR 201826.... COPIES NAV-SUB COMMISSION LETTERS 1062 W AND 1164 W OF 26TH OCTOBER AND 16 NOVEMBER RESPECTIVELY RELATE TO STATUS AND PROPOSE EMPLOYMENT OF SENIO TO TRANSPORT COAL WERE FURNISHED MEDIO AND NO OBJECTIONS WERE RAISED.

PARA 2. OF FOUR TARANTO LETTER T.A. 1110/20 OF 27TH MARCH 1944 TO MINISTRY OF MARINE READS AS FOLLOWS QUOTE MEDIO HAVE AGREED TO RELEASE S.S. SENIO TO ITALIAN SERVICE UNQUOTE. NO FURTHER DATA AVAILABLE. 261844A

DIST: 3.9.10.

P/L T/P T O R 1855/26 27/3/45

1876

FLAG OFFICER LIASON ITALY
AREA COMBINED HEADQUARTERS
TARANTO

nº T.A.1110/20

27 marzo 1944

Minister of Marina
Maristat, Palazzo Reeta
Taranto

S.S. SENIO

It is understood that the spare parts referred to in your letter n.ro 9921/S of 18th March , have now been recovered.

2. MEDBO have agreed to release s.s."SENIO" to Italian Service.

C.MORGAN
Rear Admiral

1875

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Mod. 39

Stato Maggiore della R. Marina

Rep. Operazioni *Uff* O.A.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 8/4/2178 *Allegati*

Roma, 17 DIC. 1944 Dicembre *1944*

Al F.O.L.I.

ROMA

ARGOMENTO: Carbone per la R^ Marina.- Mezzo navale per trasporto.

1. Com'è noto il Piroscafo SENIO,a suo tempo lasciato libero dal MED.BO. a completa disposizione del servizio italiano,era dalla Marina impiegato per il collegamento e trasporto fra le varie basi,la Sicilia e la Sardegna.

2. Considerata la necessità di provvedere urgentemente al fabbisogno di carbone per i servizi a terra nella stagione invernale,col foglio 2670/OA. del 23 Settembre,Maristat chiese il nulla osta di codesto F.O. L.I. perchè al trasporto relativo fosse assegnato il SENIO. 1874

3. - Poichè il C.C. del Mediterraneo considera vantaggioso impiegare direttamente il SENIO per i rifornimenti di carbone delle Marine Alleate ed Italiana - foglio NSC/1248 in data 2 corrente - si prega interessare la competente Autorità affinchè al posto del Piroscafo in argomento,che non potrebbe essere più impie-

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Al F.O.L.I.

Rep. Operazioni Uff O.A.

ROMA

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N.° 877/3137/Allegati

ARGOMENTO: Carbone per la R^a Marina.- Mezzo navale per trasporto.

1. Com'è noto il Piroscafo SENIO,a suo tempo lasciato libero dal MED.BO. a completa disposizione del servizio italiano,era dalla Marina impiegato per il collegamento e trasportc fra le varie basi,la Sicilia e la Sardegna.

2. Considerata la necessità di provvedere urgentemente al fabbisogno di carbone per i servizi a terra nella stagione invernale,col foglio 2670/OA. del 23 Settembre,Maristat chiese il nulla osta di codesto F.O. L.I. perchè al trasporto relativo fosse assegnato il SENIO. F874

3. - Poichè il C.C. del Mediterraneo considera vantaggioso impiegare direttamente il SENIO per i rifornimenti di carbone delle Marine Alleate ed Italiana - foglio NSC/1248 in data 2 corrente - si prega interessare la competente Autorità affinchè al posto del Piroscafo in argomento,che non potrebbe essere più impiegato per gli scopi di cui al n° 1,sia messa a disposizione,almeno provvisoriamente,del servizio italiano

../..

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

la N/t. MESSINA, iscritta nel Ruolo del Naviglio Ausiliario, quando ultimerà i lavori in corso.-

IL CAPO DI STATO MAGGIORE

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2 C 4 5

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Mod 40

Stato Maggiore della R. Marina

Roma 17 Agosto 1941

Reg. M.D.S. Uff B.D.

Al AL F.O.L.I.

ROMA

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N.° Allegato

ARGOMENTO: Rifrnimento carbone dalla Sardegna.

Date le scarse disponibilità metropoli tane, é necessario effettuare dalla Sardegna il riformimento di carbone per Comandi ed Enti a terra della R.Marina.-

Si prega comunicare se nulla osta da parte di codesto r.O.I.I. per tale operazione, facendo riserva di rendere noto il fabbisogno approssimativo di carbone da trasportare in Italia. =

p. IL MINISTRO
F/to (ACCORRETTI)

P. C. C.
IL GUARDIAMARINA
(Aldo GASPARI PEEEEI)
Ald. Gaspari Pelley.

(Reparto M.D.S. = Ufficio B.D.) N°. 2

P R O M E M O R I A

ARGOMENTO: Carbone per Enti a terra. =

Date le scarse possibilità metropolitane, é necessario effettuare dalla Sardegna il rifornimento di carbone per Comandi, ed Enti a terra della R.Marina il cui fabbisogno per la prossima stagione invernale é il seguente:

- Maridipart Taranto	Tonn.	6600
- Maridipart Napoli	" "	4500
- Marina Roma	" "	1800
- Marisicilia	" "	2100
	Totale Tonn.	15.000

Il F.O.L.I. interessato in merito (vedi fogli allegati), ha fatto comunicare dalla S.C. A.C.C. che l'argomento non é di sua competenza.

Si prega il Reparto Operazioni di voler nuovamente prospettare la questione con il F.O.L.I. perché siano forniti i mezzi navali, occorrenti al trasporto del carbone dalla Sardegna in Sicilia e nelle sedi metropolitane. = 1873

Roma li, 5 Settembre 1944.=

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Date le scarse possibilità metropolitane, é necessario effettuare dalla Sardegna il rifornimento di carbone per Comandi, ed Enti a terra della R.Marina il cui fabbisogno per la prossima stagione invernale é il seguente:

- Maridipart Taranto	Tonn.	6600
- Maridipart Napoli	" "	4500
- Marina Roma	" "	1800
- Marisicilia	" "	2100
	Totale Tonn.	15.000

Il F.O.L.I. interessato in merito (vedi fogli allegati), na fatto comunicare dalla S.C. A.C.C. che l'argomento non é di sua competenza.

Si prega il Reparto Operazioni di voler nuovamente pro- 1873
rire la questione con il F.O.L.I. perché siano forniti i mezzi navali, occorrenti al trasporto del carbone dalla Sardegna in Sicilia e nelle sedi metropolitane. =

Rome li, 5 Settembre 1944.=

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

STATO MAGGIORE DELLA R. MARINA

REPARTO M.D.S. = UFF.B.D.

Prot. N. S.M/16144 Allegati

Indir. telegr.: MARISTAT

Roma li, 13 Settembre 1944

AL F. O. L. I.

R O M A

Argomento: Carbone per la R.Marina Italiana. =

Riferimento foglio n.L.749/2 dell'11 c.m.-

1. - I servizi per cui sono necessarie le 15 mila tonnellate di carbone segnalate sono: cucine delle Caserme e delle mense, riscaldamento Opsedali, Comandi, Caserme, Uffici, Accantonamenti, bagni, ecc.-

2. - Tale quantitativo di carbone é compreso nel fabbisogno che viene periodicamente comunicato a codesto F.O.L.I.

3. - Il pro-memoria n.2 del 5 settembre 1944 intendeva ottenere i mezzi navali necessari per il trasporto di detto carbone dalla Sardegna in Sicilia e nelle sedi metropolitane perché era stato segnalato dalle Autorità periferiche che la somministrazione del carbone da parte delle Autorità Alleate non avveniva sempre in modo regolare.

Tale fatto - in considerazione della imminente stagione invernale - aveva indotto questo Stato Maggiore a chiedere i mezzi navali necessari al trasporto di almeno quel minimo di carbone atto a garantire i servizi che in detta stagione rivestono particolare delicatezza. =

1972

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

REPARTO M.D.S. = UFF.B.D. AL F. O. L. I.

Prot. N. S.M./16144 Allegati

Indir. telegr.: MARISTAT R O M A

Argomento: Carbone per la R.Marina Italiana. =

Riferimento foglio n.L.749/2 dell'11 c.m.-

1. - I servizi per cui sono necessarie le 15 mila tonnellate di carbone segnalate sono: cucine delle Caserme e delle mense, riscaldamento Opsedali, Comandi, Caserme, Uffici, Accantonamenti, bagni, ecc.-

2. - Tale quantitativo di carbone é compreso nel fabbisogno che viene periodicamente comunicato a codesto F.O.L.I.

3. - Il pro-memoria n.2 del 5 settembre 1944 intendeva ottenere i mezzi navali necessari per il trasporto di detto carbone dalla Sardegna in Sicilia e nelle sedi metropolitane per ché era stato segnalato dalle Autorità periferiche che la somministrazione del carbone da parte delle Autorità Alleate non avveniva sempre in modo regolare.

1372

Tale fatto - in considerazione della imminente stagione invernale - aveva indotto questo Stato Maggiore a chiedere i mezzi navali necessari al trasporto di almeno quel minimo di carbone atto a garantire i servizi che in detta stagione rivestono particolare delicatezza. =

IL CAPO DI STATO MAGGIORE

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Mod. 39

Stato Maggiore della R. Marina

Rep. Operazioni Uff. O.A.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N.° 26,70 of. Allegati

Roma, 23 - ottobre 1944 A

Al F. O . L . I .

ARGOMENTO: Trasporto carbone per la Marina italiana.

URGENTISSIMO

Ref letter 16144 19th September

Con riferimento al Dispaccio 16144 del 19 set - tembre u.s. s'informa che vi è a Taranto, pronto a partire per recarsi a S.Antioco (presso Cagliari) a caricare carbone per la R.Marina, il Piroscafo SENIO a suo tempo lasciato dal Medbo, com'è noto, a completa disposizione di questo Ministero.

Dato che il SENIO andrebbe ad iniziare il trasporto delle 15.000 tonn.di carbone già richiesto e di cui al dispaccio in alto citato (in complesso dovrebbe effettuare 5 viaggi) si prega voler dare con la maggiore sollecitudine possibile il proprio nulla osta e comunicarlo al F.O.T.A.

1871

IL CAPO DI STATO MAGGIORE

L'Ammiraglio

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Al F. O. L. I.

Rep. Operazioni Uff. C.A.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N.° 2470 / Allegati

ARGOMENTO: Trasporto carbone per la Marina italiana.

URGENTISSIMO

Con riferimento al Dispaccio 16144 del 19 settembre u.s. s'informa che vi è a Taranto, pronto a partire per recarsi a S.Anticco (presso Cagliari) a caricare carbone per la R.Marina, il Piroscafo SENIO a suo tempo lasciato dal Medbo, com'è noto, a completa disposizione di questo Ministero.

Dato che il SENIO andrebbe ad iniziare il trasporto delle 15.000 tonn.di carbone già richiesto e di cui al dispaccio in alto citato (in complesso dovrebbe effettuare 5 viaggi) si prega voler dare con la maggiore sollecitudine possibile il proprio nulla osta e comunicarlo al F.O.T.A.

IL CAPO DI STATO MAGGIORE

L'Ammiraglio

1871

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2052

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

(GV446) Wt. 37206/1.6235. 80,000M. 12/43. E. & S. Ltd. 51-7301.

NAVAL MESSAGE.

S. 1320c.
(Established—May, 1920.)
(Revised—December, 1931.)

To:

FROM:

FOTALI ROME:
(R) ROMA.

B N L O MADDALENA:

DEFERRED.

ITALIAN AUTHORITIES REPORT WORK ON ROMA HELD UP
FOR LACK OF MATERIALS.
FOTAM'S 281131A FEBRUARY REFERS.
= 201720A.
REF: USE OF CIVILIAN LABOUR TO HAST EN WORK ON ROMA.
DIST: 3.6.9.10.
P/L T/P T O R 21/0810 21/3/45

DATE: 21 March, 1945
FROM: FOTALI
TO: NAVY [illegible]

FORWARDED FOR AP[illegible]TION.

1870

By REAR ADMIRAL.

formers in file IRN-11

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

(GV 546) Wt. 52266/D.8315. 12,500M. 12/43. E. & S. Ltd. 58,700.

NAVAL MESSAGE.

S. 1320c.
(Established—May, 1939.)
(Revised—December, 1941.)

TO:

FROM:

ROMAM (R) ENLO MADDALENA ENLO CAGLIARI FUTALI ROMS.

TRANSPORTATION SUB. COMMISSION.

RESTRICTED DISPERSED.

IN VIEW OF ENLO MADDALENA'S 030840 A MARCH. NO ACTION WILL BE TAKEN OF YOUR 281131 FEB. AND 021627 A MARCH. TRANSPORTATION SUB. COMMISSION A.C. CONCURS.

131259 A MARCH.

(REF. ACTION REMAINING TUG "ROMA.")

DIS. 3.6.9.10.

R.L.T.P. TOD 1550/13 14/3/45.

1869

R.N. 4335/2

TRANSPORTATION SUB-COMMISSION

FROM: TO:

DIRECTOR
MERRITT H.TAYLOR
DEPUTY DIRECTOR
COLONEL N.B.THOMAS
PLANNING STAFF
MAJOR F.P.RICHARDSON
GEORGE G.GROSS
CHARLIE RYAN
ADMINISTRATION DIV.
LT.COL.W.P.SCOGGINS
CAPT.C.S.WYATT
MOVEMENTS DIV.
COL.M.JSIEFF
LT.COL.J.W.BAKER
LT.COL.J.H.BORDASS
LT.COL.J.A.BALFOUR
RAIL DIV.
LT.COL.O.H.LINDBERG
MAJOR W.C.FLETCHER
MAJOR A.C.PING
MAJOR E.G.MATSON
MAJOR A.H.STREET
MAJOR S.L.BAISTER
MAJOR C.K.LONG
ROADS DIV.
COLONEL J.J.CARNES
MAJOR C.W.A.PEPPER
MAJOR D.C.MOYLE
CAPT.W.G.PETERSON
PORTS & WHOUSE DIV.
CHARLES C.CROOKS
JAMES B.HURLEY
S.R.FRANCE
MAJOR R.H.KLEIN
DATE & TIME REC'D

Return buck slip to Chief Clerk, Admin.Div. with reference of file on which attached has been put.

REMARKS

To: Many Sub Commission

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

TONNETTS DIV.
COL.M.JSIEFF
LT.COL.J.W.BAKER
LT.COL.J.H.BORDASS
LT.COL.J.A.BALFOUR
RAIL DIV.
LT.COL.O.H.LUNDBERG
MAJOR W.C.FLETCHER
MAJOR A.C.PING
MAJOR N.G.MATSON
MAJOR A.H.STREET
MAJOR S.L.BAISTER
MAJOR C.M.LONG
ROADS DIV.
COLONEL J.J.CARNES
MAJOR C.W.A.PEPPER
MAJOR D.C.NOYLE
CAPT.W.G.PETERSON
PORTS & WHOUSE DIV.
CHARLES C.CROOKS
JAMES P.MURLEY
S.P.FRANCE
MAJOR R.H.MEIN
DATE & TIME REC'D

Return buck slip to Chief Clerk, Admin.Div. with reference of file on which attached has been put.

REMARKS

To: Mary Sub Commission

Noted P/W Div.

Summary

W. Witherspoon

10/March

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2056

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

(4/N 24) Wt. 57266/M.4313. 12,500M. 12/43. P. & S. Ltd. 51/7601.

NAVAL MESSAGE.

S. 1320c.
(Established—May, 1930.)
(Revised—November, 1931.)

TO: FROM:

FONAN, (R) FOTALI ROME, ENLO CAGLIARI. ENLO MADDALENA.

RESTRICTED.

ITALIAN F.O.HAS ALLOCATED TUG "TRIESTE" FROM MADDALENA TO RELIEVE MANUELO. SAILING SIGNAL WILL BE MADE.

MY C.1910A REFERS.

=OSCALOA MARCH.

REF. ACTION REGARDING TUG ROMA.

DIST. 3,4,6,9,10.

T.P. P.L. T.O.R.1820. 5/3/45. 1868

2057

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Wt. 5726/1[illegible] 10,000m. 12/43. [illegible]

S.T.A. 121/58

S. 1326d.
Established—May 1939
Revised—January 1941

NAVAL MESSAGE

To FOTALI ROME (R) EMLO MADDALENA FROM EMLO CAGLIARI FONAM.

IT HAS NOT BEEN FOUND POSSIBLE TO SPARE ANOTHER TUG FROM SERVICE

SOURCES FOR DUTY AT FIUMICINO.

2. AS ALLIED COMMISSION DESIRE MANUELLA THERE AS SOON AS POSSIBLE REQUEST YOU WILL TAKE WHATEVER ACTION YOU THINK FIT WITH MINISTRY OF MARINE ON EMLO MADDALENA'S 011910 A MARCH IN ORDER TO HASTEN REPAIRS OF ROMA SO THAT MANUELLA CAN BE RELIEVED AT CAGLIARI

021627 A MARCH.

DIS. 3.4.6.9.10.

P.L.T.P. TOR 02/1955

5/3/45.

1867

DATE: 3/3
FROM: FOTALI, ROME.
TO : NAVY SUB-COMMISSION, PQ. AC.

FORWARDED FOR APPROPRIATE ACTION.

[signature], REAR ADMIRAL.

2056

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

STA 121/22.

WL 37266/39317. 16,000m. 12/43 1.1.44 81-7800

NAVAL MESSAGE

S. 1328d.
Established—May 1940
Revised—January 1942

From

To

FONAM (R) FOTALI ROME HNLO CAGLIARI HNLO MADDALENA

RESTRICTED.

ITALIAN FLAG OFFICER WHO IS RESPONSIBLE FOR BOTH CAGLIARI AND MADDALENA CONSIDERS PRESENT ALLOCATION OF TUGS THE BEST HE CAN MAKE AND DOES NOT CONSIDER IT ADVISABLE TO SEND ONE FROM HERE TO CAGLIARI.

HE INFORMS ME THAT THE ONLY CIVILIAN LABOUR AVAILABLE IS SO EXPENSIVE THAT THE ITALIAN NAVY CANNOT AFFORD TO PAY FOR IT.

YOUR 281131 REFERS.

0:1910 A MARCH.

(REF. ACTION BY ALLIED COMMISSION RE TUG 'ROMA')

DTG. 3.6.9.10.

P.L.T.P. TOR 0610/2 2/3/45. 1866

2059

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Sta 121/38

Wt. 87286/1[illegible] 15,000m. 12/42. [illegible]

NAVAL MESSAGE

S. 1320 c.
Established—May 1939
Revised—January 1943

To FROM

FOLI ROME (R) ENLO MADDALENA ENLO CAGLIARI FOMM.

RESTRICTED.

ENLO MADDALENES 261334A IS BEING PASSED TO YOU FOR NECESSARY ACTION BY ALLIED COMMISSION IN VIEW OF THE FACT THAT 'ROMA' IS AN ITALIAN CIVILIAN TUG.

2. ENLO MADDALENA IS REQUESTED TO (A) REPORT IF IT IS POSSIBLE TO LOAN ANOTHER TUG TO CAGLIARI PENDING COMPLETION OF 'ROMA' AS MANDELIA IS URGENTLY REQUIRED AT FUIMICINO. (B) EXPLAIN LAST PARAGRAPH OF HIS 261334A AS IT IS NOT UNDERSTOOD WHY CIVILIAN LABOUR CANNOT BE ENGAGED.

281131 FEB.

(261534 NOT YET RECEIVED)

DIS. 3.6.9.10.

P.L.T.P. TOR 1731/28 2/3/45

1865

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

S.T.A. 121/83

Wt. 47268/138015. 15,000m. 12/45. L.I.& S. 61-7808.

NAVAL MESSAGE

S. 1320d.
Established—May 1938
Revised—January 1942

To FOTALI ROME.

From C.C.C. NAPLES.

FOLLOWING IS PASSED TO YOU FOR ACTION ADDRESSED FOFAM (R) ENLO CAGLIARI FROM ENLO MADDALENA. IT IS NOW REPORTED THAT THE FOLLOWING MATERIALS ARE REQUIRED TO COMPLETE REFAING TO ROMA MY 231006.

20 SQUARE METRES COPPER BOTTOM SHEETING. 20 KILOGRAMMES COPPER NAILS DIAMETER 2 MILLIMETRELENGTH 2 CENTIMETRES IN ADDITION THE PROCESS OF CAULKING IS SLOW BECAUSE ONE NAVAL CAULKER ONLY IS AVAILABLE AND ESTIMATED TIME OF COMPLETION HAS BEEN CHANGED TO MID APRIL. IT IS CONSIDERED THIS CAULKING COULD BE SPEEDED IF THE NAVAL AUTHORITIES HAD PERMISSION TO ENGAGE CIVILIAN LABOUR.

≈261334A FEB.

DIST. 3,6,9,10,4.

1864

T.P. P.L. T.O.R. 1250. 2/3/45.

2061

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub Commission APO 394

NSC/ 1788
9th March, 1945.

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

Subject: Italian Merchant Navy Mail.

1. A report has been received from the Censorship Authorities regarding a check which was carried out on mail from Italy to Italian Merchant ships.

2. Envelopes containing this mail for onward despatch to the ships concerned were stamped :-

(a) "MINISTERO DELLA MARINA - DIREZIONE GENERALE DELLA MARINA MERCANTILE".

(b) "THIS MAIL HAS BEEN CENSORED".

(c) "PRIVATE MAIL FOR ITALIAN s/s ....."

3. It is requested that stamp (b) be changed to read "THIS MAIL HAS PASSED THROUGH CENSORSHIP".

4. As regards to stamp (c) it is observed from the report that official correspondence has been, in many instances, included in an envelope marked "PRIVATE MAIL". This is undesirable as it may have the effect of delaying delivery of official correspondence which should have priority treatment, and it is the endeavour of the Censorship Authorities to speed up the delivery of mails.

NAVY SUB-COMMISSION · ALLIED COMMISSION

12 MAR 1945

REAR ADMIRAL,
Chief Navy Sub Commission.

1863

CONFIDENTIAL

FROM ..... The Naval Adviser on Mail Censorship, Med.

DATE ..... 24th February 1945

TO ..... F. O. T.A.L.I., Rome.

Ref. W.G.J/M/92

Subject : ITALIAN MERCHANT NAVY MAILS

Enclosed is a Report by The Allied Censor Control Officer, Naples, on a check censorship which was carried out on a bundle of outward mail from Italy addressed to personnel on Italian Merchant vessels.

2. The procedure is for the Ministero della Marina Mercantile to forward this mail to The Ministry of War Transport for onward despatch to the ships concerned in envelopes as per sample attached.

3. It will be observed that this envelope is stamped :-

" THIS MAIL HAS BEEN CENSORED "

when in point of fact this is not a true statement and is misleading. I agree therefore with the Allied Censor Control Officer who suggests that this stamp be changed to :-

" THIS MAIL HAS PASSED THROUGH CENSORSHIP "

which is a correct statement in view of the fact that civilian mails are not 100% censored, although it may have passed through censorship.

4. It will also be observed from this Report that Official Correspondence has been in many instances included in a packet marked PRIVATE MAIL. This is undesirable because it has the effect of delaying delivery of Official Correspondence which should have priority treatment. It is the converse, but from the security point of view not so objectionable, as the habit of enclosing private correspondence with Official Mail.

5. It is requested that the two points raised in Paras 3 and 4 above may be drawn to the notice of the Italian Ministry of Marine, with some emphasis laid on the desirability of keeping their Official Correspondence separate from Private Correspondence.

6. For your information the examination carried out by the Allied Censor Control Officer disclosed nothing of an objectional nature. He is however requesting for the future that all mail from Italy addressed by civilians to Italian Navy or Merchant Navy personnel be routed through his Office in Naples in order to consolidate all Italian naval mail censorship under one section of trained examiners. This should have the added advantage of speeding up delivery of the mails, Naples being the

1362

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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1362

FLAG OFFICER LIAISON ITALY
Date 28 Feb
No 220
ROME

N.A.M.C.
24/2/45

Copy to C.O.I.S. for information.

FILE/CA

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2064

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

N. 1558 di catalogo

REGIA MARINA

MITTENTE .....

Ordinativo L. P. S. 733 - L.500.000 - 14,5 × 20

URGENTE

MESSAGGIO POSTALE

THIS MAIL HAS BEEN CENSORED

PRIVATE MAIL FOR

ITALIAN S/S FULGOR

1861

16 Pellen

3 0 6 5

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

CONFIDENTIAL

ALLIED CENSOR CONTROL OFFICE
CORSO NOVARA 2
N A P L E S

18 Feb.45

SUBJECT: Italian Navy Mail (perscnal and official) addressed to Italian Merchant Vessels.

TO : R.N. Censor, Naples
Att. Lt. Cmdr. Jack

1. Pursuant to conversation on a/m matter this Office has examined the contents of the 2 large envelopes containing packets of mail addressed to Italian Merchant vessels.

2. Seemingly this mail was forwarded by the censorship stations in liberated Italy to the Ministero della Marina, Direzione Generale della Marina Mercantile, Ufficio Collegamento di Napoli, which has placed them in separate packets addressed to the various Italian Merchant Vessels. Each packet bore the stamps:

"This mail has been censored" and
" Private Mail for Italian S/s.

3. Examination of the contents revealed that not all of the enclosed correspondence had been censored nor was it all private mail. It is suggested that the stamp in use at present by the Ufficio Collegamento di Napoli be changed to read:

" This mail has passed through censorship".

4. The following is a list of the packets found in the first large envelope and their contents:

1) Private Mail for Italian S/s "Fulgor"

29 - stamped A.C.S.
5 - censored
2 - uncensored

2) Private Mail to Italian S/s "Eolo"

25 - uncensored letters
1 - uncensored card
3 - censored letters
4 - censored cards
4 - stamped A.C.S.

1360

./.

2656

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

3) Private Mail to Italian S/s "Monte Cuccoli"

5 - uncensored letters
1 - uncensored card
6 - censored letters
1 " card
2 - stamped A.U.S.

4) Private Mail to Italian S/s "Monte Grappa"

1 telegram
20 - uncensored letters
2 - censored letters
8 - stamped A.C.S.
1 - censored card
2 - marine pamphlets

5) Service Record of Navy personnel.

6) Private Mail for Italian S/s "Ugo Fiorelli"

19 - letters with A.C.S.
26 - uncensored letters
2 - censored letters
5 - " cards
1 - uncensored card
4 - Navy booklets
1 - packet official documents

5. The following is a list of the packets found in the second large envelope:

1) Private Mail for Italian S/s "Vittorio Zanibon"

7 - Navy booklets (uncensored)
1 - uncensored R.C. messages

2) Private Mail for Hospital Ship "Toscana"

1 - censored letter
1 - registered letter(uncensored)

3) Private Mail for Italian S/s "Sandrina"

3 - registered letters (censored)
1 - uncensored letter

4) Private Mail for Italian S/s "Principessa Giovanna"

2 - small packets of official mail

5) Private Mail for Italian S/s "Principessa Giovanna"

1 - registered letter (uncensored)

1359

./.

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

1 - telegram
2 - uncensored letters

6) Private Mail for Italian S/s "Pertusolci"

2 - official letters
1 - letter stamped A.C.S.
1 - letter censored
2 - uncensored letters

7) Private Mail for Italian S/s "Argentina"

8 - official letters
4 - marked A.C.S.
1 - censored
6 - uncensored

8) Private Mail for Italian S/s "Fanny Brunner

1 - official
3 - marked A.C.S.

9) Private Mail for Italian S/s "Taigete"

1 - official
8 - uncensored
24 - marked A.C.S.
7 - censored

10) Private Mail for Italian S/s "Lucia C."

7 - censored letters
2 - uncensored letters

11) Private Mail for Italian S/s "Fortunata"

5 - marked A.C.S.
1 - censored

12) Private Mail for Italian S/s "Cesena"

1 - marked A.C.S.

13 - Private Mail for Italian S/s " Oltena"

7 - letters stamped A.C.S.
1 - Censored
1 - uncensored

14) Private Mail for Italian S/s "Monte Cuccoli"

2 - official letters
10 - uncensored letters
3 - censored
1 - A.C.S. card
3 - telegrams
1 - official booklet

./.

1358

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

15) Private Mail for Italian S/s "Campidoglio"

7 - censored letters
16 - marked A.C.S.
4 - uncensored

16) Private Mail for Italian Ship "Anna Capano"

4 - official letters

6. Also found in the second large package were:

6 - official letters
4 - censored letters
4 - uncensored letters
4 - marked A.C.S.

Richard L. Garzarelli, Capt.

Richard L. Garzarelli
Capt. Inf.
A.C.C.O. Naples

ALLIED CENSOR CONTROL OFFICE NAPLES

HQ ALLIED COMMISSION

CONFIDENTIAL
CIVIL CENSORSHIP GROUP

STATION RECORD No. ROME ITA 7388-45

From:	To:
UNIONE ITALIANA RIASSICURAZIONE Piazza S.Bernardo, 101 Rome, Italy	MINISTERO DELLA MARINA (Ministry of the Navy) Piazza 23 Ottobre Rome, Italy

Give place of Postmark where there is no address

Date of communication or postmark if letter is un-dated	Type mail	Reg. No.	Language	Previously censored by	Enclosures
2 February 1945	Ordinary Surface	- - -	Italian	- - -	- - -

Previous relevant record	Station allocation	C. C. G. Allocation	Disposal of original communication
- - -	Naval Int. Unit	G-2 (CC) AFHQ. AC HQ. File N-2 AFHQ. IRB London Dir.Int. ASF Wash.	Held Excised Photographed Sent with comment to: Passed F Condemned Return to sender

COMMENT

LIST OF ITALIAN MERCHANT SHIPS WHICH TOOK COVER IN AMERICAN HARBOURS

In answer to your letter N.200 B. Divisione IIIa Sez. Ia, dated 5 January 1945, which was forwarded to us through the Ministry of Industry, Commerce and Labour, we inform you that the following ships have not been mentioned in the list re. Italian ships harboured in American territories (first neutral and then at war with Italy):

United States: tanker "BRENNERO" (without insurance)
Mexico: tanker "VIGOR" (requisitioned by the Navy)
Venezuela: steamer "JOLE PASSIO (set on fire and sunk by the crew
Brazil: steamer "ABQUITAS" (P.T.)
" "AIDA LAURO"
" "A.LIMONCELLI"
" "AUCTORITAS"
" "AUGUSTA"
" "LAURA LAURO"
" "LIANA"
" "LIBRATO"
" "PAMPANO"
" "TERRO"
" "TERESA"

1856

all these ships have been sold to the Brazilian Government; the management is therefore not interested in them.
steamer "AFRICANO" (escaped from the harbour where she had taken shelter and went to BORDEAUX)
steamer "PITTSBURG" (escaped from the harbour where she had taken

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

8 February 1945	Ordinary Surface	- - -	Italian	- - -	- - -

Previous relevant record	Station allocation	C. C. G. Allocation	Disposal of original communication
- - -	Naval Int. Unit	G-2 (CC) AFHQ. AC HQ. File --- N-2 AFHQ. IRB London Dir.Int. ASF Wash.	Held Excised Photographed Sent with comment to. Passed P Condemned Return to sender

COMMENT

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Mexico: tanker "VIGOR" (requisitioned by the Navy)
Venezuela: steamer "JOLE FASSIO (set on fire and sunk by the crew
Brazil: steamer "ABQUITAS" (P.T.)
" "AIDA LAURO"
" "A.LIMONCELLI"
" "AUCTORITAS"
" "AUGUSTA"
" "LAURA LAURO"
" "LIANA"
" "LIBRATO"
" "PAMPANO"
" "TEBRO"
" "TERESA"

all these ships have been sold to the Brazilian Government; the management is therefore not interested in them.
steamer "AFRICANO" (escaped from the harbour where she had taken shelter and went to BORDEAUX)
steamer "BUTTERFLY" (escaped from the harbour where she had taken shelter and went to NANTES (FRANCE) then P.T.)
steamer "PRISCO"-"XXIV MAGGIO" (escaped and went to BORDEAUX)
steamer "FRANCO MARTELLI" (requisitioned by the Navy).

1856

FILE

EXAMINER Italian Censor REVIEWER T.S.M. EXAMINATION DATE 9 February 1945

SPECIAL NOTICE. — The attached information was taken from private communications, and its extremely confidential character must be preserved. The information must be confided only to those officials whose knowledge of it is necessary to prosecution of the war. In no case should it be widely distributed, or copies made, or the information used in legal proceedings or in any other public way without express consent of the Civil Censorship Officer, Allied Commission.

CONFIDENTIAL

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1457
6 January 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Public Safety Sub-Commission, Hq. A.C.

Subject: Motor Boats - Guardia Finanza.

1. Reference is made to your letter AC/11608/PS dated 16 November 1944.

2. The two boats "MARONCIN" and "D'AMATO" at BRINDISI have been requisitioned by the Army for fishing purposes and it will be necessary for you to arrange the de-requisitioning if you consider the CG.FF. requirements overrides the necessity to retain them at Brindisi for fishing.

3. The "MAZZEI" at TARANTO is being repaired and is available and at the disposal of CG.FF.

4. Movements of the boats can be arranged by the CG.FF. with the Naval Officer-in-Charge at the respective ports.

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

2072

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

OFFICE OF FLAG OFFICER LIAISON ITALY, ROME.

(Naval Sub Commission)

STAFF MINUTE SHEET.

Subject Guardia Finanza Motovedette. Pack No. .....

Referred to

~~Sec. To FOLI~~

~~So (LI)~~

S.O.(Ops) 2/XII

~~C.S.O.~~

~~S.O.(A)~~

~~Sec~~ 4/12

~~Mar (LI)~~ 2.xii

~~S.O.(Ops)~~ 10/XII

~~C.S.O.~~

~~Sec~~

Sec

Rome.

For Remarks.

E.C.T. 19.xi.

He should ask Brindisi first. I have a theory that boats formerly used as patrols are now in service of NCSO.

2.xii

Ask Brindisi if there are any mtd.

What about "Mazzei" at Taranto?

3/12

After (1)

Ask Brindisi to find out about Mazzei 4/12

Confirmed first two boats are at Brindisi and have been requisitioned by the Army for fishing purposes. Port Sup. S.C. will make [illegible] arrange for the derequisitioning, if their requirements at Fiumicino overrides the necessity to retain them at Brindisi for fishing.

"Mazzei" is at Taranto & being refitted. She is not used by us, formerly used by Italy but now officially returned to the G.G.F.F. is available at the disposal of C.C.F.F. 1955

500 is requested to please remark on para 3. 8/12

After action circulation

Disposal

B. U.

Continue, if necessary, on BACK.

2 C 7 3

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

STAFF MINUTE SHEET.

*Pack No.*_____

Subject _____

Origin _____

Referred to

SOLi suggests that FOTALI (Rome) is in the best position to judge the relative claims. Unless it is considered FOTALI should approve this on the request of the Commanding General, propose it be forwarded to FOTALI Rome for decision with the information that the two boats at Brindisi have been taken over by the Army but can be de-requisitioned and that the one at Taranto is under orders of GG. FF. now.

Personally I suggest fishing a better use for the boats than security patrols.

[illegible]

After action circulation

Disposal

Prefer Forward to FOTALI (Rome)

Paper came from Rome via the Air Place! Cctd 16/12

B. U.

Rome - over to you. [illegible] 17/12

Continue, if necessary, on a FRESH minute sheet. 1854

2074

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

16 November, 1944.

AC/14608/PS

SUBJECT : Guardia Finanza Motor Boats.

TO : Navy Sub-Commission.

1. Commanding General GG.FF has requested authority to transfer 3 motor boats (Motovedetta) from Brindisi and Taranto to Fiumicino or Anzio.

2. These boats are GG.FF property but were at the service of the Italian Navy during the emergency. They have now been returned to GG.FF.

Particulars of the boats are as follows :-

(i)	Motovedetta	"MARONCLN"	Brindisi
(ii)	"	"D'AMATO"	"
(iii)	"	"MAZZEI"	Taranto.

3. Can authority be given for this movement, please.

Frank J. Wilson MAJ.
JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission.

FJW/C.

1853

2075

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

A4-1/ACC

SENIOR U. S. NAVAL OFFICER, ITALY
Navy Post Office 61

Serial: (1063)

18 May 1944.

~~S-E-C-R-E-T~~

From: Senior U. S. Naval Officer, Italy.
To : Chief of Naval Operations.

Via : Commander U. S. Naval Forces, Northwest African Waters.

Subject: Italian Merchant Shipping.

Reference: (a) Naval Sub-Com. secret ltr. NSC/ACC/14 of 5 April 1944.

1. The Chief of Naval Operations was advised in reference (a) as to the action being taken to form an Italian agency to be responsible for the husbandry of Italian Merchant vessels.

2. The Ministry of Marine on 12 May 1944, advises that General (Naval Gunnery) Carlo MATTEINI has been appointed Director General of the Italian Mercantile Marine to succeed Admiral BARONE. It is anticipated that this change will result in a considerable improvement in the handling of matters pertaining to the Italian Merchant Marine.

R. W. STROLL.
Commodore, U. S. Navy

Copy to:
CNO
USA-Algiers.

B

1852

2076

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Wt. 22313/07997. 160GM. 12/42. C.B.&S.LTD.

NAVAL MESSAGE.

S 1320i.
(ESTABLISHED. OCTOBER. 1935.)

TO:

FROM C IN C MED

FOTALI (R) MEDBO ITALY FOWIT MWTR MED
ACC MAIN for ADAMS
SECRET IMPORTANT

I wish the Italian Merchant Marine to remain under the direction of the Ministry of Marine . MEDBO ITALY 131815 to MWTR MED

2. It is observed that General MATTEINI took over the post of Director General of the Merchant Marine by order of the Minister FOWITs No;FOWIT 465 of 21st May not to all erefers.

T.O.O. 141929 GR 83

T.O.R. 142222

REF. Merchant Marine.
DIST. SEC A/SECS CSO SSO SOO SOI NOIC USNLI NCSO MWTR SSTO
84 X3

ADLS.

Acc Rpt for Comando Forze Polaree
1851
SALERNO

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVAL SUB-COMMISSION
APO 394

P/tum

17 May 1944

SUBJECT: MEDBO Directive on Schooner Pool.

TO : M.E.D.B.O.,
9 Via dil Chiostro,
Naples.

Attached reply to Schooner Directive forwarded by you is enclosed from Legal Branch, ACC, Salerno.

(Sgd.) I. M. PALMER.

C O M M O D O R E

1 Incl:
Schooner Directive.

1850

COPY.

TO : MWT LONDON NASAB 644
(R) BAD WASHINGTON FOR BMSM
MEDBO ITALY FATIMA REAR FOR PALMER

FROM: MWTR MED
1510108 April

CONFIDENTIAL - IMPORTANT

1. FROM KALLOCH AND GRAHAM

2. WE HAVE DISCUSSED MANY TIMES AND AT LENGTH THE OPERATION OF FAN 312 AND NOW PUT FORWARD OUR VIEWS AS FOLLOWS, ALONG WITH WHAT IS HOPED WILL BE SUFFICIENT BACKGROUND.

3. THE CLASSIFICATION OF THE SHIPS REMAINS AS STATED IN MINUTE 197 OF NASBO MEETING, WITH THE EXCEPTION THAT IT WOULD BE PREFERABLE AT THIS STAGE TO DIFFERENTIATE BETWEEN VESSELS WHICH PROCEED, OR COULD PROCEED, OUT OF THE MEDITERRANEAN AND VESSELS WHICH REMAIN INSIDE THE MEDITERRANEAN.

4. UP TO THE PRESENT ALL MERCHANT SHIPS INSIDE THE MED. HAVE BEEN OPERATED BY THE ITALIAN MINISTER OF MARINE THROUGH A BODY KNOWN AS CO.GE.NA. MWT HAVE ADVANCED FUNDS ASKED (OF?) FOR THE OPERATION OF THESE VESSELS TO CO.GE.NA., WHO ACCOUNT FOR THEM. THIS EXPENDITURE IS, IN FACT, LIMITED TO WHAT MIGHT BE TERMED SHIP-OWNERS LIABILITIES. OTHER EXPENSES WHICH COULD BE CALLED CHARTERERS LIABILITIES ARE NOT REPEAT NOT CONSIDERED AN ITALIAN COMMITMENT BUT ARE PAID DIRECTLY BY PSTO, WSA, OR MWT, WHICHEVER AUTHORITY ON BEHALF OF MEDBO CONTROLS THE VESSEL. TANKERS IN THIS CATEGORY ARE BEING OPERATED BY NAVAL AUTHORITIES. ALL THESE SHIPS WILL BE USED IN ALLIED SERVICE TO THE EQUAL BENEFIT OF WSA AND MWT, AND MONTHLY STATEMENT WILL BE GIVEN ON PERFORMANCE.

5. IN ORDER TO AVOID CONFUSION WE HAVE NOW AGREED THAT ALL COASTERS, SMALL PERSONNEL SHIPS AND OTHERS WHICH ON ACCOUNT OF THEIR RANGE AND SPEED WILL REMAIN IN SERVICE IN THE MEDITERRANEAN, ARE TO REMAIN UNDER THE JURISDICTION OF MEDBO FOR FULFILMENT OF AFH. REQUIREMENTS, AND FOR THIS PURPOSE THEIR MOVEMENTS WILL BE CONTROLLED BY PSTO. THEY WILL NOT REPEAT NOT BE DECIDED ON A SHIP BASIS BETWEEN WSA AND MWT, BUT WASHINGTON AND LONDON WILL BE INFORMED AT REGULAR INTERVALS OF TRIALS OF OPERATING AND OTHER EXPENDITURES.

6. OCEAN GOING VESSELS PROCEEDING OUTSIDE THE MED. WILL BE DIVIDED IN AGREEMENT BETWEEN WSA AND MWT (AS?) PROVIDED IN FAN 312. SEVEN VESSELS IN PARA 6 WILL BE CHARTERED FROM ITALIAN GOVERNMENT BY WSA OR MWT ON AN ADAPTED FORM OF GROSS CHARTER AS USED FOR THE FRENCH, BUT WITH THE PROVISO THAT ALL THE FINANCIAL OBLIGATIONS OF THE CHARTERER ARE TO REMAIN IN ABEYANCE FOR DISCUSSION AT A LATER DATE. SHIPOWNERS LIABILITIES ON THESE VESSELS WILL HOWEVER REMAIN AN OBLIGATION OF CO.GE.NA. SIMILARLY TO VESSELS WITHIN THE MEDITERRANEAN. WSA OR MWT WHICHEVER IS CONCERNED WILL PAY DISBURSEMENTS ON OWNERS ACCOUNT AT FOREIGN PORTS RENDERING ACCOUNTS TO NAPLES FOR SETTLEMENT BY CO.GE.NA. IN LIRE.

1849

7. THE POLITICAL UNREST PREVALENT IN ITALY HAS BEEN ONE OF YOUR DIFFICULTIES AND WE ARE NOT ENTIRELY SATISFIED THAT CO.GE.NA. IN ITS

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1849

7. THE POLITICAL UNREST PREVALENT IN ITALY HAS BEEN ONE OF YOUR DIFFICULTIES AND WE ARE NOT ENTIRELY SATISFIED THAT CO.GE.NA. IN ITS PRESENT FORM IS CAPABLE OF SATISFACTORILY CARRYING OUT THE DUTIES OF SHIPS HUSBANDRY. THIS MATTER IS NOW BEING CLOSELY EXAMINED BY ALL CONCERNED HERE. CONSIDERING THE CHANGE OF FORM IF NECESSARY BUT MAINTAINING THE NOMENCLATURE CO.GE.NA. AS ITALIAN OFFICERS AND CREWS AFLOAT ARE NOW BEGINNING TO RECOGNISE IT AS THE BODY WHICH HAS ALLIED SUPPORT AND ARE GRADUALLY ACCEPTING ITS JURISDICTION WITH SOME DEGREE OF CONFIDENCE.

9. WE ARE SITISFIED THAT CO.GE.NA. HAVE BUILT UP AN ORGANISATION TO DEAL WITH P AND I OBLIGATIONS BUT THIS MAY REQUIRE FINANCIAL SUPPORT WHICH WE RECOMMEND SHOULD BE PROVIDED BY THE ALLIED GOVERNMENTS.

10. FULL DETAILS OF CREWS WAGES AND INCREASES GRANTED BY CO.GE.NA. ARE BEING MAILED TO WASHINGTON AND LONDON. NAPLES PASS TO FATIMA REAR.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

15 1010B April.

C/w Codex Part I 151006 Gr.451 Part 2 Gr.435 TOR 2008/15/4/44
Dist. O-3a 5 6 8 12 13 14 23 24a-27 28 28a 53 Log 1 3
USN pass to FATIMA RSVR for Condre PALMER, Naval Sub-Comm. SALERNO.
JMK/ARS

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2081

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

SECRET

From : Naval Sub-Commission, Allied Control Commission.

To : Commander-in Chief Mediterranean.
Copy to F.O.T.A.L.I.
F.O.N.I.T.

Date : 5 April 1944. Ref. 108/44.

Subject. Italian Merchant Marine

The attached copy of letter of Director, Shipping Sub-Commission, A.C.C., dated 31 March 1944 is forwarded for information.

(Sgd.) I. M. PALMER

COMMODORE.

2082

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NEAR HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVAL SUB-COMMISSION
A.P.O. 394

SECRET

NSC/ACC/14

April , 1944.

To : Chief of Naval Operations.

Via : 1. Senior U.S.Naval Officer, Italy.
2. Commander U.S.Naval Forces , Northwest African Waters.

Subject : Italian Merchant Shipping.

Enc : (A) Copy Shipping Sub-Com. secret ltr. 24 March,1944.
(B) Copy Shipping Sub-Com. secret ltr 31 March,1944.

1. Enclosures (A) and (B) are forwarded for information. It is requested that the Administrator, War Shipping Administration, Washington be advised as to the action being taken to form an Italian Shipping Committee to be responsible for the husbandry of Italian vessels.

2. The above procedure is in accordance with Combined Chiefs of Staff secret despatch FAN 312 of December 1944, paragraph 6 (b) (2) :

" Creation of an Italian Shipping Board or husbanding agency with branches abroad by the Italian Government considered necessary to effect time-charter arrangements and perform owners functions thereunder ."

H.St.John Butler,
Comdr. U.S.Navy.
Member ,Naval Sub-Commission.

Copy to :

CNO
N.C.A.Algiers.

1847

SECRET

20831

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

SECRET

To : Commodore I.M.Palmer,
Naval Sub-Commission.

Date: 24th March 1944

From : Mr. Ian D. Campbell,
Shipping Sub-Commission.

I have just returned from a short visit to Algiers where the whole question of Italian shipping formed part of the discussions which took place.

It has now been definitely established that all Italian ships over 300 g.r.t. (inother words those ships requisitioned by the Royal Italian Government) will be chartered by the Allied Commander in Chief on a charter form which has been agreed by both London and Washington. This charter , while setting out the terms, will not bear any rates of hire but merely noted " Rate of freight to be agreed."

It is this question which prompts me to review the constitution of CO.GE.NA. as it now stands, also the Under Secretaryship held by Admiral Barone. It has become more and more apparent to both Nicol and myself that the position held by Admiral Barone is purely political and that he directs CO.GEE NA. from the political viewpoint rather than the practical.

As it is the intention of the Combined Shipping Adjustment Board to make the maximum use of Italian tonnage it is essential that some machinery is set up to attend the normal husbandry of these ships. You will recall in the very early days we endeavoured to constitute a body of ship owners to attend to this work but they were found , on our part not to be sufficiently experienced , and on the part of Admiral Barone to be of the wrong political colour. CO.GE.NA. has eventually been evolved, and while under the Chairmanship of Admiral Casardi , the members of the Committee named by Barone are all directors of Italian subsidised lines are represented on the Committee, and there being no members of the "free" ship-owning community which in fact constitutes the larger proportion of the Italian merchant fleet, I do not think it stretches the point too far when I say that the present committee members are not free agents but rather employees who doubtless receive substantial salaries but fail to give the impression of being fully in the war effort.

In view of the organization which has already been created we recognize that the Italian Government must be well represented on the Committee , and it must be accepted that

1346

SECRET

2 C 8 4

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

SECRET

the Chairman should be a senior Naval Officer, more especially since here in Southern Italy there is at the present time no shipowner of the calibre competent to fulfil such a position. As a successor to Admiral Barone, who we think should be removed to rectify the present position, we feel that Admiral Casardi should be appointed. In submitting that Casardi should succeed Barone I must say that in our dealings with the Italian Authorities to date he has been found reasonable, ready to admit his lack of technical knowledge of merchant shipping, but willing to be guided by and accept the views of those who do have knowledge of the industry- an attitude which Admiral Barone has never taken.

Recently we have sensed lack of co-operation amongst the Committee members themselves, insofar that they say that the Committee as such cannot take any action but must refer everything back through the Under Secretary, and while the members are perhaps not all that can be desired, I feel sure that if the man at the top was more reasonable a lot of our troubles would disappear.

Having had no previous experience of the correct method by which one removes a senior State official from office I do not know whether I should discuss the proposed change at A.C.C. HQ. However, in view of the directive which was issued on the 24th December ,1943 , by A.F.H.Q., M.G.B., which states that ...." During such time as matters affecting Italian Merchant Shipping are handled by the Italian Minister of Marine, all such matters will be dealt with through the Flag Officer Taranto, Adriatic and Liaison Italy direct, or via the Naval Sub-Commission" ... I think I have made the correct approach in writing to you.

/s/ Ian D. Campbell

Chairman
Shipping Sub-Commission.

13

SECRET

9, Via del Chiostro,

NAPLES.

22nd February, 1944.

From : Shipping Sub-Commission.

To : Chief Staff Officer, Economic Section, Allied Control Commission.

Subject: Civilian Supply Statistics and Logistics Report.

Reference: Your letter ES/32 of 14th February, 1944.

1. To obtain the full information required by paragraphs 3c(2)(a) and 3c(2)(f) of A.F.H.Q. letter AG.400-2(AMGOT)AGM of 9th February, a request was made to a full meeting of the Mediterranean Shipping Board (Italy). The following is an abstract from the minutes of the meeting held on 19th February:-

"Item 277. A.C.C. REPORTS. The Chairman stated that a request had been received from the A.C.C. asking for regular reports from the Shipping Sub-Commission on the following points:-

(a) Ports; number of berths available for civilian supplies, drafts and facilities.

(b) Coasters; shipping net and tonnages to be carried monthly.

"He considered that this was a duplication of the work already being done by Mov. & Tn., but asked for guidance as to a reply. Colonel Ackerley said that as far as ports were concerned, the reply should exclude those ports controlled by Military - which were all except Reggio and Crotone - and information regarding Military ports should be addressed to G.4 Mov. & Tn. He also said there are no coasters available for civilian traffic, but all bids should be put in in the normal way and tonnage would be arranged through G.4."

2. It is considered that port particulars and facilities and their working do not properly constitute part of the functions of the Shipping Sub-Commission, and that such matters should be handled by the Internal Transportation Sub-Commission.

3. With reference to those ports not under Military control, also minor ports and discharging beaches, it is submitted for consideration that a reconnaisance should immediately be undertaken by staff officers from the staff of each Regional Commissioner.

4. In connection with the monthly carriage of civil cargo by coaster, this Sub-Commission is not in possession of any programme of tonnage demands for A.C.C..

5. Copy of this letter has been sent to Naval Sub-Commission, Salerno, also to Internal Transport Sub-Commission.

45

1843

(Sgd.) IAN D. CAMPBELL

(Sgd.) IAN D. C

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

1. To obtain the full information required by paragraphs 3c(2)(a) and 3c(2)(f) of A.F.H.Q. letter AG.400-2(AMGOT)AGM of 9th February, a request was made to a full meeting of the Mediterranean Shipping Board (Italy). The following is an abstract from the minutes of the meeting held on 19th February:-

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(b) Coasters; shipping net and tonnages to be carried monthly.

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45

(Sgd.) IAN D. CAMPBELL

1943

(Sgd.) IAN D. C[illegible]

ACTING CHAIRMAN.

1944

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2087

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

CONTROL OF ITALIAN SCHOONER FLEET.

FROM.. FLAG OFFICER TARANTO AND ADRIATIC.

DATE.. 5th February, 1944. No.T.A.1110/16.

TO .. SHIPPING SUB-COMMISSION, ALLIED CONTROL COMMISSION,
9 VIA DEL CHIOSTRO, NAPLES.
Attention: Palmer.

The proposals in your letter No.S.C.37 of 26th January are concurred in.

2. With reference to paragraph 2, in addition to the schooners required for operational purposes such as A/S and M/S, those being operated by me to supply the Dalmatian Islands should also be excluded.

10 FEB 1944
Ly 45/44

(Signed) N. McGRIGOR
REAR-ADMIRAL.

1342

2088

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

63 10 Ly 39

Room 63 Ministry of Justice
SALERNO. 31st January 4

Dear

I never seem able to connect you on the phone? Re attached, Could you please give me the answer ? I suppose the proposed Schooner organization should answer the problem.

Ian Campbell Esq.
Ministry of War Transport
A.C.C. NAPLES.

1841

2069

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

23 JAN 1944 1840

BWS/hjp

22 January 1944

Commodore I. M. Palmer
Allied Control Commission
Salerno

My dear Commodore:

I would appreciate it if you would call on Mr. Ian Campbell of the Ministry of War Transport in Naples for discussion of the attached papers received from Marshal Badoglio.

Mr. Campbell is head in Italy of the Shipping Subcommission of the Communications Section. He will explain to you the status and terms of the directive and instructions covering the activities of the Shipping Subcommission and your connection therewith.

It is realized that the problem of supply of the Aeolian Islands is only a function of the Shipping Subcommission if Italian ships are to be employed, but since Mr. Campbell is also member of Medbo, his advice on the problem would be most helpful.

KILLEY W. STONE
Captain, USN
Acting Chief of Staff

1 Incl:
Ltr, Chief of Govt
No. 179, 17 Jan 44

1840

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

FROM: SHIPPING SUB-COMMISSION,
Allied Control Commission, 9 Via Del Chiostro. Naples.

Date: 26th January 1944.

To: DEPUTY PRESIDENT, A.C.C.,
FOTALI
TOWIT
FLAMBO
MEDBO, ALGIERS
✓NAVAL SUB-COMMISSION A.C.C., SALERNO.

Ref. S.C.37.

Subject: CONTROL OF ITALIAN SCHOONER FLEET

1. Attached hereto is scheme for operation and control by the Allied Authority of the Italian Schooner Fleet.

2. It is requested that comments on this scheme are made at an early date in order that the necessary machinery may be set up and the full carrying capacity of these schooners placed at the disposal of the Allies.

Lamb Campbell

ACTING CHAIRMAN
SHIPPING SUB-COMMISSION.

1339

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

LVLG V MEAV 346 IMMEDIATE
T QVR 1 MERM
FROM ACC REGION TWO 22 NFT
TO ACC TARANTO RPTD ACC MAIN FOR VINING
QQY GR---
RT/492 SUPPLY OFFICER TARANTO SHOULD APPLY TO SCHOONER
BOARD THROUGH COGENA RPT COGENA TO
BACKLOAD SCHOONER LEONARDO DA VINCI WITH
WINE FOR NAPLES STOP WILL TPTN SUB
COMMISSION MEANWHILE PLEASE TRY OBTAIN
AUTHORISATION FOR THIS AS SCHOONER ARRIVED
TARANTO TODAY
TMT TOO - THI 231200
REPTN 346 1 MERM 22 RT/492 231200
ACM B1 R1332

2092

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

MERM V MEAV NR 99 M QVR 2

PRTMN MJDT 241445 B

TO MEAV MERM

GR 49 BT

REF NR 6656 (CONFIDENTIAL)

RT SIANT FOUR NINE TWO OF JUNE TWO TWO

PD PAREN TO DISTWO FOR ACC

REGION TWO FOR ACTION ACC TARANTO

FOR INFO FROM ACC MAIN FOR

VINING SIGNED MACFARLANE PAREN AUTHORISATION OBTAINED

FOR SCHOONER LEO NARDO

DA VINCI TO LOAD WINE

TARANTO FOR NAPLES

BT

RPTN 99 2 241445 B

49 NR 6656

RT SLANT PD LE ++

=)39 NKOC DA VINCI

DN SENT AK AR ++

1837

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

1st Ind IMP/mer

REARHQ ALLIED CONTROL COMMISSION NAVAL SUBCOMMISSION APO 394 MIUT 8 MAY 44

TO : Chief Naval Sub-Commission

1. Referred.

2. No information has been received that Admiral Barone has actually been removed from office.

3. Am making full inquiry for your information.

E. Palmer
Commodore
10.5.44

Naval Sub-Commission
ALLIED CONTROL COMMISSION
Navy House, Taranto
RECEIVED MAY 12 1944

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DEPUTY MEDITERRANEAN REPRESENTATIVE

MINISTRY OF WAR TRANSPORT

Tel: FLAMBO 179
DIAL 52904

9, Via del Chiostro.
NAPLES.

8th May, 1944.

Dear Palmer,

The departure of Admiral Barone and the fact that the new Director General has not yet been appointed is causing some inconvenience and delay to the working of CO.GE.NA. Admiral Barone, when he took office, issued instructions that no cheques were valid unless they bore his signature, and to obtain this signature is now, as you will appreciate, quite a difficult matter. I should, therefore, like to suggest that as a temporary measure, and possibly even as a permanent one, the necessary authority to sign should be given to the Director of CO.GE.NA, Dr. Sarnella, who incidentally has our confidence and is co-operating with us to a marked degree.

I presume the necessary authority can only be given by Admiral de Courten, who I believe is now in Taranto with Admiral Casardi. I take it that the correct method of dealing with a matter of this kind is through FOTALI, and I should therefore be glad if you would put it up to Admiral Morgan and ask him to discuss it with the Minister.

Hoping to see you in Naples again shortly,

Yours sincerely,

Commodore I. M. Palmer,
Naval Sub-Commission.
A.C.C.

1335

2095

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

FLAG OFFICER LIAISON, ITALY,
AREA COMBINED HEADQUARTERS,
TARANTO.

12th May, 1944.

No.T.A. 1149.

MINISTER OF MARINE,
MARISTAT, PALAZZO RESTA,
TARANTO.

SIGNING OF CHEQUES.

The Allied Control Commission states that when Admiral Barone assumed office he issued instructions that no cheques drawn on Cogena were valid unless countersigned by him.

2. Ministry of War Transport officials state that as Admiral Barone is no longer assigned as Director General, the operation of Cogena is handicapped by this restriction. Pending report of Admiral Barone's relief it is requested that the Minister of Marine issue immediate instructions for Doctor SARNELLA to sign checques.

(Sgn) C. E. MORGAN,
REAR-ADMIRAL.

See Rpt of NAV SUB Com Ltr 18 May in File-3

2096

Declassified E.O. 12065 Section 3-402/NNDG NO. 735020

Re Shipping

COPY COPY COPY

DRAFT

MEDBO SUB COMMITTEES.

COAL	Weekly	Mr. I. M. Hooper
Civil Supplies	Weekly	Col. D. A. Greenhill
Port Situation	every 10 days	Commander J. O. DAVIES, R.N.R.
Repairs	Weekly	Mr. J. Gibson Graham
French Shipping	Weekly	Mr. M. H. Henderson
Italian "	Weekly	MADBO (ITALY)
Coasters	Monthly	Commander F.W.R. Williams R.N.R.
Harbor Facilities & Small Craft	Monthly	Captain F. Miners, R.N.R.
Tankers	Weekly	Mr. W. D. Brown
Port Progress Reports	Monthly	M.W.T.

1833

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

ALLIED FORCE HEADQUARTERS

U.S. SECRET.
equals British MOST SECRET
JCH/HF/jw

24th December, 1943.

Subject: Composition and Functions of (Merchant) Shipping Sub-Commission.

To: Major General Kenyon A. Joyce, Acting Deputy President, Allied Control Commission.

1. Copy of directive regarding the composition and functions of the Shipping Sub-Commission, as agreed at this Headquarters with C in C Mediterranean and MWT/WSA, is enclosed herewith for your guidance and for necessary action.

2. It will be noted that the sub-commission is to consist of the senior representatives of War Shipping Administration and Ministry of War Transport, namely, Mr. C.W. Kallock, Regional Director WSA, North Africa and Mr. J.G. Graham, and necessary staff. The following have been designated as staff personnel,

Ian D. Campbell (Naples)
Robert Nicol (Naples) (WSA Representative Italy).

It is anticipated that these designees will prepare appropriate detailed instructions for your issuance, implementing the basic directive.

3. The position of Major Hickingbotham (and any other officers now acting in the Shipping Sub-Commission) and the definition of their duties will be as directed by you, on the advice of the senior representatives MWT/WSA, and Flag Officer Taranto, Adriatic and Liaison, Italy.

J.C. HOLMES
Brigadier General, G.S.C.
Chief, Military Government Section.

Copy to:
HC AMG
AFHC Adv. Adm. Ech. (Att.Major Todd)
C in C Med.
MWT
WSA

Incl. as above.

1832

No.MFD.00180/12
The Flag Officer TARANTO,
ADRIATIC AND LIAISON, ITALY.
THE FLAG OFFICER,
WESTERN ITALY.

files A.F.C.

COPY

COPY

File.

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

U.S.A. SECRET
Equals British MOST SECRET.

SHIPPING SUB-COMMISSION

1. The Shipping Sub-Commission of Allied Control Commission is established as part of the Communications Section.

2. It will be composed of the Senior Representative of the War Shipping Administration and the Senior Representative of the Ministry of War Transport at Allied Force Headquarters and necessary staff.

3. It will deal with matters affecting the use of Italian merchant ships, exercising its functions through appropriate representatives in Italy, subject to the limitations in paragraph 4.

4. All matters relating to the movement and control of ships in port or at sea are subject to the orders of the Commander-in-Chief, Mediterranean.

5. During such time as matters affecting Italian Merchant Shipping are handled by the Italian Minister of Marine, all such matters will be dealt with through the Flag Officer, Taranto, Adriatic and Liaison, Italy direct, or via the Naval Sub-commission.

COPY

COPY

2099

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

ACC

10000/124/11 MERCH
DETAI
DEC, 1
2 of 2

[redacted]

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

10000/124/11 MERCHANT SHIPS, AND SCHOONERS
DETAILS
DEC. 43 - MAY 45 IRN-11

26 of 27

2102

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From: Italian L/O to 209 Sub Area H.Q.
To : Ministry of Marine and for Info. A.C.
Date: 17 May '45
Ref.: 406/4

Subject: Derequisitioning of a M.Fish.V.

We attach a request presented by MAZZIOTTI, Umberto of San Vito Marina to obtain the derequisitioning, or regularization of the administrative position, of his M.Fish Vessel.

Forwarded to you for action.

Liaison Officer.

DG/P.

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

2103

STATEMENT

(Re.Requisitioned M.F.V.)

The undersigned, MAZZIOTTI Umberto fu Vincenzo, resident at San Vito Marina (Chieti), owner of M.F.V. "AVANGUARDISTA" (gross tonnage 5.76) fitted with "Deutsche Werke" engines and registered at the Ancona Capt. of the Port, had her requisitioned by said Captaincy in accordance with a decree promulgated on 9 June 1940. She had a Crew of six who were also mobilized.

During the War, she appears to have been used in Greek waters, and is now thought to be at PATRASSO.

Crew endeavoured to obtain permission from Allied Command in Greece to bring M.F.V. back to Italy, but without result.

H.E. Minister of Marine was informed of the position and an Act was drawn up in Nov. 1944.

In view of hostilities having ceased, the undersigned wishes to obtain possession of his property and

Requests

H.E. the Minister to order the derequisitioning of above-mentioned M.F.V. or to take measures to protect the rights of the undersigned.

MAZZIOTTI Umberto

1831

S.Vito Marina (Chieti), 17 May '45.

DG/P.

2154

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From: MINISTRY OF MARINE (Maristat)
To : F.O.L.I. - Rome
Date: 11 May '45
Ref.: SM.9361

Subject: Steam Fish.V. "AGUGLIA".

Shall be glad to have a reply to our letter N°4265 of 3 Mar. last in which your approval was requested for above Vessel to return to Italy.

FLAG OFFICER EMISSI ITALY
Date 14 May.
No. 34
ROME

for CHIEF OF STAFF

REAR ADMIRAL.

DG/P.

DATE: 14th May, 1945
FROM: FOTALI, ROME.
TO : NAVY SUB-COMMISSION, HQ. AC.
FORWARDED FOR APPROPRIATE ACTION.
REAR ADMIRAL
1829

2105

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Mod.40

Roma 11 MAG. 1[illegible]6

Stato Maggiore della R. Marina

Rep. Operazioni Uff. Naviglio

Al F. O. L. I.

ROMA

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Tel. Aen 9761 Allegati

ARGOMENTO Piropeschereccio "AGUGLIA".

Si prega riscontrare il dispaccio 4265 in data 3 marzo c.a. di questo Maristat, con il quale veniva richiesto il nulla osta al rientro in Italia del Piropeschereccio in argomento.

IL CAPO DI STATO MAGGIORE

1923

2106

Declassified E.O. 12065 Section 3-402/NNDC NO. 785070

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2395
11 May 1945.

FILE

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

Subject: Steam Fishing Vessel "AGUGLIA".

1. In answer to Ministry of Marine letter SM 4269, dated 3 March 1945, the Navy Sub-Commission has been informed by Commander-in-Chief, Mediterranean, that Steam Fishing Vessel "AGUGLIA" is employed on essential service and cannot at present be made available as requested.

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

NAVY SUB-COMMISSION - ALLIED COMMISSION

12 MAY 1945

1827

IRN 11

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Office of Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
5th May, 1945.

Med.45/345/3/3
THE NAVY SUB COMMISSION,
HEADQUARTERS ALLIED COMMISSION.

STEAM FISHING VESSEL "AGUGLIA".

With reference to your No. NSC/1806 of 13th March, 1945, this vessel is employed on essential service and cannot at present be made available as requested.

for A D M I R A L

2108

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2301
30 April 1945.

FILE

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

Subject: Steam Fishing Vessel "AGUGLIA".

1. It would be appreciated if a reply could be given to Navy Sub-Commission letter NSC/1806 of 13 March 1945, which requested that consideration be given to permitting the return of "AGUGLIA" to Italian waters from HAIFA. The Ministry of Marine desires the return of "AGUGLIA" in order that she may engage in local fishing activities.

(Sgd) G. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
for CHIEF COMMISSIONER.

B

1825

NAVY SUB-COMMISSION · ALLIED COMMISSION

1 MAY 1945

IRH

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1806
13 March 1945

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

Subject: Steam Fishing Vessel "AGUGLIA".

1. Attached is a copy of Ministry of Marine letter SM 4269 of 3 March 1945, which requests that consideration be given to permitting the return of Steam Fishing Vessel "AGUGLIA" to Italian waters from HAIFA in order that she may engage in local fishing activities.

2. It is requested that the Navy Sub-Commission be informed of any action that can be taken regarding "AGUGLIA" in order that appropriate reply may be made to the Ministry of Marine.

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

Copy to:
Agriculture SC.AC.

ALLIED HQ. COMMISSION · NAVY SUB-COMMISSION ·

14 MAR 1945

1824

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: Ministry of Marine (Maristat)
To : F.O.I.I. - Rome.
Date: 3.3.45
Ref.: SM 1269

Subject: Steam Fish. V. "AGUGLIA".

The above Vessel, which was at Haifa end of September 1943, is particularly well equipped for deep-sea fishing, and if she were made available she could assist in improving the Country's food situation, which requires the biggest possible increase to the fish catch.

F.O.I.I. is requested, therefore, to kindly examine the possibility of having "AGUGLIA" repatriated and her de-requisitioning could then be arranged.

for CHIEF OF STAFF.

1823

COPY

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From: MINISTRY OF MARINE (Maristat)
To : F.O.L.I. - Rome
Date: 3.3.45
Ref.: SM.4269

Subject: Steam Fish. V. "AGUGLIA".

The above Vessel, which was at Haifa end of Sept. 1943, is particularly well-equipped for deep-sea fishing, and if she were made available she could assist in improving the Country's food situation, which requires the biggest possible increase to the fish catch.

F.O.L.I. is requested, therefore, to kindly examine the possibility of having "AGUGLIA" repatriated and her derequisitioning could then be arranged.

for CHIEF OF STAFF

1322

7th March, 1945

FROM: FOTALI, ROME.
TO : NAVY SUB-COMMISSION, [illegible]

FORWARDED FOR APPROVAL

REAR ADM

DG/P.

FLAG OFFICER LIAISON ITALY
Date 6 March
No 317
ROME

FILE

Mod. 39

Roma, 3 MAR. 1946 19 A

Stato Maggiore della R. Marina

Rep Operazioni Uff Naviglio

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 4414269 Allegati

Al F.O.L.I.

ROMA

ARGOMENTO: Piropeschereccio "AGUGLIA".-

Il Piropeschereccio "AGUGLIA", che trovasi a Haifa fin dal settembre 1943, è particolarmente attrezzato per la pesca in alto mare, e se fosse lasciato libero, potrebbe contribuire efficacemente al miglioramento dell'attuale difficile situazione alimentare del Paese, che richiede sia dato alla produzione ittica il maggior incremento possibile.

Si pregherebbe perciò codesto F.O.L.I. esaminare la possibilità di far rimpatriare il Piropeschereccio in argomento, del quale verrebbe successivamente disposta la derequisizione.

1821

IL CAPO DI STATO MAGGIORE

Raccom

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

[redacted] ALLIED DELEGATION
Navy Sub Commission AMG 304

FILE

2284

[redacted]
20th April, 1945.

[redacted]
[redacted]
[redacted]'s Letter Number
[redacted] 20th of the 16th
April, 1945.

Enclosure: [redacted]'s 20th of the 16th April, 1945.

Copy to: Navy Sub Commission, No. Allied Delegation.
OO 1 The Ministry of Finance, Bern.

Subject: [redacted]

Forwarded for the information of the Ministry.

NAVY SUB-COMMISSION · ALLIED · NOSSEFMOD

30 APR 1945

H. W. ZIROLI,
Commodore, U. S. Navy,
for [redacted]

1820

IRN 11

2

Office of Flag Officer,
Northern Area
Mediterranean.

At NAPLES. 24th April, 1945.

No. FONAM 601-2.
CHIEF NAVY SUB COMMISSION, ALLIED COMMISSION
(Copies to:- Chairman, Mediterranean Shipping Board
Principal Sea Transport Officer, Mediterranean
Naval Officer in Charge, Porty Jig
Naval Officer in Charge, Leghorn
Naval Officer in Charge, Naples Area
Sea Transport Liaison Officer, Naples
Ministry of War Transport Representative,
Mediterranean.)

M.V. PRINCIPESSA de PIEMONTE .

I am informed by the Principal Sea Transport Officer, Mediterranean that the M.V. Principessa de Piedmonte is outside the direct control of Comitato Gestione Italiano Navi as she comes under the heading of vessels chartered direct with the owners by the Italian Ministry of Mercantile Marine, Rome.

2. As the PRINCIPESSA de PIEMONTE is to be employed in port opening operations this is not considered to be a satisfactory arrangement and it is intended to enrol the crew of this vessel in the Royal Navy Labour Corps as from 1st May, 1945.

1819

3. From this date the Royal Navy will thus assume temporarily the responsibility from Comitat. Gestione Italiano Navi and the Ministry of Mercantile Marine for the pay, victualling and clothing of the crew of the Principessa de Piedmonte although the vessel will remain on requisition to the Italian Government and on loan to the Royal Navy.

D. Hammersley Rear Adm

for REAR ADMIRAL.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 736020

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/2078

10 April 1946.

From: Navy Sub-Commission, Hq, AC.
To : Agriculture Sub-Commission, Hq, AC.

Subject: Motor Vessel "PERSEO".

1. In answer to Agriculture Sub-Commission letter AGR/500.2 dated 5 April 1946, it is regretted that it is necessary to report that Flag Officer Taranto and Adriatic Liaison Italy has notified the Navy Sub-Commission that motor vessel "PERSEO" cannot be derequisitioned for operational reasons.

2. All Italian individuals and organizations who desire the derequisition of ex-fishing craft, should be referred to the Ministry of Marine in Rome and should be instructed not to approach subordinate Italian naval commands or Allied military organizations. The Ministry of Marine is cognizant of the general Allied requirements in regard to small motor vessels and with the concurrence of Allied naval authorities is organizing a plan which will allow vessels to be derequisitioned at regular intervals and in as large numbers as possible.

NAVY SUB-COMMISSION ALLIED COMMISSION

(Sgd) G. L. WARREN
REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.

1818

Copy to:
Economic Section, Hq, AC.
Food Sub-Commission, Hq, AC.

12 APR 1946

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

NAVY SUB COMMISSION (R) NOLU TARANTO. TOPALI.

RESTRICTED.

RELEASE OF PERSEO CAN NOT (R) NOT BE APPROVED. YOUR 061755 REFERS.

07122A. 8 APRIL.

DIS. 3.9.10.

F.L.T.P. TOR 2253/7 8/4/45.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

FOTALI (R) FOTALI ROME NAVY SUB-COMMISSION

RESTRICTED.

AGRICULTURE SUB-COMMISSION REQUESTS THAT EX-FISHING BOAT "PERSEO" BE REREQUISITIONED TO ENGAGE IN ESSENTIAL FISHING ACTIVITIES. CAN ANY ALTERATION NOW BE MADE IN THE DECISION CONTAINED IN PARA. 1 YOUR LETTER NO. T.A.1023/48 OF 13 FEB.

061755 B APRIL.

DIS. 3.9.10.

P.L.T.P. TOD 1808/6 7/4/45.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Tel. 262

JLM/cam

HEADQUARTERS ALLIED COMMISSION
APO 394
AGRICULTURE SUB-COMMISSION

AGR/500.2

5 April 1945

SUBJECT: Derequisitioning of Motor Vessel "Perseo"

TO : Navy Sub-Commission

1. Reference is made to our letter AGR/500.2 dated 14 March 1945, subject as above.

2. The Acting Vice President of the Economic Section received an inquiry from the Office of the High Commissioner for Food in regard to the status of the vessel "Perseo". It is requested that the status of this vessel be determined as soon as possible, so that the plans of the High Commissioner for Food, in regard to fishing in the Lampedusa area, can be developed in detail.

Leland G. Allbaugh
LELAND G. ALLBAUGH
Director

Distribution:
Economic Section,
Attn: Acting Vice Pres.
Food Sub-Commission

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS ALLIED COMMISSION
APO 394
Agriculture Sub-Commission

AGR/ 500.2
TEL: 478208

14 March 1944

SUBJECT: Derequisition of Motor Fishing Vessel "Perseo".

To : Navy Sub-Commission

1. Attached herewith is copy of a self-explainatory letter from the firm "SAPRI" about the motor-fishing vessel "Perseo".

2. It is requested that action be taken to find out if FOTALI can give the authorization for the derequisition of the above vessel.

FLAG OFFICER LIAISON ITALY
Date 19 March
No 317
ROME

John S. Watt Lt.Col.
for
LELAND G.ALLBAUGH
Director
Agriculture Sub-Comm.

DISTRIBUTION:

1 - Economic Section
2 - Ministry of Agriculture (Att.Ufficio Centrale della Pesca).
3 - Files

1814

2120

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

TRANSLATION

Rome, 24 February 45

S.A.P.R.I.

Soc.An.Pesca e Reti Ital.

To the Allied Commission
Fisheries Division
R O M E

Owing to your action the Ministry of Marine ordered with letter 31 Dicember 1944 the derequisition of our motor-fishing vessel "Perseo", suitable for fishing at Lampedusa banks, giving an important contribution to the fish catch.

The derequisition has been suspended as FOTALI, with letter N.1023/48 of 13 February 1945, has not authorized Maridepart Taranto (Comando del Dipartimento Marittimo di Taranto) to divert from the piloting service the m/v "Perseo" despite of the assurances given by the aforesaid H.Q. that such a service would have been regularly performed by other boats.

As far as we are concerned we have already collected the crew and the equipment that remain idle.

We take the liberty to point it out to you so that you can take, if feasible, the necessary steps to remove the difficulties.

Signed

S.A.P.R.I.
The Amministratore Delegato

Illegible

1813

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Tel. 489081.
Ext. 262

JMM/cam

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Navy S/C

AGR/500.2

April 1945

SUBJECT: Derequisitioning of Fishing Boats

TO : Presidenza del Consiglio dei Ministri.
Alto Commissario dell'Alimentazione
Attention: Avv. Storoni, Vice Commissario

1. Replying to your letter of 20 March 1945, in regard to the program which the High Commissioner for Food has organized to increase the quantity of fish available from areas around the Island of Lampedusa, and further in connection with the derequisitioning of the ship "Perseo".

2. The Agriculture Sub-Commission has of course been directly interested in the development of fishing production, and in the derequisitioning of fishing boats. Their records indicate that derequisitioning proceeds quite satisfactorily, except in instances where Allied Naval Forces cannot concur due to the type of work in which certain craft are engaged. However, two or more vessels were derequisitioned in connection with the program you mention.

3. The owners of the "Perseo" requested action by the Fisheries Division of the Agriculture Sub-Commission, on 14 March, to determine why the boat, derequisitioned by the Italian Navy, had not been released to them, and the request was forwarded to the Navy Sub-Commission for investigation. The substitution of another similar ship seems to be a logical method of facilitating release of the "Perseo".

4. Upon receipt of reply to the request to the Navy Sub-Commission, we will be able to advise you further.

1812

A. G. ANTOLINI
Acting Vice President
Economic Section

Distribution:
Economic Section
Navy Sub-Commission
Food Sub-Commission
Agriculture Sub-Commission

APPROVED: J. M. Merritt
J. M. Merritt
Major, Cav.
Agriculture S/C

2122

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Tel. 262

JGG/cam

HEADQUARTERS ALLIED COMMISSION
APO 394
AGRICULTURE SUB-COMMISSION

AGR/500.2

4 April 1945

SUBJECT: Derequisitioning of Fishing Boats

TO : Economic Section, Attention: Mr. Antolini

1. Reference is made to your letter ES/10.01 of 27 March 1945, subject as above.

2. Derequisitioning of fishing boats is effected by application to the Italian Naval authorities, who may approve the request, but always subject to concurrence by the Allied Naval authorities (British). Hence, derequisitioning goes on continuously, although problems arise as in this instance where the concurrence of the Allied Naval authorities cannot be given, presumably for operational reasons.

3. Request was received under date of 24 February for derequisitioning of the "Perseo" and forwarded to the Navy Sub-Commission on 14 March 1945 - copies of the correspondence are attached.

4. Two or more ships were derequisitioned for this work, the "Perseo" being the only one withheld, according to our records.

5. Derequisitioning is now proceeding in accordance with a definite program, so that the Navy Sub-Commission and the Italian Naval authorities, working from a list of motor fishing vessels, consider in each instance the practicability of releasing the boat for its normal work whenever the original requisition expires.

Leland G. Allbaugh
LELAND G. ALLBAUGH
Director

1811

Distribution:
Navy Sub-Commission
Food Sub-Commission

Enclosures:
Copy of ltr No. 1929.
24 Feb 45, from
S.A.P.R.I.
Copy of ltr AGR/500.2.
14 Mar 45

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

TRANSLATION

C
O
P
Y

S.A.P.R.I.
Societa An. Pesca e Reti Italiana

Rome, 24 February 1945

No. 1929

TO: Allied Commission
Fisheries Division

Owing to your action the Ministry of Marine ordered with letter 31 December 1944 the derequisition of our motor fishing vessel "Perseo", suitable for fishing at Lampedusa banks, for giving an important contribution to the fish catch.

The derequisition has been suspended as FOTALI, with letter N. 1023/48 of 13 February 1945, has not authorized Maridepart Taranto (Comando del Dipartimento Marittimo di Taranto) to divert from the piloting service the motor vessel "Perseo" despite the assurances given by the aforesaid H.Q. that such a service would have been regularly performed by other boats.

As far as we are concerned we have already collected the crew and the equipment that remain idle.

We take the liberty to point it out to you so that you can take, if feasible, the necessary steps to remove the difficulties.

signed: S.A.P.R.I.
L'Amministratore Delegato
(Illegible)

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
AGRICULTURE SUB-COMMISSION

AGR/500.2 14 March 1945

SUBJECT: Derequisition of Motor Fish Vessel "Perseo"

TO : Navy Sub-Commission

1. Attached herewith is copy of a self-explanatory letter from the firm "SAPRI" about the motor fishing vessel "Perseo".

2. It is requested that action be taken to find out if FOTALI can give the authorization for the derequisition of the above vessel.

LELAND G. ALBAUGH
Director

Distribution:
Economic Section
Ministry of Agriculture,
Att. Ufficio Centrale
della Pesca

1809

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/2066

9 April 1945.

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

Subject: List of Italian Shipping.

1. Reference is made to Flag Officer Liaison Italy, Rome letter No. L. 292/2 of 6 December which requested certain shipping information from the Ministry of Marine on behalf of the Bombing Survey Unit, Royal Air Force.

2. In view of the considerable work which is understood to be involved in compiling the data, the Bombing Survey Unit has asked that the Ministry of Marine be notified to take no further action on the request.

(Sgd) G. L. WARREN
REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.

Copy to:
BSU Detachment
c/o 14 Signals Center, RAF, CMF.

1863

B

WWW

NAVY SUB-COMMISSION - ALLIED COMMISSION

IRM 11

10 APR 1945.

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

SECRET

From:- Bombing Survey Unit Detachment,
c/o, 14 Signals Centre,
R.A.F., C.M.F.

To :- Navy Sub-Commission, Headquarters, A.C.

Date:- 4th April, 1945.

Ref :- BSU/P/50.

With reference to the request for certain information contained in our letter of even reference, dated 20th January 1945, we have since been notified that the work involved in complying with our request would be considerable.

2. In view of this fact, we would suggest that no further action be taken.

Squadron Leader,
Bombing Survey Unit,
R.A.F. C.M.F.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/1926

23 March 1945.

FIRST ENDORSEMENT on
Ministry of Marine's
ltr 3M.5437-19-3-45.

From: Navy Sub-Commission, Hq, AC.
To : Agriculture Sub-Commission, Hq, AC.

Subject: M.F.V. "LUCIANA", R. 170.

Forwarded.

H. ST. J. BUTLER,
Captain, U. S. Navy,
for REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.

Copy to:
Economic Section, Hq,AC.

ALLIED NAVY SUB-COMMISSION COMMISSION
7
24 MAR 1945

1805

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

COPY

From: MINISTRY OF MARINE (Maristat)
To : Agriculture Sub-Comm. (through N.S.C.-A.C.H.Q.)
Date: 19.3.45.
Ref.: SM. 5437

Subject: M. Fish. V. "LUCIANA" - R.170.

Ref. your NSC/1724 of 2nd inst.

You are informed that "LUCIANA" (R.170) is now 7th on the list for alternation; the time for her de-requisitioning will soon arrive, but it is impossible to fix the exact date as this will depend upon the number of similar M. Fish.Ve. which may become available to be requisitioned and detailed for M/S. duties.

For CHIEF OF STAFF.

DG/P.

COPY

1805

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From: MINISTRY OF MARINE (Mariotan)
To : Agriculture Sub-Comm. (through H.S.C. - A.C.H.C.)
Date: 19.3.45
Ref.: 37.5437

Subject: H.Fish.V. "LUCIANA" - I.170.

Ref. your MMC/1724 of 2nd inst.

You are informed that "LUCIANA" (I.170) is now 7th on the list for alternation; the time for her derequisitioning will soon arrive, but it is impossible to fix the exact date as this will depend upon the number of similar H.Fish.Vs. which may become available to be requisitioned and detailed for U.S. duties.

for CHIEF OF STAFF

DG/P.

1804

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY

From: MINISTRY OF MARINE (Maristat)
To : Agriculture Sub-Comm. (through N.S.C.-A.C.H.Q.)
Date: 19.3.45.
Ref.: SM. 5437

Subject: M. Fish. V. "LUCIANA" - R.170.

Ref. your NSC/1724 of 2nd inst.

You are informed that "LUCIANA" (R.170) is now 7th on the list for alternation; the time for her de-requisitioning will soon arrive, but it is impossible to fix the exact date as this will depend upon the number of similar M. Fish.Vs. which may become available to be requisitioned and detailed for M/S. duties.

For CHIEF OF STAFF.

DG/P.

COPY

1303

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

213

Stato Maggiore della R. Marina

Rep. M.D.S. Uff 3° Sez.BD

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

R.I.T. N° AM/N37 Allegati

Roma, 19 MAR 1946 Mod 40
Marzo 1945

A AGRICULTURE SUB COMMISSION

Tramite:
NAVY SUB COMMISSION

ARGOMENTO M/P Luciana - R.I70.=

Riferimento vostro foglio NSC/I724 del 2 c.m.=

Si comunica che il M/P Luciana R.I70 è attualmente la 7^ unità di altura nel turno di avvicendamento: la sua derequisizione è pertanto prossima per quanto non si possa precisarne l'epoca, essendo ciò subordinato al numero di motopesca similari da requisire ed adibire al dragaggio che, secondo le ricerche già in atto, risulteranno disponibili per la sostituzione.=

IL CAPO DI STATO MAGGIORE

1802

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1724
2 March 1945

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

Subject: M.F.V. "LUCIANA" R.170

1. Reference is made to Navy Sub-Commission letter NSC/1669 of 16 February, which forwarded a copy of a request by the Agriculture Sub-Commission to FONAM that subject motor fishing vessel be de-requisitioned.

2. The Navy Sub-Commission now has been informed by FONAM that "LUCIANA" is an Italian operated minesweeper under the direct control of Commandante Serio and that although, on occasion, she has been loaned to the British Royal Navy, she has always remained under the full control of the Italian Naval authorities.

3. Therefore, as "LUCIANA" is under Italian Navy control, it is requested that the Ministry of Marine consider the issues raised in the correspondence forwarded with Navy Sub-Commission letter NSC/1669, and notify the Agriculture Sub-Commission, through this office, as to whether it will be possible to allow her derequisition.

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

Copy to:
Economic Section
Agriculture Sub-Com. AC.
Ministry of Agriculture,
(Att. Prof. Brunelli).

MAR 1945

180

2133

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

ITALIAN M.F.V. "LUCIANA - R.170".

(Headquarters Allied Commission, Agricultural Sub-Commission's AGR/500.2 dated 9th February, 1945).

II.

No. FONAM.345-7.
NAVY SUB-COMMISSION,
HEADQUARTERS ALLIED COMMISSION.

It is understood that "Luciana - R.170" is an Italian operated minesweeper under the direct control of Commandante Serio, and although it has been loaned to the Royal Navy from time to time, it has always remained under the full control of the Italian Naval Authorities.

2. It is recommended therefore that you raise this question with the Italian Royal Navy.

Northern Area,
Mediterranean.
At NAPLES.
23rd February, 1945.

for REAR ADMIRAL.

1809

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DUPLICATE

ITALIAN M.F.V. "LUCIANA - R.170".

(Headquarters Allied Commission, Agricultural Sub-Commission's ACH/500.2 dated 9th February, 1945).

II.

No. FORAF.345-7.
NAVY SUB-COMMISSION,
HEADQUARTERS ALLIED COMMISSION.

It is understood that "Luciana - R.170" is an Italian operated minesweeper under the direct control of Comandante Serio, and although it has been loaned to the Royal Navy from time to time, it has always remained under the full control of the Italian Naval Authorities.

2. It is recommended therefore that you raise this question with the Italian Royal Navy.

Northern Area,
Mediterranean.
At NAPLES.
23rd February, 1945.

(Sgd.) C. APPLETON

for REAR ADMIRAL.

1799

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

TRIPLICATE

ITALIAN M.F.V. "LUCIANA - R.170".

(Headquarters Allied Commission, Agricultural Sub-Commission's AGR/500.2 dated 9th February, 1945).

XI.

No. FORAM/145-7.
NAVY SUB-COMMISSION,
HEADQUARTERS ALLIED COMMISSION.

It is understood that "Luciana - R.170" is an Italian operated minesweeper under the direct control of Comandante Zorio, and although it has been loaned to the Royal Navy from time to time, it has always remained under the full control of the Italian Naval Authorities.

2. It is recommended therefore that you raise this question with the Italian Royal Navy.

Northern Area,
Medi terranean.
At NAPLES.
23rd February, 1945.

(Sgd.) C. APPLETON

For REAR ADMIRAL.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

File

NSC/1669
16 February 1945

FIRST ENDORSEMENT ON
Agriculture SC AC ltr
AGR/500.2 of 9 Feb 1945.

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

Subject: Motor Fishing Boat "Luciana".

1. Forwarded.

Copy

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

Copy to:
Agriculture SC AC.

NAVY SUB-COMMISSION
7
ALLIED CONTROL COMMISSION

21 FEB 1945

ITEM 11 (c)

2137

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
AFO 394
Agriculture Sub-Commission

BCFM/cc

AGR/500.2
TEL: 478208

9 Febraery 1945

SUBJECT: Motor Fishing Boat "Luciana".

To : FONAM (Act.Lt.Crosse) NAVY HOUSE, NAPLES.

1. Attached is the translation of a letter requesting the de-requisition of subject motor fishing vessel.

2. It would be appreciated if this Sub-Commission could be informed of the boat's present status as it regards its availability for derequisition.

3. It is to be noted that the vessel has been in a requisitioned status for four years. In addition all efforts are being directed at increasing the present fishing fleet to produce more food.

B.C.F. MULIERI
Lt.Comdr.USCGR
Chief Fisheries Division

DISTRIBUTION:

1. Economic Section
2. Ministry of Marine (Via Navy Sub-Commission)
3. Ministry of Agriculture (Att.Prof.Brunelli)
4. Files

1 RW-11-(1)

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

TRANSLATION

Gr.Uff.Seimand

Rome - Via Livorno N.7

Rome, 26 January 1945

SUBJECT: Motor Fishing Boat "Luciana".

By the request of the shipbuilder - Sig.Olivieri Rocco di Antonio, established at San Vito Chietino - has requested the Mana= gement Committee for Ship, with headquarters at Naples, to be good enough to transmit to competent Allied Authorities the request for derequisitioning of the motor fishing vessel "Luciana B.170" which is at present under direct control of the Naval Officer in Charge at Naples, and is marked by following characteristics:

Maritime Compartimental registration - Ancona.

Place and year of construction - Portocivitanova 1938;

Dimensions - 20,18 x 5,07 x 2,32;

Heavy gauge 36,88 - net gauge 13,85;

A motor with internal combustion; No. 4 cylinders;

Diameter mm/ 215 - Horse axes 140 - Piston 320;

The requestion for derequisitioning is notified by the following facts:

1) The above mentioned motor fishing boat is the oldest vessel of its kind in war service, having been requisitioned by the R.Marine on 1 April 1940.

2) The Marine Ministry would have agreed to derequisitioning the boat on account of its old age, if it had not been at the dispo= sal of the Allied Forces in Naples from the end of March 1944.

3) It is used in Naples for the transport of calbes, vessels and also for Allied mineredgerey so seldom that it is left often anchored whole months awaiting orders.

4) The ship fitters and proprietors are on the contrary

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

urgently needing it to resume their fishing activity , contributing to large part with the fish supply to alleviate the food shortage in the Comune of San Vito Chietino and the neigbouring communes of the Valle del Sangro.

For the above-mentioned reasons I am most urgently requesting the Hon.Sub-Commission to intervene with the competent Allied Command in Naples with a view that the request for requisitioning of the motor fishing boat "Luciana", which will be submitted by the Committee Gestione Navi, should meet with favourable attention with regard to the reactivation of fishery along the Abruzzi coast, as well as the food supply in those Communes which have suffered so much from the disastrous war events.

In the hope that the request will be favourably received I beg to convey the gratefulness of the persons concerned.

Your sincerely,

Signed

Seimand

1PW-11 (4)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

File

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1866
20 March 1945.

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

Subject: Motor Fishing Vessel "AMOR di PATRIA".

1. In reply to Ministry of Marine letter 1033/UT of 9 January 1945, the Navy Sub-Commission, AC, is informed that Greek Naval authorities consider motor fishing vessel "AMOR di PATRIA" and another fishing vessel "AVANGUARDISTA", not referred to in your letter, to be prizes of war.

2. It is alleged that both motor fishing vessels were engaged in work for the enemy.

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

NAVY SUB-COMMISSION - ALLIED COMMISSION

23 MAR 1945

1794

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Roma

ITALIAN MOTOR FISHING VESSELS

FROM ... SENIOR BRITISH NAVAL OFFICER, GREECE
DATE ... 1st March 1945 No 2889/125
TO ... FLAG OFFICER TARANTO ADRIATIC LIAISON ITALY

With reference to your No L 317/7 dated 3rd February 1945, the accompanying letter has been received from the N.O.I.C. PATRAS.

DATE: 17th March, 1945
FROM: FOTALI, ROME
TO : NAVY SUB-COMMISSION, HQ. AC.

FORWARDED FOR APPROPRIATE ACTION.

FLAG OFFICER LIAISON ITALY
Date 15 Mch.
No 317/7.
ROME

for REAR ADMIRAL

Transferred to NSC 11/3.

Enclosure
letter of N.O.I.C. PATRAS
No 5/359, dated Feb. 23rd. 1945

From : Naval Officer -in- Charge, PATRAS.

Date : February 23rd 1944

CONFIDENTIAL

Ref.No.: 5/359

To : Senior British Naval Officer, Greece.

Copy to : F.O.I.C. Greece.

Subject : Italian Motor fishing boat AMOR DI PATRIA.

Reference to your 2554/125, enclosing No. L.317/7 dated February 3rd Flag Officer Liaison Italy, I have the honour to report that two Italian fishing boats, the AVANGUARDISTA and AMOR DI PATRIA, were taken over by the R.H.N. in PATRAS considered as prize ships.
The master and crew were ordered to disembark and send back to Italy. These vessels were manned by Greek crew

2. The above mentionned motor vessels were manned by Italians, and were working under German control, and for the German Naval Authorities.

I remain, Sir, your obedient servant.

Senior British Naval Officer

Lieut Commander R.H.N.

27 FEB 1945
x 2837/125
Greece

1793

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Cabinet)
To : F.O.L.I. - Rome
Date: 9/1/45
Ref.: 1033/U.T.

Subject: M.Fish.V. "AMOR di PATRIA".

This Ministry is informed that on 20th Nov. last Greek Naval Authorities at Patras went aboard the above vessel in that harbour and ordered the Crew to disembark; they took over the ship and refused to give the Master any document whatsoever to testify the act.

British Command repatriated the Crew to Bari.

F.O.L.I. is requested to kindly take steps to have the vessel restored to the Italian Flag with the understanding that, when and where necessary (with an Italian Crew), she will be available to assist the common war effort.

(Sgd) THE MINISTER

DG/P.

11 Jan 314 T

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

OFFICE COPY

FLAG OFFICER LIAISON, ITALY,
ALLIED COMMISSION,
HEADQUARTERS,
ROME.

3rd February, 1945.

No. L.317/7.

SENIOR BRITISH NAVAL OFFICER,
GREECE.
(Copy to :- The Flag Officer, Levant and
Eastern Mediterranean.)

ITALIAN MOTOR FISHING VESSEL
"AMOR DI PATRIA".

The Italian Ministry of Marine report that on the 20th November, 1944, Greece Naval Authorities at Patras assumed control of the above Italian Motor Fishing Vessel and ordered the Master and crew to disembark.

2. It is requested that the circumstances of this incident may be investigated and arrangements made for the return of the vessel to the Italian Authorities concerned if the circumstances were as stated. The Ministry of Marine will be asked to arrange for the vessel to be taken over by Italian personnel on receipt of information that this course has been agreed.

(Sgd.) G. L WARREN

for REAR ADMIRAL.

10th March, 1945.

NONE
FORWARDED FOR INFORMATION AND ACTION

REAR ADMIRAL

1791

Mod. L 39

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 1033/u.T. Allegati

Roma 9 Gennaio 1945

Al F.O.L.I.

ARGOMENTO: **Motopeschereccio AMOR DI PATRIA.**

E' stato comunicato a questo Ministero che il giorno 20 novembre 1944 le autorità del Comando Marina greco di Patrasso si presentarono a bordo del motopeschereccio italiano AMOR DI PATRIA, che si trovava in quel porto, ordinarono lo sbarco dell'equipaggio e si impossessarono dell'unità, rifiutandosi di lasciare al Comandante della stessa un qualsiasi documento che attestasse ciò.

L'equipaggio fu rimpatriato a Bari a cura del Comando inglese.

Si prega codesto F.O.L.I. di volersi interessare della questione e svolgere passi perchè l'unità di cui trattasi sia restituita alla bandiera italiana, nell'intesa che, ove necessario, essa sarà messa a disposizione, con equipaggio italiano, per concorrere nel comune sforzo bellico.

IL MINISTRO

1790

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2146

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/1852

17 March 1945.

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

Subject: Routing of S.S. "ABBAZIA".

1. In accordance with the request contained in Ministry of Marine letter B.2330 of 23 February, representations were made to the Mediterranean Shipping Board in regard to permitting S.S. ABBAZIA to load and discharge at Naples instead of Torre Annunziata.

2. After careful consideration of the matter, the Mediterranean Shipping Board has informed the Navy Sub-Commission that it is regretted that owing to operational reasons the Ministry's request cannot at present be granted.

H. W. ZIROLI,
Commodore, U. S. Navy,
for REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.

Copy to:
Transportation Subcomm, Hq, AC.
Shipping Sub-Commission, Hq, AC.

NAVY SUB-COMMISSION - ALLIED COMMISSION

18 MAR 1945

1789

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Mediterranean Shipping Board,
A.F.H.Q., C.M.F.

9th March, 1945.

To: Flag Officer Liaison, Italy.
From: Chairman, Mediterranean Shipping Board.

Routeing of S.S. "ARRAZIA".

Your letter No. L.316/8 of 1st March, 1945 submitting the request that the above vessel load and discharge at Naples instead of at Torre Annunziata, was discussed by the Mediterranean Shipping Board. It is regretted that owing to operational reasons the request cannot at present be granted.

Chairman, MEDBO.

Copy to: Naval Officer in Charge,
Naples.

FLAG OFFICER LIAISON ITALY
Date 15 Mch.
No 316/8
ROME

DATE: 15th March, 1945.
FROM: FOTALI, ROME.
TO : NAVY SUB-COMMISSION, HQ, AC.

FORWARDED FOR [illegible] INFORMATION.

1788

REAR ADMIRAL.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Cabinet)
To : F.O.L.I. - Rome
Date: 23.2.45
Ref.: B.2330

Subject: M/V. "ABBAZIA" - Line to Sardinia.

Following arrangements made with MEDEO, the latter, as from end of Dec. last, had authorized that M/V ABBAZIA should carry out a regular bi-monthly service between Sardinia and the Mainland.

This Vessel, which according to MEDEO's and this Ministry's understanding, should connect Cagliari with Naples, calls at Torre Annunziata (Mainland) by order of Allied Military Authorities at Naples.

This causes certain difficulties as Torre Annunziata is not a safe port for Ships moored to jetties when wind is from the South; mooring buoys have been removed and the Lights on breakwaters are lacking. Moreover, as the jetties are generally full, ABBAZIA should be allowed to enter and moor head-on, which Allied Authorities do not allow.

The disembarkation of passengers is carried out under difficulties, and they must proceed to Naples with their baggage, while to embark they must go from Naples to T.Annunziata and to the Ship's berth. All this causes loss of time and greater expense to passengers.

On the other hand, as the M/V always has to go to Naples to coal ship, it would appear more suitable for her to put in at Naples instead of T.Annunziata.

It is requested therefore that the Authorities concerned be approached to sanction the above.

1787

FLAG OFFICER LIAISON ITALY
Date 26 Feb
No 316
ROME

(Sgd) THE MINISTER NAC

DG/P.

FILE

2149

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

OFFICE COPY

FLAG OFFICER LIAISON, ITALY,
ALLIED COMMISSION,
HEADQUARTERS,
ROME.

1st March, 1945.

No. L.316/8.

MEDITERRANEAN SHIPPING BOARD,
NAPLES.
(Copy to :- Naval Officer in Charge,
Naples.)

ROUTING OF S.S. "ABBAZIA".

Forwarded, with the request that if practicable arrangements be made for "ABBAZIA" to discharge and load at NAPLES instead of at TORRE ANNUNZIATA.

2. It is requested that this office be informed of all action taken in order that appropriate reply may be made to the Ministry of Marine.

(Sgd.) G L WARREN

REAR ADMIRAL.

1786

Mod.39

/gi

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Roma, 23 FEB. 1945

Prot. N° B 2330 Allegati

Al F.O.L.I.

ROMA

ARGOMENTO: Piroscafo "Abbazia" - Linea con la Sardegna.

A seguito di accordi intervenuti con il M E D B O, questo ultimo ha autorizzato, dalla fine dello scorso dicembre, che il piroscafo "Abbazia" fosse adibito a regolare comunicazioni quindinali fra la Sardegna ed il Continente.

Il piroscafo, che nell'intendimento del M E D B O e di questo Ministero doveva collegare Cagliari con Napoli, fa invece scalo in Continente a Torre Annunziata per le precise disposizioni delle Autorità militari alleate di Napoli.

Ciò è causa di inconvenienti nel traffico, perchè il porto di Torre Annunziata non offre alcuna sicurezza alle navi ormeggiate lungo le calate con tempo da Sud, le boe d'ormeggio sono state rimosse e mancano i fanali sulle estremità delle dighe. Inoltre, essendo le banchine generalmente occupate, l'"Abbazia", non trovando altro posto libero, dovrebbe poter entrare e ormeggiarsi di punta, ciò che non viene consentito dalle Autorità Alleate.

Lo sbarco dei passeggeri si svolge attraverso difficoltà, dovendo questi proseguire poi per Napoli con i loro bagagli, mentre l'imbarco dei passeggeri in partenza richiede il loro trasporto da Napoli a Torre Annunziata al posto di attracco del piroscafo. Ora, per quanto sia stato provveduto a riservare ai passeggeri in arrivo alcune vetture della Ferrovia Circumvesuviana, e la

1785

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Pos. N. 3.2.1.2 Allegato 1

ARGOMENTO: Piroscafo "Abbazia" - linea con la Sardegna.

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1785

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Poichè d'altra parte il piroscafo è poi sempre costretto a recarsi a Napoli per carbonare, sarebbe opportuno, che anche per una migliore utilizzazione del piroscafo stesso, lo scalo fosse consentito a Napoli anzichè a Torre Annunziata.

Si prega perciò di voler interessare i competenti organi affinchè esaminino la possibilità di autorizzare il piroscafo "Abbazia" a fare scalo nel porto di Napoli.

IL MINISTRO

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Cabinet)
To : F.O.L.I. - Rome
Date: 4.3.45
Ref.: 4593/2

Subject: Motor Fish V. "GARIBALDINO".

1. Ref. S.N.O.I.A.'s signal N°051753B. Of 6th Jan.1945 to F.O.T.A.L.I. - Rome in regard to a demand for an S.K.F. ball-bearing for above Vessel.

2. Maricost (Naval Constructions) Taranto, when approached on the matter, have informed that above material is not available.

CHIEF OF CABINET

DG/P.

DATE: 7th March 1945
FROM: FOTALI, ROME
TO : NAVY SUB-[illegible]

FORWARDED FOR APPROVAL

REAR ADMIRAL

FLAG OFFICER LIAISON ITALY
Date 6 March
No. 317
ROME

1781

2154

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 46932 Allegato

Roma, 4 MAR 1945 194

Al F.O.L.I. = ROMA

ARGOMENTO: Motopeschereccio "GARIBALDINO".

1. Riferimento telegramma del S.N.O.I.A. diretto al F.C.T.A.L.I. Roma No. 051753 in data 6 gennaio 1945 circa richiesta di un cuscinetto S.K.F. occorrente all'Unità in argomento.

2. La Direzione delle Costruzioni Navali e Meccaniche (Maricost) Taranto, interessata in merito, ha comunicato che non dispone del materiale in questione.

MINISTERO DELLA MARINA - GABINETTO -

IL CAPO DI GABINETTO
C. dA V. F. BASLINI

1783

2155

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

(Wts. 151/22)

W. 31966/1-43. 12,500m. 12/42. Lithe. 21/7804

NAVAL MESSAGE

S. 1338d.

To: FOTALI ROME. From: SNOLA.

RESTRICTED.

FOTALI ROME PASS TO ITALIASHORE FOR MARICOST TARANTO.

REQUEST FOLLOWING MATERIALS FOR TRAWLER "GARIBAIDINO" MAY BE SENT BY AIR. IF POSSIBLE ROLLER THRUST BEARING SKF DOUBLE ROW SELF ALIGNING RADIO ROLLER BEARING METRIC SERIES 22300 MEDIUM TYPE CODE NO 22328 INSIDE DIAMETER 140MM EXTERNAL DIAMETER 300 MM. WIDTH 102 MM.

051753B.

Dist. 9. M of M for Maricost Taranto.

P.L.T.P. TOR 0512. 6.1.45.

1782

2156

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

(GY346) W1. 57286/D.8313. 12,500M. 12/45. H. & S. 1.20. 51-7301.

NAVAL MESSAGE.

S. 1320c.
(Established—May, 1920.)
(Revised—December, 1931.)

TO: S.N.O.L.A.

FROM: FOTALI ROME.

DEFERRED RESTRICTED.

YOUR 051755 JANUARY.

MINISTRY OF MARINE REPORTS THAT ROLLER THRUST BEARING SPECIFIED

IS NOT (R) NOT AVAILABLE.

= 111251A

REF: MATERIAL FOR TRAWLER GARIBALDINO.

DIST 9.

P/L T/P T O R +11/1302 12/3/45

1781

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/1720

1 March 1945.

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

Subject: Motor Vessel "ALBISOLA".

With reference to your letter No. SA 262, information has been received that the ALBISOLA is being used as a bunker depot ship at Augusta for account of the Ministry of War Transport. In view of the extensive repairs required to make her seaworthy, it is intended to continue to employ her in that capacity.

H. W. ZIROLI,
Commodore, U. S. Navy,
forChief, Navy Sub-Commission, AC.

NAVY SUB-COMMISSION
FILE

1780

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
16th February, 1945.

Med.45/932/12/1.
THE FLAG OFFICER, TARANTO, ADRIATIC
AND LIAISON, ITALY (ROME).

ITALIAN MERCHANT VESSEL ALBISOLA

The attached copy of the Ministry of War Transport, Mediterranean Representative's letter dated 9th February 1945, is forwarded for information with reference to your No.L.316/7 dated 16th January, 1945.

J.W. Harvey,

for ADMIRAL

Enclosure:-

The Ministry of War Transport, Mediterranean Representative's letter dated 9th February, 1945.

FLAG OFFICER LIAISON ITALY
Date 26 Feb.
No 316/7
ROME

FILE
NSC. 1779

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Copy.

Ministry of War Transport,
Mediterranean Representative,
Navy House, Naples.

9th February, 1945.

To:- Commander-in-Chief, Mediterranean.

From:- Ministry of War Transport Representative,
Mediterranean.

Subject:- Italian Merchant Vessel ALBISOLA.

Your Ref:- Med.45/932/12/1.

The above vessel is at present being used as a bunker depot ship at Augusta for account of the Ministry of War Transport. It is intended that as repairs to the ship to render her seaworthy are extensive, she will continue in her present employment.

2. Following receipt of advice that C-in-C Mediterranean had no further requirement for the vessel, CO.GE.NA were so informed under date of 3rd February.

Sgd. Harold Campbell.

D.M.W.T.R.(MED).

1773

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

MOTOR VESSEL "ALBISOLA"

(The Secretary to the Flag Officer, Taranto, Admiatic and Liaison, Italy (Rome)'s No.L.316/7 of 4th February 1945).

II.

Med.45/932/12/1.
THE SECRETARY TO THE FLAG OFFICER, TARANTO, ADRIATIC AND LIAISON, ITALY (ROME).

Your letter quoted in Minute I, was forwarded to the Ministry of War Transport Representative, Mediterranean on 30th January 1945, for remarks, and a reply is still awaited.

for ADMIRAL'S SECRETARY

MEDITERRANEAN.
9th February, 1945.

BRITISH BATTLE NAVAL OFFICER
Date 12 Feb.
No. 316/4
BU 2/3

2/3

9
FILE
1777

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

(5)

From: MINISTRY OF MARINE (Maristat)
To : F.OL.I. - Rome
Date: ?
Ref.: SM./962.

Subject: M/V. "ALBISOLA".

1. In June 1944, Mr. Campbell, President of MEDBO notified the General Management of the Mercantile Marine of C.in C. Med's request to use the above M/V. for special war purposes which eventually brought about her loss.

2. As at present she is being used as a coal depôt request you inform if it is Allied Authorities' intention to use this ship other than as a sort of jetty.

The above information is required for administrative procedure and in connection with the vessel's owner.

for CHIEF OF STAFF

EG/F.

FLAG OFFICER (LIAISON) Date 11 Jan. No 816 ROME

„1776 FILE

OFFICE COPY

FLAG OFFICER LIAISON, ITALY,
ALLIED COMMISSION,
HEADQUARTERS,
ROME.

16th January, 1945.

No. L.316/7.

COMMANDER-IN-CHIEF,
MEDITERRANEAN STATION.
(Copy to :- Mediterranean Shipping Board.)

MERCHANT VESSEL ALHISOLA.

A translated copy of Ministry of Marine's undated letter SM/962 is forwarded herewith.

2. It is requested that appropriate information be supplied in regard to the present utilization of Merchant Vessel "ALHISOLA", so that reply may be made to the Ministry of Marine by this office.

(Sgd.) I. M. PALMER.

for REAR ADMIRAL.

1775

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2163

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

OFFICE COPY

FLAG OFFICER LIAISON, ITALY,
ALLIED COMMISSION,
HEADQUARTERS,
ROME.

4th February, 1945.

No.L.316/7.

SECRETARY TO
COMMANDER-IN-CHIEF,
MEDITERRANEAN STATION.

MOTOR VESSEL "ALFISOLA".

Information is requested as to whether a reply can now be made to the Flag Officer Liaison, Italy's letter No. L.316/7 of the 16th January, 1945.

F. H. THOMAS

SECRETARY TO
F.O.L.I. - ROME.

Mod. 39

Stato Maggiore della R. Marina

Rep. Operaz. Uff. Nav.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N.° 5rm/962 Allegati

Roma, 19 A

Al F.O.L.I.

=ROMA=

ARGOMENTO: Piroscafo "ALBISOLA" .-

1. Nel Giugno 1944, Il Sig.Campbell, Presidente del Med-Bo, comunicò alla Direzione Generale della Marina Mercantile, la richiesta del Comando in Capo del Mediterraneo di utilizzare il sopracitato Piroscafo per speciali servizi bellici che avrebbero comportato l'affondamento della Nave.

2. Poiché attualmente il Piroscafo viene utilizzato per deposito carbone si prega far conoscere se é intenzione delle Autorità Alleate di continuare ad impiegarlo altrimenti che per banchinamento.

Si richiede quanto sopra ai fini amministrativi nei riguardi del proprietario.=

p. d'ord.
IL CAPO DI STATO MAGGIORE
IL CAPITANO DI VASCELLO
CAPO REPARTO OPERAZIONI
(Carlo [illegible] GIRALDI)

1774

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

MSC/1042W

23 October 1944.

Mate Spanic & Company
Molat, Italy.

Gentlemen:

Your letter of 22 August, regarding compensation for the schooner JELA, has been referred to CO.GE.NA. through the Italian Ministry of Marine. CO.GE.NA. is the proper agency for investigating and acting on such matters.

Respectfully,

H. W. ZIROLI,
Commodore, U.S. Navy.

Jela B

file WWW

2166

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

NAVY
~~WAR~~ DEPARTMENT

Navy Sub-Commission

Hq. AC, AFO 394

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO A
PAYMENT OF POSTAGE, $300
(PMGC)

7548

Ref:
NSC/1042W

Subcommittee
Guiste

Mate Spanie & Company
~~Mate Hyp Dup~~
~~RAB~~

NAVY S/E
1772

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Office of the Flag Officer,
Taranto and Adriatic,
Area Combined Headquarter
TARANTO.

20th January, 1945.

No. T.A. 1110/53.

NAVAL SUB COMMISSION,
HEADQUARTERS ALLIED COMMISSION,
ROME.

YUGOSLAV SCHOONER - "JELA".

With reference to your letter No. NSC/1318 dated 12th December 1944, to Naval Officer-in-Charge, Bari, this ship is believed to have sailed from Mola-di-Bari and not from Molat, which latter island was under occupation by the Germans at the time.

2. With reference to paragraph 4 of your letter, information gathered is very incomplete and the following answers are the best available:-

(a) Partisans or Force 133.
(b) Probably none.

3. Naval Officer-in-Charge, Bari's letter No.8230/21 of 12th January 1945, also refers.

E.R.Morgan.
REAR-ADMIRAL.

IRN 11

1771

2168

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1318
12 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Naval Officer-in-Charge, BARI.

Subject: Merchant Vessel JELA.

1. The attached letter dated 22 August 1944 from the Mate Spanic and Company, has been referred to the Navy Sub-Commission by DD Claims and Hirings, Bari, and the Shipping Sub-Commission.

2. The Italian Ministry of Marine has stated that the JELA is a Jugoslav merchant vessel, Register No. 209, Sebenico, that sank at 1320 on 20 November 1943, after striking a mine about one mile from the entrance to Bari Harbor.

3. Due to the JELA's Jugoslav origin, the Ministry of Marine and the Shipping Sub-Commission, as well as DD Claims and Hirings have disclaimed any responsibility for dealing with the owner's request for reimbursement.

4. As an aid in determining the proper agency for dealing with this claim, it would be appreciated if NOIC, Bari, could supply the following particulars in regard to the JELA.

(a) Under whose orders did she sail from MOLAT to BARI on 16 November 1943?

(b) What agreements were made with her owners, and by whom, when the JELA was taken for Allied use? (It is thought that SSTO, BARI, may be able to supply this information).

IRA-110

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

Copy to:
FOTALI
w/encl.

1770

2169

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject-Claim for loss of "Jela" 550 ton Schooner.

Adjustment claims Marine

A.M.G.O.T.

C. M. Forces.

Sir:

We beg to apply for redovery on loss of schooner "Jela", which was wrecked in the following manner and is now a total loss.

On 16 Nov. 1943 our schooner was ordered, together with "Jadran" 420 ton schooner, to depart from Molat to Bari in order to assist in the Allied occupation of Italy. On approaching Bari on 21 Nov. 1943, schooner "Jela" strick a mine 200 meters from shore and broke in two. Has becoming a total write-off. The "Jadran" successfully reached Bari and was made use of by the Allied. The mine struck by the "Jela" was a magnetic mine and His schooner was made of steel, where as the "Jadran" being a wooden schooner, escaped damage.

We sincerely trust that you will give this claim your sincere consideration on recoewery your reply, heather particulare will be submitted by us.

The Captain of the "Jela" at the time of the accident was Capt. Stjepan Basic and he is now in command of m/s "Omladinac" Mola di Bari.

Molat 22 August 1944.

Mate Spanic & Co.

(Sgd) _____?_____ Mate.

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

File

N80/1510
16 January 1945

Mate Spanic and Company
Via 41 Bari,
Italy.

Gentlemen:

In answer to your letter of 22 August regarding compensation for schooner JELA, the Italian Ministry of Marine has informed this office that it has determined that JELA was a Yugoslav vessel and that consequently no action can be taken by Italian authorities.

This office has been unable to find any record of JELA through Allied sources. It is regretted, therefore, that no further action can be taken unless you supply copies of the agreements made regarding JELA and detailed information concerning her activities under military control.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commisaion, A.C.

ALLIED CONTROL COMMISSION - NAVY SUB-COMMISSION 7

IRN 11

19GEN 1945

1769

217

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

SCHOONER "ZEA".

FROM .. THE NAVAL OFFICER IN CHARGE, BARI.

Date .. 12th January, 1945. No. 8230/21/4.

TO .. Headquarters, Allied Control Commission,
Navy Sub Commission, ROME.
(Copy to: The Flag Officer, Taranto and Adriatic.)

The enclosed letters No. 4/44 of 1st January, 1945, from Naval Headquarters, 37 Military Mission and No. 4/Nov/108/1 of 10th January, 1945, from Headquarters 30(M) are forwarded for your information with reference to my letter No. 7984/21/4 of 29th December 1944.

2. The 'S.O.S.O.' referred to is the Staff Officer (Special Operations) who is now attached to the Naval Liaison Staff of the Balkan Air Force. He has no record of the Schooner "ZEA".

G.G. Charlton,
Commander, R.N.R.

1768

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Subject: Yugoslav Schooner "Jela" 10th January, 1945
Ref. Q Mov/108/1

From: H.Q. 30(X)

To: Naval Officer in charge, H.Q. Naval Base, Bari

Reference your memo of the 6th January, enquiries have been made regarding the above vessel. It is regretted that it has not been possible to find out any specific details about her. At that period, however, sailing orders for Yugoslav craft carrying stores for Force 133 and Force 266 were issued by S.O.S.O.

Captain R.E.
(P.R. JONES)
for Maj. Gen. Comd.

PRJ/DB

NAVAL OFFICER IN CHARGE
82/7/21/4
BARI

[redacted]

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

SUBJECT:- Schooner - JELA

Rear HQ 37 Military Mission CMF

Q/44

1 Jan 45

N.O.I.C.
BARI.

In reply to your 7984/21/4 dated 29 Dec44, it is regretted that this H.Q. is unable to throw any light on this matter. Headquarters were only set up in this country in 1944.

It is possible that the orders came from the now defunct Force 266. H.Q. SO(M) at MOLA would appear to be the most likely source for information as Force 266 was under their command.

The correspondence is returned herewith.

1766

NAVAL OFFICER IN CHARGE
5057 a/4
2 JAN '45
BARI

K K Mayhew Maj
for Lt Col GS,
Rear HQ 37 Military Mission.

2174

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

YUGO-SLAV SCHOONER "JELA".

FROM .. THE NAVAL OFFICER IN CHARGE, BARI.

Date .. 29th December, 1944. No.7984/21/4.

TO .. HEADQUARTERS, 37 MILITARY MISSION.
(Copies to: Navy Sub-Commission,
Headquarters, Allied Commission, APO 394.
The Flag Officer, Taranto and Adriatic.)

With reference to the attached correspondence, I have been unable to obtain any information regarding this vessel except to confirm that she was mined off Bari on 20th November 1943, and that she had previously sailed from Mola-di-Bari, not Molat.

2. It is believed that she was being run by the Partisans for the conveyance of Military stores supplied by the Allied Authorities to them. As I understand that you are operating the Schooner "JADRAN", also referred to in the enclosed correspondence, I am referring this matter to you for any information you may have available.

O. G. CHARLTON

O.G. Charlton,
Commander, R.N.R.

FILE 1765

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO. 394

NSC/1518
12th December, 1944.

From: Navy Sub Commission, H.Q. Allied Commission.
To: Naval Officer in Charge, BARI.

Subject: Merchant Vessel JELA.

1. The attached letter dated 22 August 1944 from the Mate Spanic and Company, has been referred to the Navy Sub-Commission by DD Claims and Hirings, Bari, and the Shipping Sub-Commission.

2. The Italian Ministry of Marine has stated that the JELA is a Jugoslav merchant vessel, Register No. 209, Sebenico, that sank at 1320 on 20 November 1943, after striking a mine about one mile from the entrance to Bari harbour.

3. Due to the JELA's Jugoslav origin, the Ministry of Marine and the Shipping Sub-Commission, as well as DD Claims and Hirings have disclaimed any responsibility for dealing with the owner's request for reimbursement.

4. As an aid in determining the proper agency for dealing with this claim, it would be appreciated if NOIC, Bari, could supply the following particulars in regard to the JELA.

(a) Under whose orders did she sail from Molat to Bari on 16 November 1943?

(b) What agreements were made with her owners, and by whom, when the JELA was taken for Allied use? (It is thought that SSTO, BARI may be able to supply this information).

H. W. ZIROLI,
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, A.P.O. 394

Copy to:
NCRALI
w/encl.

1764

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From : U.S.N. Staff Office
To : U.S.C. - A.C.M.S.
Date: 30.11.44
Ref.: 01.7630 - 1 encl.

Subject: Loss of /Schooner "DELA".

Ref. your letter N° N30.1038 W of 23rd ultc.

1. The Jugoslav S/Sch. DELA, Registered N° 303, Sebenico, sank at 1,20 on 20th Nov.'43 at about one mile from entrance to Port Mahour, towards the west, after striking a magnetic mine.

2. As a Jugoslav S/Sch. working for the Allies is involved, this claim does not concern the Italian Authorities and therefore is returned herewith.

FOR CHIEF OF STAFF

DA/L.

Mung - hold in pending file as a check
for ~~V~~

11/12 Remainder of Correspondence sent to (FOTALI) on route slip - for further ~~V~~ 1763

NOIC Bari
Bring Up
15 January

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

file

HEAD QUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/1042

23 October 1944.

Ante Spanic & Company
Molat, Italy.

Gentlemen:

Your letter of 22 August, regarding compensation for the schooner JELA, has been referred to CO.CE.NA. through the Italian Ministry of Marine. CO.CE.NA. is the proper agency for investigating and acting on such matters.

Respectfully,

H. M. ZIROLI,
Commodore, U.S. Navy.

original of this letter was returned 1. November -

Subject: Claim for loss of JELA - 550 ton Schooner.

Adjustment claims Marine

A.M.G.C.T.

C.M.Forces.

Sir,

We beg to apply for recovery on loss of Schooner "JELA",which was wrecked in the following manner and is now a total loss.

On 16 Nov.1943 our schooner was ordered,together with "JADRAN" 420 ton schooner,to depart from MOLAT to BARI in order to assist in the Allied occupation of Italy.On approaching Bari on 21 Nov.1943,schooner JELA struck a mine 200 Metres from Shore and broke in two.Has become a total write-off.The JADRAN successfully reached Bari and was made use of by the Allies.The mine struck by the Jela was a magnetic Mine and his schooner was made of steel, whereas the Jadran being a wooden schooner,escaped damage.

We sincerely trust that you will give this claim your sincere consideration.On receipt of your reply other particulars will be submitted by us.

The Captain of the "JELA" at the time of the accident was Capt. Stjepan Basic and he is now in command of m/s"Gnladinac" Mola dé Bari

Molat 22 August 1944.

Mate Spanic & Co.

(Sgnd) Mate.

1761

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1510
16 January 1945

Mate Spanic and Company
Mola di Bari,
Italy.

Gentlemen:

In answer to your letter of 22 August regarding compensation for schooner JELA, the Italian Ministry of Marine has informed this office that it has determined that JELA was a Yugoslav vessel and that consequently no action can be taken by Italian authorities.

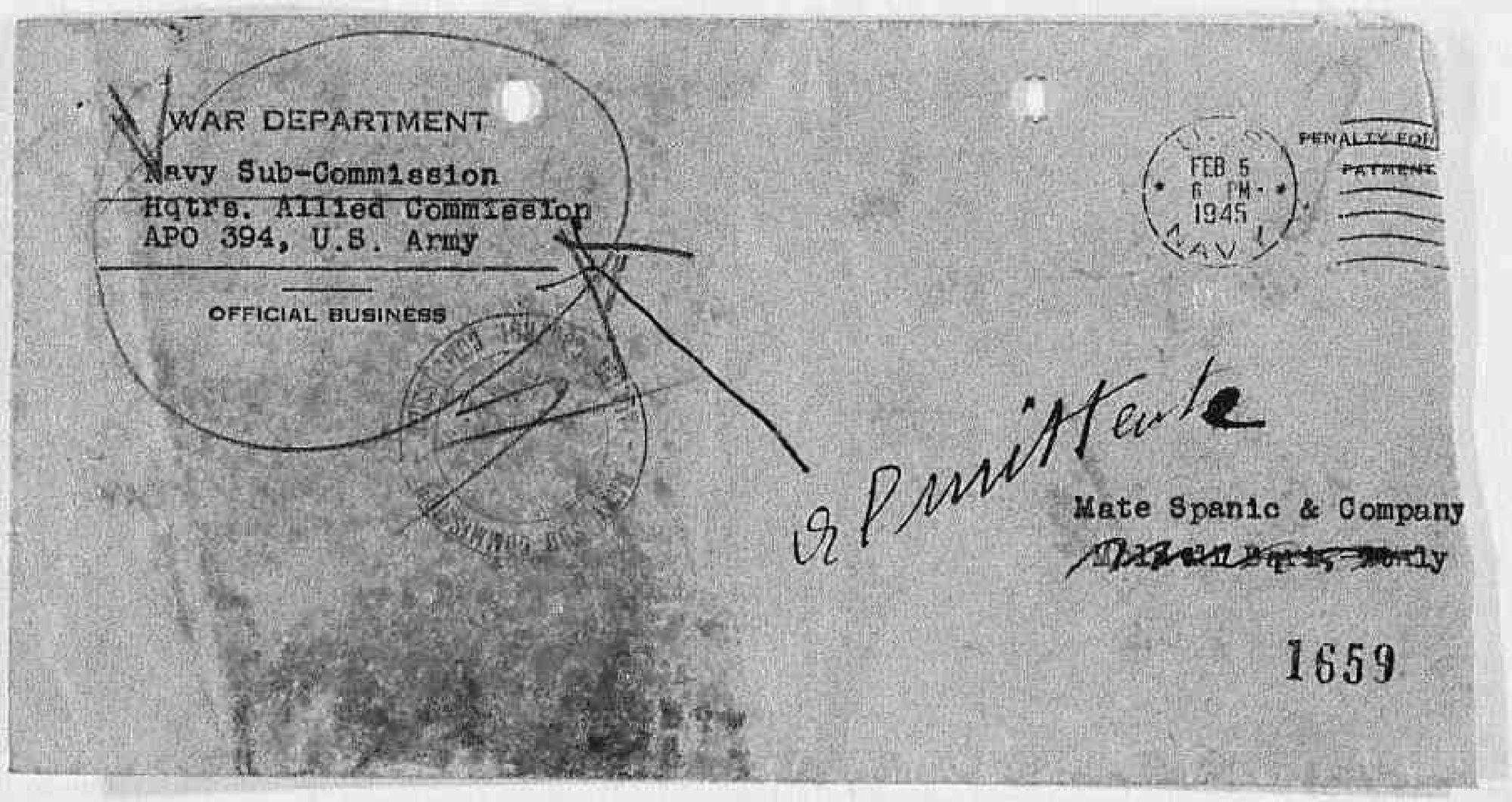
This office has been unable to find any record of JELA through Allied sources. It is regretted, therefore, that no further action can be taken unless you supply copies of the agreements made regarding JELA and detailed information concerning her activities under military control.

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

1760

2180

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020



Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

file

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1380
22 December 1944.

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

Subject: Merchant Vessel S. Giovanni Battista.

1. With reference to Ministry of Marine letter 17123 of 19 December, it is regretted that permission cannot be granted for the salving of vessels in Libyan waters at this time.

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

Copy to:
CinC-Med.

FILE
23 DEC 1944

2182

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Cabinet)
To : F.O.L.I. - Rome
Date: 19/12/44
Ref.: 17123

Subject: M/V "S.Giovanni Battista" of the Compagnia Ligure di Navigazione.

1. The above Steamship Company has submitted to this Ministry that, from information received from their Agent in Tripoli, the M/V. in question which is sunk in the harbour there could be readily salvaged.

2. Therefore request that your Command kindly informs us as to any steps or decisions which Allied Authorities may have in mind regarding the possibility of salvaging this vessel as also others along the Libyan coast.

CHIEF OF CABINET

DG/P.

FIELD OFFICER LIAISON SERVICE
Date 20 Dec.
No 3.96
G
ROME

1657

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Ministero della Marina

GABINETTO

Roma, 19 DIC 43

Al F.C.L.I. = ROMA =

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 17123 Allegati

ARGOMENTO: Piroscafo "S.Giovanni Battista" della Compagnia Ligure di Navigazione.

1. La Compagnia Ligure di Navigazione ha fatto presente a questo Ministero che, da informazioni avute dal proprio agente di Tripoli, il piroscafo in argomento si trova affondato nel suddetto Porto in condizioni da essere facilmente ricuperato.

2. Pertanto si prega codesto Ufficio di voler comunicare quali previsioni e decisioni sono in animo delle Autorità Alleate sulle possibilità di ricupero del piroscafo in argomento e degli altri della costa Libica.

MINISTERO DELLA MARINA GABINETTO

IL CAPO DI GABINETTO
C. di V. F.BASLINI

1656

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: I.R.N. Staff Office
To : N.S.C - A.C.H.Q.
Date: 30.11.44
Ref.: SM.27690 - 1 Encl.

Subject: Loss of M/Schooner "JELA".

Ref. your letter N° NSC.1038 W of 23rd ulto.

1. The Jugoslav M/Sch. JELA, Register N° 209, Sebenico, sank at 1320 on 20th Nov.'43 at about one mile from entrance to Bari harbour, towards the West, after striking a magnetic mine.

2. As a Jugoslav M/Sch. working for the Allies is involved, this claim does not concern the Italian Authorities and therefore is returned herewith.

for CHIEF OF STAFF

DG/P.

1655

FILE WWW/ 13/2

Mod.39

Stato Maggiore della R. Marina

Rep. CIERAZ. Uff Nav.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N.° S/m/2769 Allegati /

Roma, 30 NOV 1944 Novembre 194 A

Al NAVAL SUB-COMMISSION HQ.ACC.

ARGOMENTO: Perdita M/v. "JELA" .-

Riferimento foglio codesta Commissione Alleata n. N.S.C.1038 W in data 23 Ottobre c.a. -

1. Il Motoveliero jugoslavo "JELA" inscritto al n.209 delle matricole di Sebenico affondò alle ore 1320 del 20 Novembre 1943 a circa un miglio dalla imboccatura del porto di Bari, verso ponente, in seguito ad esplosione di mina magnetica.

2. Trattandosi di motoveliero jugoslavo che prestava servicio per le Autorità Alleate, le relative pratiche amministrative non sono di competenza delle Autorità Italiane.

Si restituisce perciò la domanda di indennizzo pervenuta con il foglio in riferimento.=

1654

IL CAPO DI STATO MAGGIORE

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Stato Maggiore della R. Marina

Rep. OPERAZ. Uff. Nav.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N.° 5 ss/2796 Allegati 1

Al NAVAL SUB-COMMISSION HQ.ACC.

ARGOMENTO: Perdita M/v. "JELA" .-

Riferimento foglio codesta Commissione Alleata n. N.S.C.1038 W in data 23 Ottobre c.a. -

1. Il Motoveliero jugoslavo "JELA" inscritto al n.209 delle matricole di Sebenico affondò alle ore 1320 del 20 Novembre 1943 a circa un miglio dalla imboccatura del porto di Bari, verso ponente, in seguito ad esplosione di mina magnetica.

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Si restituisce perciò la domanda di indennizzo pervenuta con il foglio in riferimento.=

1654

IL CAPO DI STATO MAGGIORE

1330-1100

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Headquarters
Date 22 SEP 1944
CH/41/C/.

Subject-Clainn for loss of "Jela" 550 ton Schooner.

Adjustment claims Marine
A. M. G. O. T.
C. M. Forces.

Sir

We beg to apply for recovery on loss of schooner"Jela"which was wrecked in the following manner and is now a total loss.

On 16 Nov.1943 owr schooner was ordered,together with "Jadran" 420 ton schooner,to depart from Molat to Bari in order to assist in the Allied occupation of Italy.On approaching Bari on 21 Nov.1943,schooner "Jela" struck a mi 200 meters from shore and broke in two.Has becoming a total write-off.The "Jadran" successfully reached Bari and was mad uss of by the Allies.The mine struck by the "Jela" was a magnetic mine and His schooner was made of steel,where as the "Jadran" being a wooden schooner,escaped demage.

We sincerely trust that you will give this claim your sincere consideration on recowwery your reply,hes ther particulare will be submited by us.

The Captain of the "Jela" at the time of the accident was Capt. Stjepan Bašić and he is now in command o m/s "Omladinac" Mola di Bari.

1653

Molat 22 August 1944.

Mate Spanić & Co.

Spanić Mate

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

file

ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

RSC/1038W

23 October 1944.

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

Subject: Claim for Loss of Merchant Schooner JELA.

Enclosure: (A) Mate Spanic & Co., ltr of 22 August 1944.

1. Enclosure (A) contains a request for compensation by the owner of schooner JELA due to her destruction by a magnetic mine. It is forwarded herewith for necessary investigation and action by CO.GE.NA.

H. K. ZIEGLER,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, ACC.

1852

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

TO : Navy Sub-Commission
FROM: Liaison Shipping Sub-Commission
DATE: 17th October, 1944.

The attached letter from D D Claims & Hirings, C.M.F., dated 26 Sep 44, ref. CH/41/C/22, with the letter from Messrs. Mate Spanic & Co. dated 22 Aug 44 re the alleged loss of the schooner "JELA" has been submitted to the Mediterranean Shipping Board who point out that the matter is not one with which they should deal as she is said to have been lost whilst engaged on operations.

The papers are referred to you for such action as you may deem to be necessary.

G.A. BELL
Liaison Shipping Sub-Commission

FLAG OFFICER LIAISON ITALY
Date 20 Oct.
No 317.
ROME

Ltr from Mate Spanic Co. dated 22 August sent to M of M by NSC/1038 W.

1651

file W.W.

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

2190

Shipping S.C.

SUBJECT: Claim for loss of schooner "Jela"

DD Claims & Hirings
41 Claims & Hirings
CMF
CH/41/C/22
26 Sep 44

7296

Shipping Sub-Commission,
HQ ACC

There is enclosed principal minute which has been received here from Mate Spanic & Co. The matter is not one to be dealt with by this Commission and is forwarded to you for any necessary action.

(R. FARRELL)
Capt
for Colonel
DD Claims & Hirings

Enc: 1

HEADQUARTERS
28 SEP. 1944
A. C. C.

1650

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Cabinet)
To : F.O.L.I. - Rome
Date: 11.11.44
Ref: 726/UT.

Subject: M/V. MADDA's Cargo.

With ref. to letter L. 316/5 of 26th Oct. last, you are informed that conversations certainly took place on 27th Sept. and subsequently between the Director General of the Mercantile Marine and the President of MSDBD, but solely in regard to the chartering of MADDA, not about her cargo.

However, the matter of bringing the above cargo to Italy has ceased to interest this Ministry, as a proposal from a Spanish firm to purchase it has recently been accepted.

In regard to the view that, when an Allied Office has dealt with a matter it would be advisable to mention same in correspondence under the same heading, this Ministry fully shares your opinion thereon when by not doing so misunderstandings could occur.

In the case in question, however, this possibility did not exist because, while the economic-political side of the matter was discussed with other British Commands or Departments, your Command was merely requested to inform if the existing congestion in Italian ports was such as to render the transfer of MADDA's cargo to Italy. "indivisable".

(Sgd) THE MINISTER

FLAG OFFICER LIAISON ITALY
Date 15 Nov
No 316/5
R&ME

BG/P.

1649

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

file

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1060H
28 October 1944.

Signor Lionello Cerati
Via S. Basilio, 19.
Rome.

Dear Sir:

With reference to your memoranda of 12 October 1944, definite instructions have been received that CCCRNA is the only agency which deals with claims direct from Italian shipowners. It is suggested therefore, that you get in touch with this body regarding your claim.

H. W. ZINCLI,
Commodore, U.S. Navy.

Copy to:
Transportation SC, AC.
Liaison Shipping SC, AC.

ALLIED CONTROL COMMISSION - NAVY SUB-COMMISSION

1648

From: LIONELLO CANALI (Shipowner).
To : NSC - A.C.C.
Date: 12.10.44
Ref.: ------

M. Fish. V. "EDOARDO C°."

We refer to our conversation to-day and we thank you for the courteous explanations given.

For a clearer understanding we take the liberty of recapitulating the position in regard to M. Fish V. "EDOARDO C° belonging to us. (Gross Tonn. 136.78 - Diesel Engine Ansaldo HP 300/354). Was requisitioned by I.R.N. and derequisitioned on 31st Jan. 1944.

On 1st Feb. 1944, according to information from COGENA, this vessel passed over to the service of the Allies, and following a request from Rear Admiral J.A.V. MORSE, P.O.W.I.T., she was transferred to U.K. under the British Flag and with a British Crew.

Notwithstanding our numerous verbal and written requests to COGENA, we have never been able to learn under what form of contract she was chartered nor at what charter rate.

Naturally, we have received no compensation whatsoever to-date.

On 2nd Oct. last COGENA wrote that they were "in contact with Allied Authorities so as to ascertain the exact position and then proceed to regularize the compensation question".

It seems strange to us that from 1st Feb. 1944 to-date (October) COGENA has not been able to know the position in regard to the ship, the form of contract nor charter rate and compensation to which the Owners are entitled.

1647

We shall greatly appreciate your kind attention to this matter.

(Sgd) for LIONELLO CANALI
Camillo Canali

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

We refer to our conversation to-day and we thank you for the courteous explanations given.

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We shall greatly appreciate your kind attention to this matter.

(Sgd) for LIONELLO CANALI
Camillo Canali

Copy to Transportation Sub-Commission

A. C. C.

Rome

DG/P

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: LIONELLO CANALI (Shipowner)
To : NSC-A.C.C.
Date: 11.10.44
Ref.: ————————

M. Fish. V. "CAMILLO C. (ex - MARCELLA).

In regard to our conversation of this morning and thanking you for courteous notifications, we consider it advisable to recapitulate the position relative to our above vessel.

At 8th Sept. '43 she was at Ischia. We don't know on what date the Allied Authorities requisitioned her.

In July '44 COGENA informed us that the ship had been registered under N° 48 in list of M. Fish. Vs. and that she was operating under N.O.I.C. Ischia. On 27th July we wrote to S.T.O. Naples but have received no reply.

Inspite of our constent enquiries (written and verbal) we have not been able to ascertain from COGENA under what form of contract (bare boat or time charter) she has been hired nor the charter-rate.

On 2nd October COGENA wrote us that "they were in contact with Allied Authorities to ascertain the exact position in regard to the vessel and then proceed to regularize the corresponding compensation".

We are surprised that since Sept. '43 to-date COGENA, who have stated that they registered the ship, are not able to let us know:-

1) From what date the vessel had been operated by the Allies.
2) The form of charter in force and what compensation was established.
3) When payment of the above will be made and by whom.

1646

We thank you in advance for any information you may be able to give us.

for L. CANALI

(Sgd) Camillo Canali

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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1646

We thank you in advance for any information you may be able to give us.

for B. CANALI
(Sgd) Camillo Canali

Copy to Transportation Sub-Commission
A. C. C. - Room 16.-

1247

DG/P

file WW sent to shipping SC for action.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2197

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

CPE 29082

DITTA ED. CANALI FU CAMILLO
ASSICURAZIONI - COMMISSARIATI D'AVARIA
AGENTI MARITTIMI
FONDATA NEL 1878

GENOVA
VIA DANTE, 63-R

LIONELLO CANALI
ARMATORE

M/P. EDOARDO C.
" ELENA C.
" LYDIA C.
" CAMILLO C.

TONN. 150
C. V. 300

TELEFONO INTER. 53-452

TELEGRAMMI: EDUARDUS - GENOVA

CC/ev

ROMA, 11 Ottobre 1944
(RECAPITO) VIA S. BASILIO, 19
TELEFONO 485-222

NAVAL SUB COMMISSION
A. C. C.

R o m a.

CAMILLO C. (EX MARCELLA).

In riferimento alla conversazione odierna e ringraziando-per le cortesi comunicazioni, si ritiene opportuno riassumere la situazione del M/p. "Camillo C." (ex Marcella) di ns/ proprietà.

All'8 Settembre 1943 trovavasi a Ischia. Non sappiamo a quale data sia stato bequisito dalle Autorità Alleate.

Nel Luglio 1944 il Cogena c'informo che la nave era stata registrata al n.48 dei motopescherecci e che si trovava in servizio al NOIC di Ischia. In data 27 luglio abbiamo scritto allo S.T.O. di Napoli ma non abbiamo avuto risposta.

Malgrado le ns/ continue sollecitazioni, scritte e verbali non siamo ancora riusciti a sapere dal Cogena con quale forma di contratto (bare boat o time charter) sia stata noleggiata e quale sia il compenso di noleggio.

In data 2 ottobre il Cogena ci scrisse che "era in contatto con le Autorità Alleate al fine di accertare l'esatta posizione della nave e procedere quindi al regolamento del relativo compenso".

Ci sorprende che dal Settembre 1943 a oggi il Cogena, che dichiara di aver registrato la nave, non sia in grado di farci conoscere:

1) da quale data la nave sia in servizio presso gli Alleati.

./.

2198

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

2) quale forma di contratto di noleggio sia in vigore e quale sia il compenso stabilito.
3) quando si possa effettuare il pagamento di detto compenso e da chi.

Si ringrazia in anticipo per ogni cortese comunicazione al riguardo.

P. LIONELLO CANALI
CAMILLO CANALI.

Copy al : Transportation Sub Commission
A. C. C. Room 16

2201

1645

From: LIONELLO CANALI (Shipowner).
To : NSG - A.G.C.
Date: 12.10.44
Ref.: -----

M. Fish. V. "EDOARDO C°."

We refer to our conversation to-day and we thank you for the courteous explanations given.

For a clearer understanding we take the liberty of recapitulating the position in regard to M. Fish V. "EDOARDO C° belonging to us. (Gross Tonn. 136.78 - Diesel Engine Ansaldo HP 300/354). Was requisitioned by I.R.N. and derequisitioned on 31st Jan. 1944.

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Naturally, we have received no compensation whatsoever to-date.

On 2nd Oct. last COGENA wrote that they were "in contact with Allied Authorities so as to ascertain the exact position and then proceed to regularize the compensation question".

It seems strange to us that from 1st Feb. 1944 to-date (October) COGENA has not been able to know the position in regard to the ship, the form of contract nor charter rate 1644 compensation to which the Owners are entitled.

We shall greatly appreciate your kind attention to this matter.

(Sgd) for LIONELLO CANALI
Camillo Canali

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: LIONELLO CANALI (Shipowner).
To : NSG - A.C.C.
Date: 12.10.44
Ref.: -----

M. Fish. V. "EDOARDO C°."

We refer to our conversation to-day and we thank you for the courteous explanations given.

For a clearer understanding we take the liberty of recapitulating the position in regard to M. Fish V. "EDOARDO C°) belonging to us. (Gross Tonn. 136.78 - Diesel Engine Ansaldo HP 300/354). Was requisitioned by I.R.W. and derequisitioned on 31st Jan. 1944.

On 1st Feb. 1944, according to information from COGENA, this vessel passed over to the service of the Allies, and following a request from Rear Admiral J.A.V. MORSE, F.O.W.I.T., she was transferred to U.K. under the British Flag and with a British Crew.

Notwithstanding our numerous verbal and written requests to COGENA, we have never been able to learn under what form of contract she was chartered nor at what charter rate.

Naturally, we have received no compensation whatsoever to-date to-date.

On 2nd Oct. last COGENA wrote that they were "in contact with Allied Authorities so as to ascertain the exact position and then proceed to regularize the compensation question".

It seems strange to us that from 1st Feb. 1944 to-date (October) COGENA has not been able to know the position in regard to the ship, the form of contract nor charter rate 164 compensation to which the Owners are entitled.

We shall greatly appreciate your kind attention to this matter.

(Sgd) for LIONELLO CANALI
Camillo Canali

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

We refer to our conversation to-day and we thank you for the courteous explanations given.

For a clearer understanding we take the liberty of recapitulating the position in regard to M. Fish V. "EDOARDO C°) belonging to us. (Gross Tonn. 135.73 - Diesel Engine Ansaldo FP 300/354). Was requisitioned by I.R.M. and derequisitioned on 31st Jan. 1944.

On 1st Feb. 1944, according to information from COGENA, this vessel passed over to the service of the Allies, and following a request from Rear Admiral J.A.V. MORSE, F.O.W.I.T., she was transferred to U.K. under the British Flag and with a British Crew.

Notwithstanding our numerous verbal and written requests to COGENA, we have never been able to learn under what form of contract she was chartered nor at what charter rate.

Naturally, we have received no compensation whatsoever up-to-date.

On 2nd Oct. last COGENA wrote that they were "in contact with Allied Authorities so as to ascertain the exact position and then proceed to regularize the compensation question".

It seems strange to us that from 1st Feb. 1944 to-date (Octo (October) COGENA has not been able to know the position in regard to the ship, the form of contract nor charter rate 164 compensation to which the Owners are entitled.

We shall greatly appreciate your kind attention to this matter.

(Sgd) for LIONELLO CANALI
Camillo Canali

Copy to Transportation Sub-Commission

A. C. C.

Rome

DG/P

file w/d
Sent to Shipping SC
for action

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

220 2

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

CPE 2° 82

DITTA ED. CANALI FU CAMILLO
ASSICURAZIONI - COMMISSARIATI D'AVARIA
AGENTI MARITTIMI
FONDATA NEL 1878

GENOVA
VIA DANTE, 63-R

LIONELLO CANALI
ARMATORE

M/P. EDOARDO C.
» ELENA C.
» LYDIA C.
» CAMILLO C.
TONN. 150
C. V. 300

TELEGRAMMI: EDUARDUS - GENOVA
TELEFONO INTER. 53-452

CC/ev

ROMA, 12 Ottobre 1944

(RECAPITO) VIA S. BASILIO, 19
TELEFONO 485-222

NAVAL SUB COMMISSION
A.C.C.

R o m a.

M/P. EDOARDO C.

Ci riferiamo alla ns/ conversazione odierna e sentitamente Vi ringraziamo per le cortesi spiegazioni avute.

A maggior chiarimento ci permettiamo riepilogare la situazione del M/p. "Edoardo C." di ns/ proprietà. (Stazza lorda T. 136.78 - Motore Diesel-Ansaldo HP 300/354). Già requisito dalla R.Marina Italiana e derequisito in data 31 Gennaio 1944.

Alla data 1° Febbraio 1944, secondo comunicazione del Cogena, detta nave passò al servizio degli alleati, e a seguito di richiesta del REAR ADMIRAL J.A.V. MORSE, Flag Officer in charge Western Italy, venne trasferito con bandiera inglese e con equipaggio inglese, nel Regno Unito.

Nonostante le ns/ numerose richieste verbali e scritte al Cogena, non siamo mai riusciti a sapere con quale forma di contratto detta nave sia stata noleggiata e quale nolo sia stato concordato.

Naturalmente nessun compenso ci è stato quindi mai versato.

In data 2 ottobre c.a. il Cogena ci ha scritto di "essere in contatto con le Autorità Alleate al fine di accertare l'esatta posizione e procedere quindi al regolamento del relativo compenso".

Ci sembra strano che dal 1° Febbraio 1944 a oggi (Ottobre) il Cogena non debba essere ancora in grado di conoscere la situazione della nave e quale forma di contatto ne regoli il compenso dovuto all'Armatore proprietario.

./.

2203

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Si ringrazia in anticipo per ogni cortese interessamento al riguardo.

P. LIONELLO CANALI
Camillo Canali.

Copy al Trasportation Sub Commission
A. C. C.
R o m a.

2204

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEAD QUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/1042

23 October 1944.

Mate Spanio & Company
Molat, Italy.

Gentlemen:

Your letter of 22 August, regarding compensation for the schooner JELA, has been referred to CO.CE.NA. through the Italian Ministry of Marine. CO.CE.NA. is the proper agency for investigating and acting on such matters.

Respectfully,

H. H. ZIROLI,
Commodore, U.S. Navy.

ALLIED CONTROL COMMISSION · NAVY SUB-COMMISSION · FILE

28 OTT 1944

2203

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

file

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

WSC/1038W

23 October 1944.

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

Subject: Claim for Loss of Merchant Schooner JELA.

Enclosure: (A) Mate Spanic & Co., ltr of 22 August 1944.

1. Enclosure (A) contains a request for compensation by the owner of schooner JELA due to her destruction by a magnetic mine. It is forwarded herewith for necessary investigation and action by CO.GE.NA.

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

(Original ltr. forwarded)

ALLIED CONTROL COMMISSION · NAVY SUB-COMMISSION · FILE

28 OTT 1944

2206

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

(Copy of Original letter)
Original Forwarded

Subject-Claim for loss of "JELA" 550 ton Schooner.

Adjustment Claims Marine

A.M.G.C.T.

C.M. Forces

Sir:

We beg to apply for recovery on loss of schooner "Jela" which was wrecked in the following manner and is now a total loss.

On 16 Nov. 1943 our schooner was ordered, together with "Jadran" 420 ton schooner, to depart from Molat to Bari in order to assist in the Allied occupation of Italy. On approaching Bari on 21 Nov. 1943, schooner "Jela" struck a mine 200 meters from shore and broke in two. Has becoming a total write-off. The "Jadran" successfully reached Bari and was made use of by the Allied. The mine struck by the "Jela" was a magnetic mine and His schooner was made of steel, where as the "Jadran" being a wooden schooner, escaped damage.

We sincerely trust that you will give this claim your sincere consideration on recoewery your reply, hes there particulare will be submitted by us.

The Captain of the "Jela" at the time of the accident was Capt. Stjepun Basic and he is now in command of m/s "Omladinac" Mola di Bari.

1641

Molat 22 August 1944.

Mate Spanic & Company

/s/ Louis Mate

2207

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/975/W

10 October 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Agriculture Sub-Commission, Hq. ACC.

Subject: Motor Fishing Schooner "MARIA DELLE GRAZIE".

Reference: (a) Agriculture Sub-Com. ltr. AGR/505.9 of 18 September 1944.

Enclosure: (A) Translation Minister of Marine ltr SM/18136 of 4 October 1944.

1. In accordance with reference (a) the Minister of Marine was requested to give immediate consideration to securing the derequisition of subject fishing schooner.

2. Enclosure (A), which is forwarded herewith, contains the reply of the Ministry of Marine to the request by this office.

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

ALLIED CONTROL COMMISSION - NAVY SUB-COMMISSION
FILE
1 OTT 1944

1840

1164

2208

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From: I.R.N. Staff Office.
To : N.S. G. - A.C.C.
Date: 4.10.44
Ref.: SM/18136

COPY

U R G E N T

Subject: M/Fish. V. "Maria delle Grazie".

Ref. letter No. NSC/870 of 20th ulto.

You are informed that the M.F.V. "Maria delle Grazie" has been requisitioned in place of M.F.V. "Vincenzo S." which had been requisitioned since 11th May 1940. The latter (vessel) was derequisitioned following a request from the Ministry of Agriculture and Forests forwarded in letter No. 1762 of 30th Aug. last addressed to the Ministry of Marine and for information of A.C.C. because she was detailed to transport fish from Lampedusa to Anzio.

It is suggested that it would be suitable to detail another small local vessel for fishing off Lampedusa Island - after one has been found - and Marina Trapani might propose one so as not to compromise the regularity of the turns for alternation established for requisitioning - derequisitioning, which would occur if a precedent of this nature was created, having in mind that the number of M/Sweepers in being is insufficient for the ordinary sweeping duties of the various Bases.

for CHIEF OF STAFF.

From: I.R.N. Staff Office
To : N. S. C. - A.C.C.
Date: 4.10.44
Ref.: SM/18136

U R G E N T

Subject: M/Fish. V. "Maria delle Grazie".-

Ref. letter N° NSC/870 of 20th ulto.-

You are informed that the M.F.V. "Maria delle Grazie" has been requisitioned in place of M.F.V. "Vincenzo S." which had been requisitioned since 11th May 1940. The latter (vessel) was derequisitioned following a request from the Ministry of Agriculture and Forests forwarded in letter N° 1762 of 30th Aug. last addressed to the Ministry of Marine and for information of A.C.C. because she was detailed to transport fish from Lampedusa to Anzio.

It is suggested that it would be suitable to detail another small local vessel for fishing off Lampedusa Island - after one has been found - and Marina Trapani might propose one so as not to compromise the regularity of the turns for alteration established for requisitioning - derequisitioning, which would occur if a precedent of this nature was created, having in mind that the number of M/Sweepers in being is insufficient for the ordinary sweeping duties of the various Bases.

for CHIEF OF STAFF

DG/P

1638

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2210

06 11

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/923/B

30 September 1944

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

Subject: Fishing Boat, VENCENSO S.

1. A copy of the Agriculture Sub-Commission, ACC letter ACR/500.2 of 29 September 1944, in connection with derequisitioning of the subject fishing boat is forwarded herewith for information.

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

1637

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
Agriculture Sub-Commission
APO 394

BCFW/ec

AGR/ 500.2
TEL: 478206

29 September 1944.

SUBJECT: Fishing Boat, Vincenzo S.

To : Mediterranean Shipping Board, Schooner Committee
(Att. Mr. Williams), through channels.

1. Subject fishing boat was derequisitioned by the Italian Royal Navy, Trapani, following a request made by the Fisheries Division of the Ministry of Agriculture. The owner of the vessel had agreed to put the craft to fishing - its normal occupation - if were released.

2. The owner now, according to the Ministry's representative in Palermo, refuses to fish and would rather use the craft as a transport vessel. It is understood that efforts are being made to have subject boat included in Cogena's schooner Pool.

3. In order to derequisition the Vincenzo S. the Italian Navy had to requisition another fishing boat in its place to conform with a recently established policy to "take turns" on requisitions.

4. It is requested that any application made by the owners or operators of subject boat to be included in Cogena's schooner pool be denied.

FOR ACTING CHIEF COMMISSIONER

W.A. HARTMAN
Lt. Col.
Director.

DISTRIBUTION:
1. Economic Section
2. Ministry of Agriculture
3. Ministry of Marine (Via Navy Sub-Comm.)
4. R.C. Sicilia Region
5. Transportation Sub Commission (Schooner Section)
6. Files.

1536

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
Agriculture Sub-Commission
APO 394

DCM/cc

AGR/ 300.2
TEL: 479398

20 December 1944

SUBJECT: Fishing Boat, Vincenzo S.

To : Mediterranean Shipping Board, Schooner Committee
(Att. Lr. Williams), through channels.

1. Subject fishing boat was requisitioned by the Italian Royal Navy, Trapani, following a request made by the Fisheries Division of the Ministry of Agriculture. The owner of the vessel had agreed to put the craft to fishing - its normal occupation - if were released.

2. The owner now, according to the Ministry's representative in Palermo, refuses to fish and would rather use the craft as a transport vessel. It is understood that efforts are being made to have subject boat included in Cogena's schooner pool.

3. In order to derequisition the Vincenzo S the Italian Navy had to requisition another fishing boat in its place to conform with a recently established policy to "take turns" on requisitions.

4. It is requested that any application made by the owners or operators of subject boat to be included in Cogena's schooner pool be denied.

FOR ACTING CHIEF COMMISSIONER

W.A. HARRIS
Lt.Col.,
Director

1635

DISTRIBUTION:
1. Economic Section
2. Ministry of Agriculture
3. Ministry of Marine (Via Navy Sub-Comm.)
4. A.C. Sicilia Region
5. Transportation Sub Commission (Schooner Section)
6. Files.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/9189

29 September 1944.

From: Navy Sub-Commission, Hq, ACC.
To : Shipping Sub-Commission.

Subject: Molfetta Small M/Schooner Owners Association.

With reference to your letter 26 September 1944, it would be appreciated if the copy of the letter from the subject association forwarded by my letter NSC/860 of 17 September 1944 could be returned as no other copy is available.

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

NAVY SUB-COMMISSION · ALLIED CONTROL COMMISSION · FILE
30 SET 1944

1634

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

MEDITERRANEAN SHIPPING BOARD (MSB)

Tel: ~~FLAMBO~~ 179
DIAL 52904

~~9, Via del Chiostro.~~
NAPLES.

A.F.H.Q.
C.M.F.

From:- Shipping Sub-Commission, A.C.C.

To:- Navy Sub-Commission, A.C.C.
(Copy:- C-in-C Med.)

Date:- 26th September, 1944.

Molfetta Small Motor Schooner Owners Association.

I have to acknowledge your letter of 17th inst. attaching a statement from the above body.

We have always maintained that the subject of remuneration as between the Italian Government and their Shipowners is a matter for the Italian Government themselves. I have no doubt considerable discussion will take place on this matter, as has taken place in Allied countries, before an equitable decision is arrived at.

One of our greatest difficulties with schooners has been the misuse of these schooners by private and other bodies, and at the request of the Shipping Sub-Commission the Italian Authorities are requisitioning all the vessels in order that they shall be put into service within the needs of the country as a whole, as directed by the Allied Control Commission. If we were to agree that two thirds were completely at the disposal of the Owners, I hesitate to think of the chaos which would be the result, and whether, in fact, the desire on the part of these Owners to achieve a financial profit rather than to serve their country's needs would not be the result.

Chairman, Shipping Sub-Commission.

1633

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/918B

29 September 1944.

From: Navy Sub-Commission, Hq, ACC.
To : Shipping Sub-Commission.

Subject: Molfetta Small M/Schooner Owners Association.

With reference to your letter 26 September 1944, it would be appreciated if the copy of the letter from the subject association forwarded by my letter NSC/860 of 17 September 1944 could be returned as no other copy is available.

RECEIVED
16
MEDITERRANEAN
2 OCT 1944
MINISTRY OF WAR TRANSPORT

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

Copy Letter attached hereto

2/10/44

Shipping Sub-Commission

1632

2216

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

MOLFETTA SMALL M/SCHOONER OWNERS ASS'N.

In a lengthy declaration to H.E. President of the Council of Ministers, and copies for the information of Minister of Marine, Minister of Communications and A.C.C., the Molfetta Small M/Schooner Owners Ass'n refers to Chief of General Staff's announcement No.2 of 7th October 1943 (apparently still in force) which states that:- "Craft of less than 300 tons Gross are exempt from requisitioning." Following this all vessels in this category were derequisitioned and should have been handed back to their owners; but it appears - and this is the underlying motive of the whole declaration - that the CO.GE.NA Commission (which was originally formed to represent absent owners of M/Schooners, and therefore having a provisional character) has gradually grown into a concern which operates all these craft for the benefit of a minority and the real owner is rather "left out in the cold."

Goes on to cite different laws from the Commercial Code in regard to the payment of equitable indemnities (or compensation) to owners when their property is officially taken over; it appears that they are not getting a fair deal with COGENA.

They summarise by putting forward the following requests:-

1) - That, once Allied Authorities', the Italian Government's and Public Enterprises' requirements have been met, that the right of ownership be established, plus the owner's right to have the free use of his vessel: To arrange freight rates direct with the firms interested in chartering.

2) - That it be established that M/Schooners not required by the Allied Authorities be used 1/3 of the time in favour of public service requirements, and the other 2/3rds completely at the disposal of the owners, similarly to what has been arranged in regard to Motor Transport.

3) - A reasonable increase in freight rates.

4) - Present rates to remain in force for public service requirements.

5) - That the owner should have priority over any other private individual or concern in regard to the right to charter his own vessel.

MOLFETTA, September 1944.

1631

DG.-)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/902W

27 September 1944.

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

Subject: Merchant Schooner "STELLA".

1. With reference to your letter SM/44495/S of 23 September, the STELLA has been assigned to her present occupation by CO.GE.NA. and not by the Transportation Sub-Commission, ACC as stated in paragraph two.

2. In the event that the Italian Royal Navy requires shipping space for the transportation of essential materials, application must be made for the required space to CO.GE.NA. through the Direttore della Marina Mercantile. If the request is approved, a currently available vessel will be allocated, however, no effort is made to assign a specific vessel other than to ensure that the one assigned is adequate for the purpose for which it is required.

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

30 SEP 1944

NAVY SUB-COMMISSION
FILE
ALLIED CONTROL COMMISSION

1630

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: I.R.N. Staff Office
To : FOLI - Rome
Date: 23.9.44
Ref.: SM/4449/S

Subject: M/Schooner "Stella"

M/Schooner "Stella" chartered for account of I.R.N. was placed at the disposal of C.in C. Taranto Area who employed her for transferring I.R.N. materials recovered in the various Sicilian Bases to Taranto.

The charter contract having expired it has not been possible to renew same because, on orders from Colonel Glanville Sub-Comm. Schooner Transportation A.C.C., M/Sch. "Stella" has been assigned other Transport duties.

In view of the fact that the above Schooner has been used to-date for transferring I.R.N. materials, whose recovery is essential as spare parts are involved necessary to the efficent functioning of engines and machinery in Naval units, your Command is approached to kindly intervene with Allied Authorities concerned to obtain that M/Sch. "Stella" be left at the disposal of C.in C. Taranto Area.

FLAG OFFICE LIAISON ITALY FORCE
Date 26 Sept.
No. 317
T.

CHIEF OF STAFF

DG/P

1629

Mod. 41

Roma, 23 Settembre 1944

Stato Maggiore della R. Marina

Rep. Oper. Uff. Nav.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N.° SM/44495 S. Allegati

Al F. O. L. I. - R O M A

ARGOMENTO: M.V. " STELLA ". -

Il M.V."STELLA" noleggiato per conto della R.Marina, era stato messo a disposizione del Comando in Capo del Dipartimento di Taranto che lo aveva adibito al trasporto in quella Sede dei materiali della Marina ricuperati nelle varie basi della Sicilia.

Essendo ora scaduto il contratto di noleggio, non è stato possibile rinnovarlo perchè per disposizione del Colonnello Glanville Sub.Comm. Schooner Transportation A.C.C. il motoveliero "STELLA" è stato assegnato ad altri trasporti.

In considerazione che il suddetto motoveliero è stato finora impiegato come sopra detto per il trasporto di materiali della Marina, materiali che è indispensabile ricuperare perchè trattasi di pezzi di rispetto di macchinari il cui funzionamento è condizione essenziale per l'efficienza e quindi per l'impiego delle Unità navali, si prega codesto F.O.L.I. voler intervenire presso le competenti Autorità Alleate perchè il M.V. "STELLA" sia lasciato a disposizione del Comando del Dipartimento di Taranto.

IL CAPO DI STATO MAGGIORE

1528

D'Accordo

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Segr. Oper. Uff. Nav.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N.° PM/44695 R. Allegati

ARGOMENTO: M.V. " STELLA ". -

Il M.V."STELLA" noleggiato per conto della R.Marina, era stato messo a disposizione del Comando in Capo del Dipartimento di Taranto che lo aveva adibito al trasporto in quella Sede dei materiali della Marina ricuperati nelle varie basi della Sicilia.

Essendo ora scaduto il contratto di noleggio, non è stato possibile rinnovarlo perchè per disposizione del Colonnello Glanville Sub.Comm. Schooner Transportation A.C.C. il motoveliero "STELLA" è stato assegnato ad altri trasporti.

In considerazione che il suddetto motoveliero è stato finora impiegato come sopra detto per il trasporto di materiali della Marina, materiali che è indispensabile ricuperare perchè trattasi di pezzi di rispetto di macchinari il cui funzionamento è condizione essenziale per l'efficienza e quindi per l'impiego delle unità navali, si prega codesto F.O.L.I. voler intervenire presso le competenti Autorità Alleate perchè il M.V. "STELLA" sia lasciato a disposizione del Comando del Dipartimento di Taranto.

IL CAPO DI STATO MAGGIORE 1923

[illegible]

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

file

NSC/870 F1

20 September 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Minister of Marine - Rome.

Subject: Motor Fishing Schooner "Maria delle Grazie"
Compamar License No. 152.

1. The Agricultural Sub-Commission, ACC, has notified this office that the Italian Navy Command, Trapani has recently requisitioned subject schooner which is owned by SPADARO Pietro and APADARO Antonio.

2. Arrangements have been made for the "Maria delle Grazie" to regularly fish off the island of Lampedusa and to supply the city of Rome with its catch. As the "Maria delle Grazie" has been included as an important part in the plan for supplying food to Rome, it is requested that immediate consideration be given to securing her de-requisition by the Italian Navy Command, Trapani.

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

NAVY SUB-COMMISSION · ALLIED CONTROL COMMISSION · FILE

1627

23 SEP 1944

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
Agriculture Sub-Commission
APO 394

BCFM/cc

AGR/ 505.9
TEL: 478208

18 September 1944

SUBJECT: Derequisition of "Maria delle Grazie"

To : Navy Sub-Commission.

1. The representative of the Ministry of Agriculture at Palermo advises that the Italian Navy Command, Trapani, has just requisitioned the motor fishing schooner "Maria delle Grazie".

2. The subject schooner bears Compamar license N° 152 and is owned by Spadaro Pietro and Spadaro Antonio. It is attested that the owners are among the few which have always strictly ~~submitted~~ subjected themselves to regulations.

3. "Maria delle Grazie" was recently selected as one of the schooners which would fish off of the Island of Lampedusa for the city of Rome. A project is to go in effect immediately to transport weekly, via water, to Rome two or three schooners full of fresh fish. The owners of subject vessel will be among the main participants to this plan. Without their vessel they will be seriously handicapped and the entire project seriously disturbed.

4. It is urgently requested that the Italian Navy be asked to derequisition the Maria delle Grazie. Prompt action on the part of the Italian Navy will be appreciated.

1626

M.A.M. DICKIE
Lt.Col.
Director

DISTRIBUTION:
1. Economic Section
2. Ministry of Agriculture
(Ufficio Centrale Per la Pesca)
3. Capt.Ugo Milazzo, Palermo
4. Files

2223

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSO/866

18 September 1944.

From: Naval Sub-Commission, Hq. ACC.
To : Headquarters, Allied Military Government, Region IV.

Subject: Tugs and barges at Piombino - Availability of.

Reference: (a) Naval Sub-Comission ltr No. NSC 851 of 15 September 1944.

1. Further to reference (a), the Naval Sub-Commission has been notified by despatch from Flag Officer Western Italy, that instead of the two tugs POLGORE and GIACOMO, only one tug, the MATILDA, can now be temporarily released for transport of coal.

2. With the exception of the above change, which should be noted in paragraph two, reference (a) is unchanged.

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

NAVY SUB-COMMISSION · ALLIED CONTROL COMMISSION · FILE

20 SEP 1944

1625

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Comission
APO 394

NSC/851

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

15 September 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Headquarters, Allied Military Government, Region IV.

Subject: Tugs and barges at Piombino - Availability of.

References: (a) Hq. AMG Region IV let. Ind. R/3155 of 11 Sept. 1944.

1. Reference (a) forwarded a request for the release of tugs to transport coal by barges from Piombino to the Rome area.

2. The Flag Officer Western Italy has authorized the Naval Officer-in-Charge, Piombino, by dispatch to release temporarily, Deisel tugs FOLGORE and GIACOMO for use by the Italian firm Procaci for this purpose and to issue a navigation permit for the tugs and the barge CICCIOLINA. The tugs are to remain under Royal Navy Requisition and be returned immediately upon completion of this work. The Principle Sea Transport, Mediterranean, has been requested to arrange a temporary Charter Party Agreement to cover this arrangement.

3. As changing conditions may require the use of the tugs for other purposes at any time, it is requested that the proper Italian civilian and governmental agencies be informed immediately as to the arrangements made, in order that the tugs may be utilized while available. It is further requested that this office be informed as to the port in the Rome area at which the coal will be unloaded, the tonnage involved and the estimated date on which the tugs can be released.

4. It is assumed that supervision will be exercised over the distribution of the coal in the Rome area by the Headquarters, Allied Military Government, Region IV, to ensure that it is not diverted for unauthorized purposes.

ALLIED CONTROL COMMISSION - NAVY SUB-COMMISSION - FILE

16 SET 1944

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

1624

Copy to:
FOWIT
NOIC-Piombino
MEDPO-Naples
PSTO-Med.

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R/3155 1st Ind. JDA/sch

HEADQUARTERS ALLIED MILITARY GOVERNMENT REGION IV APO 394 11 Sep 44

TO: Regional Control and Military Government Section Headquarters Allied Control Commission APO 394 (Attention: Naval Sub-Commission - Commander BUTLER)

1. Request approved by this Headquarters and forwarded for consideration.

For The Regional Commissioner:

John D. Ames

JOHN D. AMES
Lt Colonel, A.G.D.
Executive Officer (Rome)

1623

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV
APO 394

Rome, 8 September 1944

ES/No. 1355

Subject : Release of tpt.for charcoal supplies.

To : Col. Ames.
Executive Officer HQ. Region IV

Sir,

may the attached request for de-requisition of sea-going transport be transmitted to ACC Naval Sub-Commission (Attn. Commander Butler).

Their cooperation would greatly assist the problem of supplying Rome with fuel.

JOHN D.LESTER, Captain
(Int. C.)
Ec. & Supply Div.

Copies to :
(2) Addressee
(1) E. & S.Files

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Memo for the Naval Sub-Commission

The tugs requisitioned at Piombino, which should be released and granted a navigation permit are:

Tug "Folgore", tons 115, Diesel motor 750 HP
" "Giacomo" " " " " " "
" "Matilde", " " " " " "

The barge requiring navigation permit is:

"Cicciolina" tons 400

Besides there are the following tugs sunk:

Tug "Albatross" tons 25
" "Alcione" " 24
" "Tritone" " 20
which we could salvage and make sea-worthy again

Translation 9/9/44
ljk

1820

2228

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Governatorato di Roma

Azienda Servizi Annonari Servizio:Assessore

Rome, 25 August 1944

Subject: Coal Transportation by Sea
To : Capt. Lester

Prince Borghese endorses the application made to our Azienda by the firm Procchi of Piombino, which desires to obtain a permit to transport by sea a stock of coal lying at Piombino and already purchased by the firm.

The A.C.C. Naval Sub-Commission has referred Prince Borghese to you, kindly requesting you to submit the application of the firm Procchi at the next meeting of the Naval Sub-Commission, in order to obtain their authorization.

The firm Procchi already owns suitable barges for sea-transportation and only wants an authorization to use at least one tug. This tug is available at Piombino, but there it has been requisitioned (along with two more) by the local Allied Naval Command.

The English Naval Authorities should authorize the use of one of these tugs (and of the barges), even though limiting the authorization to the period strictly necessary for the transportation of the acquired stock.

Thanking you in advance for any kind help you may wish to lend us, we are yours truly

(Ing. G. B. Vicentini)

TRANSLATION 9/9/44
ljk

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

ACC. 4290 P.I.
4P-53 385

Governatorato di Roma

Azienda Servizi Annonari

Servizio Assessore

N. di protocollo

Risposta al N.

Allegati N.

Nella risposta indicare il numero della presente.

Roma, li 25/Agosto 1944

Oggetto Trasporto carbone via mare.-

Al SIG. CAPT. J.N. LESTER.

S E D E

Morlotti - Roma

Sotto gli auspici del Principe Borghese, viene presentata a questa Azienda la Domanda della Ditta PROCCHI di Piombino, tendente ad ottenere il permesso per il trasporto via mare di un quantitativo di carbone giacente a Piombino e precedentemente acquistato dalla Ditta stessa.-

Il Principe Borghese, che si è recato presso la A.C.C. - Naval Subcommission - è stato indirizzato a Lei perchè si compiaccia di sottoporre la richiesta della Ditta Procchi alla prossima riunione della Naval Subcommission onde ottenere il richiesto nulla osta.-

Il trasporto sarebbe già disposto a cura della ditta richiedente su appositi galleggianti di sua proprietà, ed occorre unicamente l'autorizzazione per l'impiego di almeno un rimorchiatore.- Tale rimorchiatore è disponibile a Piombino, ma quivi requisito (insieme ad altri due) dal locale Comando Navale Alleato.-

Sarebbe necessario che l'Autorità Navale Inglese concedesse l'impiego di uno di tali rimorchiatori (e dei barconi) anche limitatamente al periodo strettamente necessario per il trasporto del quantitativo acquistato.-

La ringrazio anticipatamente per quanto vorrà cortesemente fare in proposito.-

1618

Distinti saluti.

(Ing.G.B.Vicentini)

PRO-MEMORIA PER LA A.C.C. NAVAL SUB-COMMISSION

I rimorchiatori requisiti a Piombino da sbloccare ed autorizzare alla navigazione sarebbero:

Rimorchiatore	"Folgore"	tons.	115	motore	Diesel	750 HP.
"	"Giacomo"	"	"	"	"	"
"	"Matilde"	"	"	"	"	"

Il barcone da autorizzare alla navigazione è il barcone:

"Cicciolina" tons. 400.

Inoltre, in ultima analisi, vi sarebbero sotto'acqua i seguenti rimorchiatori:

Rimorchiatore	"Albatros"	tons. 25
"	"Alcione"	" 24
"	"Tritone"	" 20

che, a nostra cura, sarebbero recuperati e rimessi in navigazione.

Approved.

[illegible]
LOCAL RESOURCES OFFICER

Ajaccio

20. Aug. 44.

1612

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2231

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/860

17 September 1944.

From: Navy Sub-Commission, Hq, ACC
To. : Shipping Sub-Commission, Hq, ACC.

Subject: Molfetta Small M/Schooner Owners Ass'n.

1. A copy of a letter in connection with the subject association is forwarded herewith for information and return, together with a brief summary of the contents of the letter.

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

NAVY SUB-COMMISSION
FILE
ALLIED CONTROL COMMISSION

20 SET 1944

Mailed S/C
19 Sept 1944

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MOLFETTA SMALL M/SCHOONER OWNERS ASS'N.

In a lengthy declaration to H.E. President of the Council of Ministers, and copies for the information of Minister of Marine, Minister of Communications and A.C.C., the Molfetta Small M/Schooner Owners Ass'n refers to Chief of General Staff's announcement No.2 of 7th October 1943 (apparently still in force) which states that:- "Craft of less than 500 tons dwwt are exempt from requisitioning." Following this all vessels in this category were drequisitioned and should have been handed back to their owners; but it appears - and this is the underlying motive of the whole declaration - that the CO.GE.MA Consortium (which was originally formed to represent absent owners of M/Schooners, and therefore having a provisional character) has gradually grown into a concern which operates all these craft for the benefit of a minority and the real owner is rather "left out in the cold."

Goes on to cite different laws from the Commercial Code in regard to the payment of equitable indemnities (or compensation) to owners when their property is officially taken over; it appears that they are not getting a fair deal with COGEMA.

They summarise by putting forward the following requests:-

1) - That, once Allied Authorities', the Italian Government's and Public Enterprises' requirements have been met, that the right of ownership be established, plus the owner's right to have the free use of his vessel: To arrange freight rates direct with the firms interested in chartering.

2) - That it be established that M/Schooners not required by the Allied Authorities be used 1/3 of the time in favour of public service requirements, and the other 2/3rds completely at the disposal of the owners, similarly to what has been arranged in regard to Motor Transport.

3) - A reasonable increase in freight rates.

4) - Present rates to remain in force for public service requirements.

5) - That the owner should have priority over any other private individual or concern in regard to the right to charter his own vessel.

MOLFETTA, September 1944.

1615

DG.-)

NAVY S/C

A S.E. IL PRESIDENTE DEL CONSIGLIO DEI MINISTRI

R O M A

e per conoscenza: A S.E. IL MINISTRO DELLA MARINA

A S.E. il Ministro delle Comunicazioni

R O M A

ALLA COMMISSIONE ALLEATA DI CONTROLLO

R O M A

Il Bando 7 ottobre 1943, n. 2, del Capo di Stato Maggiore Generale (per quanto ci consta, tutt'ora vigente), stabilisce all'art. 2 che "sono esenti dalla requisizione le navi aventi una stazza lorda inferiore alle trecento tonnellate.

In applicazione della predetta norma, tutte le navi appartenenti a questa categoria furono progressivamente derequisite. Esse dovevano quindi rientrare nella libera disponibilità dei proprietari, ben inteso con le limitazioni ed i controlli imposti dall'interesse pubblico: viceversa, per la graduale, sempre maggiore ingerenza del Comitato Gestione Navi (CO.GE.NA.) la condizione dei proprietari è rimasta immutata, e sotto un certo aspetto peggiorata. Infatti, mentre prima essi potevano ottenere la derequisizione delle navi per le loro riconosciute necessità attualmente il Governo, parte (non si [illegible]

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e per conoscenza: A S.E. il Ministro della MARINA
A P.C., il Ministro delle Comunicazioni
ROMA

ALLA COMMISSIONE ALLEATA DI CONTROLLO

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rietà, ha finito col paralizzare ogni forma di attività anche degli armatori presenti, privando questi ultimi di qualsiasi libertà, e sottoponendoli a tutta una serie di vessazioni non precisamente necessarie.

I°)= I motovelieri di piccolo tonnellaggio sono tutti noleggiati di autorità dal Cogena (non in virtù di una legge, bensì di una semplice circolare) e destinati alle esigenze: anzitutto, delle Autorità Alleate;in secondo luogo, dal Governo Italiano e degli Enti Pubblici: infine, dei privati.

In quest'ultimo caso, il Cogena assegna i motovelieri -secondo i suoi criteri discrezionali- a questa od a quella ditta, la quale se ne serve per il proprio commercio.

Il proprietario è completamente ignorato!

II°)= E' evidente la violazione dell'art. 29 dello Statuto: "tutte le proprietà; senza alcuna eccezione, sono inviolabili. Tuttavia, quando l'interesse pubblico legalmente accertato lo esiga, ei può essere tenuti a cederle, in tutto od in parte,mediante una giusta indennità, conformemente alle leggi".

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Secondo la nostra legislazione, il proprietario "ha
il diritto di potere disporre delle cose in modo
pieno ed esclusivo, entro i limiti e con l'osservan=

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za degli obblighi stabiliti dall'ordinamento giuridico" (art. 832 c.c.): e l'art. 834 ribadisce il concetto costituzionale che "nessuno può essere privato, in tutto od in parte, dei beni di sua proprietà, se non per causa di pubblico interesse legalmente dichiarata, e contro il pagamento di una giusta indennità".

Infine, l'art. 835 dispone: "Quando ricorrano gravi e urgenti necessità pubbliche militari e civili, può essere disposta la requisizione dei beni mobili o immobili. Al proprietario è dovuta una giusta indennità".

In base a queste norme vigenti, che la dignità nazionale di un popolo civile non dovrebbe tollerare che rimanessero soltanto scritte sulla carta, se può ritenersi giustificata la precedenza per gli interessi riconosciuti degli enti pubblici, non si dovrebbe assolutamente permettere la totale spoliazione del proprietario a vantaggio di un qualsiasi altro privato, e meno che mai l'esistenza di un ente, che sopravvive quasi a quest'unico scopo.

E' chiaro, invero, che soddisfatte le necessità

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E' chiaro, invero, che soddisfatte le necessità dirette degli enti pubblici, l'interesse collettivo non può essere, se non generico: ad esempio, potrà interessare che si trasporti una determinata merce,

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a preferenza di qualsiasi altra, ed in un determinato porto, a preferenza di qualsiasi altro.

La funzione del Cogema potrebbe quindi consistere -e limitarsi- all'accertare e render noti agli armatori questi elementi: in modo da concedere i permessi di viaggi solo ed in quanto le richieste vi si uniformassero. In difetto, poi, di particolari motivi, il traffico lecito dovrebbe essere lasciato assolutamente libero, poichè il pubblico non ha il più piccolo interesse a che il trasporto venga effettuato per conto di una determinata ditta, anzicchè di un'altra. Questi noleggi di autorità, comunque li si voglia chiamare, hanno tutti i caratteri di vere e proprie requisizioni: l'unica differenza sta nella illegalità della forma, in aggiunta a quella della sostanza!

III°)= Ma vi è un caso, nel quale la violazione appare ancora più evidente ed ingiustificata: il caso, cioè, dei produttori, dei commercianti e degli industriali, i quali abbiano acquistato dei moto-velieri per il trasporto delle proprie merci, e per il servizio delle proprie aziende. Nessun

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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III°)= Ma vi è un caso, nel quale la violazione appare ancora più evidente ed ingiustificata: il caso, cioè, dei produttori, dei commercianti e degli industriali, i quali abbiano acquistato dei moto-velieri per il trasporto delle proprie merci, e per il servizio delle proprie aziende. Nessun barlume di equità o di logica può giustificare l'assegnazione di questi motovelieri a privati concorrenti dei proprietari, perchè trasportino nelle me-

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desime località i medesimi prodotti che i proprietari stessi sarebbero dispostissimi a trasportare, alle medesime condizioni. E come può l'interesse "pubblico" trarre vantaggio dalla preferenza illegalmente concessa al commerciante privato meno avveduto, meno coraggioso e meno intraprendente, il quale per grossolana astuzia spera soltanto di approfittare della sopraffazione dei diritti altrui? E' chiaro che, con questo sistema, si continuano ad educare, favorendone in tutti i modi, intere categorie di affaristi, i quali -anzicchè ingegnarsi di sviluppare ed ampliare la propria attività, superando la concorrenza altrui attraverso una maggiore laboriosità ed originalità di lecite iniziative- aguzzano il proprio cervello nella ricerca di vie traverse, che procurino loro le comode assegnazioni delle cose altrui, a prezzo irrisorio, ponendoli senz'altro in condizioni di privilegio rispetto ai concorrenti più scrupolosi, e comunque meno abili in questa poco lodevole attività! Cioè, esattamente quello che ha fatto per 20 anni il fascismo, con i risultanti che tutti possiamo apprezzare!

IV°)- Infine, anche quando si ammetta -SEMPRE ED UNICAMENTE PER RAGIONI DI PUBBLICO INTERESSE-

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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deroga al principio generale della proprietà invio=
labile, tutte le leggi -come si è visto- si affrettano

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a precisare che al proprietario compete un giusto corrispettivo. Ma anche sotto questo aspetto gli armatori subiscono tutta una serie di gravi ingiustizie:

a)= Com'è noto, e com'è logico, i noli sono sempre commisurati alla portata utile della nave. La portata utile reale risulta dalle polizze dei carichi anteriori, e quindi non dovrebbe essere necessario ricavarla in linea presuntiva, attraverso altri elementi:viceversa, il COGEMA la determina -sempre in misura inferiore al vero- moltiplicando per 1,5 la stazza lorda della nave, ed applicando in tal modo un criterio,che ha scarsissimo fondamento tecnico.

b)= Inoltre, il nolo è stabilito per scaglioni di cinquanta in cinquanta tonnellate, prendendosi come base la portata media. Ad esempio, un moto-veliero da tonnellate 50,01 ed uno da 100 vengono considerati entrambi da 75, e quindi sono assoggettati allo stesso trattamento, pur essendo la portata dell'uno pari al doppio di quella dell'altro! Ora, non crediamo che il numero dei moto-velieri sia talmente grande e le occupazioni del Cogema talmente complesse, da impedire di determinare,una x volta per tutte,ed attraverso

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di ricorrere allo adottato sistema delle medie, il quale crea delle assurde sperequazioni.

V°)= Inoltre, i noli fissati non tengono nessun calcolo di quella che è la situazione monetaria attuale: la paga media dell'equipaggio di un moto-veliero di circa cento tonnellate si aggira oggi, con i relativi accessori, intorno alle lire 40mila; l'assicurazione del moto-veliero stesso, per il suo vero valore odierno (è ormai tempo di lasciare da parte certe insopportabili ipocrisie) e per i soli rischi ordinari di navigazione ascende ad una cifra molto maggiore. dunque, equipaggio ed assicurazione finiscono con lo assorbire per intero - o quasi- il nolo mensile. E' vero, che molti armatori, data l'onerosità dei premi, non assicurano i loro natanti: ma in tal modo essi corrono il rischio gravissimo di perdere l'intero loro patrimonio, e pertanto il risparmio che vengono a realizzare non può essere certo considerato come un "utile armatoriale". Ed allora, se la nave rimane ferma per avarie o comunque ha bisogno di revisioni e riparazioni, delle quali l'armatore sopporta il peso secondo i costi attuali effettivi della mano

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peso secondo i costi attuali effettivi della mano
d'opera e dei materiali, per l'inevitabile ricorso
al mercato nero, non soltanto non beneficierà di alcun
margine, ma la sua azienda sarà permanentemente passi-

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va; anche perchè, oltre tutto, durante quei periodi, egli non riscuote nemmeno l'esiguo nolo, pur continuando a pagare l'equipaggio e le tasse.

L'unico a ricavare dei cospicui utili netti (15% sull'itero nolo!), senza rischi di sorta, è dunque il COGENA: il quale, in compenso, ritarda sempre parecchi mesi, nel versare agli armatori quanto ha riscosso anticipatamente per loro conto!

VI°)= Venuto meno, in modo tanto disastroso, ogni tornaconto personale (che indiscutibilmente non può sopprimersi del tutto, senza grave danno della stessa collettività) è fatale che i più scrupolosi fra gli armatori finiscono col disinteressarsi delle proprie navi. I meno pazienti, poi, si adoperano addirittura ad inceppare il lavoro, un pò per reazione ed un pò per la speranza di indurre il noleggiatore imposto dal Cogena a migliorare alquanto le condizioni economiche, attraverso i soliti aumenti clandestini che, mentre avviliscono la dignità di entrambe le parti, offrono la prova tangibile della inadeguatezza dei noli: poichè in diversa ipotesi, il noleggiatore non sarebbe in grado di concederli.

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I risultati di un simile congegno (che dovrebbe essere l'espressione dei "nuovi tempi", dopo 20 anni di soprusi) sono intuitivi ed inevitabili: ciascuno

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si radicherà più che mai nella convinzione che le leggi continuano a valere solo per gl'intecilli!

Noi siamo in grado di dimostrare che i pochi moto-velieri disponibili, così inceppati ed ostacolati, svolgono un lavoro di gran lunga inferiore a quello che si potrebbe ottenere in regime di libertà dei noli: quasi in ogni porto vi sono di queste piccole navi, che vi sostano per giorni, per settimane, ed alle volte anche per mesi interi, in attesa dell'assegnazione, del permesso, del carico: e poi finiscono col partire in pessima efficienza, perchè nessuno se ne cura, com'è umano!

Con questi incoraggiamenti, non si può infatti pretendere che gli armatori dedichino il proprio tempo ed il proprio denaro alla costosa manutenzione, o peggio ancora al costosissimo miglioramento del proprio naviglio.

Si può mai pensare che tutto ciò coincida, sia pure lontanamente, col "pubblico interesse"?

VII°)= Nè si deve temere che la libertà dei noli privati possa ripercuotersi sfavorevolmente sui prezzi della merce nei luoghi di destinazione: essendo Vi pregh[illegible] altamente,

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VII°)= Nè si deve temere che la libertà dei noli privati possa ripercuotersi sfavorevolmente sui prezzi della merce nei luoghi di destinazione: essendo finalmente i prezzi che determinano la misura del nolo, e non viceversa.

E' quindi sufficiente il controllo dei prezzi di vendita nei luoghi di consumo: mentre non urta

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l'interesse pubblico, e la pubblica morale, che la differenza fra il costo all'origine ed il prezzo a destinazione venga ripartita fra armatore e commerciante, secondo la legge economica della convenienza reciproca. Chè se invece il controllo dovesse ritenersi inefficiente, sarebbe ingenuo credere che il commerciante possa rinunziare spontaneamente ad un guadagno maggiore, solo per aver ottenuto l'insperata fortuna di un nolo ingiustamente favorevole!

VIII°)= Infine, il problema della precarietà dei trasporti investe anche la disciplina degli autocarri. Com'è noto, questi sono generalmente liberi: solo in alcune provincie è stato disposto che essi siano utilizzati per esigenze collettive, e per soli dieci giorni al mese, durante i quali lavorano alle dipendenze delle Sezioni Provinciali dell'Alimentazione; rimanendo per i residui venti giorni nella piena disponibilità dei proprietari. In questo caso, le Autorità si sono preoccupate di ridurre al minimo possibile la limitazione del diritto di proprietà, pur trovandosi di fronte ad interessi pubblici di innegabile importanza.

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destinazione vengo[illegible]

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Il vantaggio generale che ne consegue è tangibi=
lissimo: nessun autocarro rimane fermo un solo giorno
più del necessario, poichè i proprietari si assogget=

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tano a qualsiasi spesa ed a qualsiasi sacrificio, per mantenerli sempre in perfetta efficienza, e per organizzarne lo impiego ininterrotto.

Ma allora, per qual motivo i moto-velieri sono sottoposti ad un trattamento così vessatorio, contrario alla legge, e dannosissimo all'interesse pubblico?

=.=.=.=.=

Gli armatori del Compartimento di Molfetta chiedono quindi:

1°)= Che, una volta soddisfatte le esigenze delle Autorità Alleate, del Governo Italiano e degli Enti pubblici, si riconosca ai legittimi proprietari il diritto di disporre liberamente dei loro moto-velieri: stipulando direttamente i noli con le ditte private interessate.

2°)= Che, quanto meno, si stabilisca che i motovelieri non necessari alle Autorità Alleate rimangano per un terzo del tempo vincolati per pubbliche necessità: e per gli altri due terzi, a disposizione piena dei proprietari, analogamente a quanto è stato stabilito per gli auto-trasporti.

3°)= Subordinatamente, che le tariffe attuali

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3°)= Subordinatamente, che le tariffe attuali siano elevate fino a costituire quel "giusto indennizzo", che tutte le leggi riconoscono spettare ai proprietari, anche nei casi di legale requisizione.

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4°)= Che, in via ancora più subordinata, le tariffe attuali siano considerate "ridotte in linea speciale" per esigenze di pubblica utilità, e pertanto vengano adeguate nei confronti dei privati assegnatari; stabilendosi un turno di servizio pubblico, al fine di evitare sperequazioni.

5°)= Che, in estrema ipotesi, nelle assegnazioni, venga in ogni caso riconosciuta la precedenza assoluta a favore dei proprietari, per i trasporti di loro interesse, nei confronti di qualsiasi altro privato.

M.B. Copia della presente viene comunicata, per conoscenza, alla Commissione Alleata di Controllo, perchè possa constatare che le richieste formulate non pregiudicano menomamente gli interessi, alla cui tutela è preposta: e perchè possa inoltre impartire le eventuali opportune istruzioni alle sue Sezioni periferiche.

Molfetta, settembre 1944.

per gli esercenti del Comune di Molfetta:
L'agente sindacale De Gennaro Paolo
avv. Vizzuti Vincenzo

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Molfetta, settembre 1944.

per gli assuntori del Comp.to di Molfetta:
L'agente sindacale De Gennaro Paolo
avv. Gizzarti Pirro

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/814

8 September 1944.

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

Subject: Colonello SPINELLI, Contact with.

With reference to Navy Sub-Commission, ACC letter NSC/774 of 31 August 1944, it is requested that the visit of the subject officer to this office be expedited.

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

ALLIED CONTROL COMMISSION · NAVY SUB-COMMISSION · 9-9-44

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CONFIDENTIAL

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/792

3 September 1944.

From: Navy Sub-Commission, Hq, ACC.
To : Flag Officer Western Italy.

Subject: Schooners Traffic to Home Province.

1. Navy Sub-Commission, ACC letter NSC/730 of 12 August 1944 requested that an endeavor be made to modify the routine instructions for the subject traffic to permit schooners to lay over in one or more ports during darkness when enroute from Naples to Anzio.

2. May I be informed whether it has been possible to accede to this request?

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

Copy to:
Transportation Subcomm, Hq, ACC.

9/c
Col. Glanville stated routeing officer in Naples had informed him that it is now being done.

FILE

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CONTROL

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/730

12 August 1944

From: Navy Sub-Commission, Hq. ACC.
To : Flag Officer, Western Italy.

Subject: Schooner Traffic to Rome Province.

1. The Transportation Sub-Commission, ACC, advises that under the present routing for schooner traffic from Naples to Anzio, it is necessary to complete the voyage in one day as no ports for laying over during darkness are authorized. This restriction limits the schooners which can be utilized to those capable of making 5 knots or better, and materially reduces the number of vessels available for this essential traffic. As winter approaches and the daylight hours become shorter, schooners with increased speed will be required, further reducing the number which can make the voyage in a day.

2. The urgent need for transport from Naples to the Rome Province is obvious. It is, therefore, requested that the routing instructions for this traffic be modified to permit schooners to lay over in one or more ports during darkness when enroute from Naples to Anzio.

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

Copy to:
Transportation SC.ACC.

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Tel:478704

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

ACC/Tn/52/225

10 August 1944

Naval Sub Commission
H.Q. ACC.

Subject: Schooner traffic for Rome Province

1. The great need for transportation to Rome Province and further North will continue to be felt. Schooner transport is likely to be considerably curtailed unless present routing arrangements are altered, and the following facts are submitted with a view to your help in obtaining an alteration.

2. At present it is necessary to do the one voyage from Naples to Anzio in a day. No intervening place to lay up over night is provided for. The effect of this is that a large number of the schooner fleet will not be available for use as only a 5 knot schooner can do the voyage in the time. As days shorten the necessary speed for schooners would have to be increased thus cutting out the use of a further quantity. This partially uncrossable gap will divide the schooner fleet into two, and by causing many difficulties, will materially affect the usefulness of the schooners.

3. While it is realised that there must have been good reasons for the action taken, at the same time if the effect of prolonging the situation can be made known, it is hoped a way out may be found by the Naval authorities.

F.R.A.Glanville

F.R.A.Glanville
Lt.Colonel.R.E.

for D.S.Adams
Colonel,C.E.
Tn.Sub.Comm.

FRAG/ACF

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1610

FROM : MINISTRY OF NAVY

To : LIAISON OFFICE

Subject : Request of authorization to restore Italian motor-ships sunk in the North-African Sea.

I. The following Seamen :
a) Giovanni DEL RE of late Nicola of MOLA DI BARI (BARI)
b) Emanuele FALCO of late Sante of POZZALLO (Syracuse)
respectively co-proprietors and proprietors of the following motor-ships :
a) Cristoforo Colombo - matr.B.336
b) Concetta Falco - matr.N.327

sunk by war causes the first in the Tunisian canal, the second in the bay of Bizerta, have requested permission to proceed to the restoration of the ships and to their successive transfer to Italian port.

Information guarantees the possibility of restoration of the two- motor-ships : for the "CONCETTA FALCO" we remit for consideration (with request to return them) the attached ~~inclosed~~ letters of the F.O.T. and of the Commander of the Port of Syracuse addressed to Signor Emanuele Falco.

2. - In reference to the above mentioned matter we beg you to communicate to us the eventual difficulties, and in case there are none, to grant the following passes :

a) - To Tunis (motor-ship CRISTOFORO COLOMBO)
Giovanni DEL RE of the late Nicola from Mola di Bari(Bari)
b) - To Bizerta (motor-ship CONCETTA FALCO)

1. Emanuele FALCO of the late Sante from Pozzallo (Syracuse)
2. Giovanni GIUDICE of the late Michele from Pozzallo(Syracuse) mechanic.
3. Carmelo IMPELLIZZIERI of Pietro from Catania - mechanic -
4. Vincenzo SIGONE of the late Carmelo Pozzallo(Syracuse) boatswain
5. Michele GIUDICE of the late Giuseppe from Pozzallo(Syracuse) Seaman
6. Michele GIUDICE di Giovanni from Pozzallo(Syracuse) Seaman.

3. In case the requested permits can be granted the transport of the seamen would be effected by means of Italian warships or merchant marine when a favorable occasion presents itself.

THE CHIEF OF THE CABINET
(s) C. di V.F.BASLINI.

1609

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

b) Emanuele FALCO of late Sante of POZZALLO (Syracuse)
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(s) C. di V.F.BASLINI.

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PE/ba

Mod. 39

Roma, 27/10/1944

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

191
28.7.44

Prot. N° 5880 Allegati

Al F.O.I.I. - TARANTO -
e, per conoscenza:
S.B.N.O. - S E D E -
tramite:
UFFICIO DI COLLEGAMENTO

ARGOMENTO: Richiesta di autorizzazione a ricuperi di motovelieri italiani affondati nelle acque dell'Africa-settentrionale francese.

1. - I seguenti marittimi:
   a)- Giovanni DEL RE fu Nicola di MOLA DI BARI (Bari)
   b)- Emanuele FALCO fu Sante di POZZALLO (Siracusa)
   rispettivamente comproprietario e proprietario dei seguenti motovelieri:
   a)- Cristoforo Colombo - matr. B.336
   b)- Concetta Falco - matr. N.327
   affondati per cause di guerra il primo nel canale di TUNISI il secondo nella rada di BISERTA, hanno richiesto di poter procedere al ricupero dei natanti ed al loro successivo trasferimento in porto italiano.

   Informazioni assunte danno per certa la possibilità di ricupero dei due motovelieri: per il "CONCETTA FALCO" si rimettono in visione - e con preghiera di restituirle - le allegate lettere del F.O.T. e del Comandante del Porto di Siracusa dirette al Signor Emanuele FALCO.

2. - In relazione a quanto sopra si prega comunicare se vi siano difficoltà e nel caso che tali difficoltà non sussistono che siano concessi i seguenti permessi:
   a)- per TUNISI (motoveliero CRISTOFORO COLOMBO)

151

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Prot. N° 5880 Allegati

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Giovanni DEL RE fu Nicola di Mola di Bari (Bari);

b)- per BISERTA (motoveliero CONCETTA FALCO)
1.-Emanuele FALCO fu Sante di Pozzallo (Siracusa).
2.-Giovanni GIUDICE fu Michele di Pozzallo (Siracusa) motorista.
3.-Carmelo IMPELLIZZIERI di Pietro di Catania - motorista.
4.-Vincenzo SIGONE fu Carmelo di Pozzallo (Siracusa) nostromo.

../..

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5.-Michele GIUDICE fu Giuseppe di Pozzallo (Siracusa) marinaio.
6.-Michele GIUDICE di Giovanni di Pozzallo (Siracusa) marinaio.

3. - Nel caso sia possibile la concessione dei permessi richiesti, il trasporto dei marittimi potrebbe avvenire a mezzo di unità italiana da guerra o mercantile quando si presenterà favorevole occasione.

IL CAPO DI GABINETTO
C. di V. FADDLINI

UFFICIO COLLEGAMENTO
CON LE MARINE DELLA GRAN BRETAGNA E DEGLI STATI UNITI

No.191 di prot. - Roma, 28 Luglio 1944

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2266

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

copy

DEPUTY MEDITERRANEAN REPRESENTATIVE
Ministry of War Transport

9 Via del Chiatro

Naples

Tel FLAMBO 179

DIAL 52904

Dear Palmer,

The departure of Admiral Barone and the fact that the new Director General has not yet been appointed is causing some inconvenience and delay to the working of CO.GE.NA. Admiral Barone, when he took office, issued instructions that no cheques were valid unless they bore his signature, and to obtain this signature is now, as you will appreciate, quite a difficult matter. I should therefore, like to suggest that as a temporary measure, and possibly even as a permanent one, the necessary authority to sign should be given to the Director of CO.GE.NA, Dr. Sarnella, who incidentally has our confidence and is co-operating with us to a marked degree.

I presume the necessary authority can only be given by Admiral de Courten, who I believe is now in Taranto with Admiral Casardi. I take it that the correct method of dealing with a matter of this kind is through FOTALI, and I should therefore be gled if you would put it up to Admiral Morgan and ask him to discuss it with the Minister.

Hoping to see you in Naples again shortly.

Yours sincerely

s/ illegible

Commodore I. M. Palmer,
Naval Sub-Commission,
A.C.C.

1607

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
APO 394

NSC/518

5 July 1944.

TO : Economic Section, Adv Hq.

SUBJECT : Salvage of S.S.Sabbia.

Reference : Your letter ES/42 of 3 July 1944.

1. In response to dispatch inquiry made after receipt of reference letter on above subject, following reply has just been received:

"Enemy cut hole in side of ship and removed olive oil. Our divers found nothing inside".

C O M M O D O R E

2269

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

011

ACTION

DIST

(ACT) NAVY SC 1
(INF) JCC 1
FILE 1
FLOAT 2

K

LROF V MJAQ NR 7
T ACC ADV (ROME)
FROM FOMIT 13 Ø4175ØZ
TO ACC ADV ROME
RESTRICTED GR 18 BT

YOUR Ø31630. (ENEMY CUT HOLE IN SIDE
OF SHIP AND REMOVED OLIVE OIL.
OUR DIVERS FOUND NOTHING INSIDE)
BT Ø4175Ø

SENT NR 7 Ø4/2Ø38Z JLB AR K
RD 7 Ø42Ø3Ø REB AR

1606

R-140 Navy D.C.

2265

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

FOWIT

Confidentially

~~ROUTINE~~

NAVY SURGEN, ADV HQ(PALMER)

ADV- 220

7-31630B

PRIORITY

NAVY SURGEN, ADV.

ROOSEVELT BOYTON REPORT THAT IT IS URGENT TO SALVAGE CARGO IN SS STAMBUL AT CIVITAVECCHIA PARIS TO FOWIT FROM AF HQ. ACC FOR CARGOLOAD PALMER FIELD BELIEVED TO CONTAIN 4000 TONS PRESERVED MEAT AND 1400 BARRELS OF OLIVE OIL STOP REQUIRED FOR CIVILIAN POPULATION ETO REQUEST YOUR ASSURANCE

04-09 30 B

LOUIS E. [illegible]
Admiral

1805

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

FROM

NAVY SUBCOM,ADV H4(PALMER)

ADV- 3-20

7-21630

SECRET

PRIORITY

NAVY SUBCOM,ADV.

ECONOMIC SECTION REPORT THAT IT IS URGENT TO SALVAGE CARGO IN SS STAMIA AT CIVITAVECCHIA CARGO TO POST FROM AD #4 AGO FOR QUARTERMASTER PALMER TARGE BELIEVED TO CONTAIN 2000 TONS PRESERVED MEAT AND 1500 BARRELS OF OLIVE OIL STOP REQUIRED FOR CIVILIAN POPULATION STOP REQUEST YOUR REMARKS

G

1604

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY

ADVANCE HEADQU ARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

GMS/iab

ES/42

3 Jul 44.

SUBJECT : Civitavecchia Harbour - Salvage of SS Sabbia.

TO : Liaison Branch.

1. The SS Sabbia was torpedoed by the Allies in August 43 whilst conveying a cargo including olive oil and preserved meat, from Tunis to Italy. The SS Sabbia was later towed by the Germans to Civitavecchia and used to block up the entrance to the harbour. Later the owners of the ship were given permission by the German authorities, on initial payment of 500,000 Lire, to commence salvage operations.

2. Before the Germans left Civitavecchia it is reported that they placed a mine near or on the Sabbia and Major Patterson, Civil Affairs Officer, Civitavecchia, now reports that the naval authorities propose blowing up the ship unless there are any good reasons why an attempt to salvage the cargo is warranted.

3. It is stated that the cargo originally included 2000 tons or preserved meat and 1400 barrels , each holding 200 kilos, of olive oil. It is believed that approximately half the olive oil has been removed. This was found to be in excellent condition. The balance of the food cargo is urgently required for distribution to the civilian population.

4. Will you please therefore, make urgent representations to the naval authorities that all possible means should be used to enable the cargo to be salvaged.

5. On receipt of a favorable reply Food Sub-Commission A.C.C. will give detailed instructions re disposal and allocation of the salvaged food cargo.

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

cc: Food Sub-Comm.
AMG 5 Army, ATT: Major Patterson, CAO, Civitavecchia
Economic Section, HQ ACC - Main.

444

G 1603

COPY

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

[redacted]

FOWIT

ACC Rome

Economic Section Report that ss
Urgent to Sabra Cargo via
SS Sabra to Londerrookie believed
to contain 2170 Tons Peanut Meal
and 4700 Barrels # Olive Oil.
Required for Civilian Population-
Report from Alexandria -

Urgent in Grant

1602

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Lt Col Brown (Room 6 Main Building
3rd floor)

Liaison Officer with AAI and ACC.

Above officer requests to know to which Naval Authority this letter should be referred and where such authority is located.

Is this an affair for Comitato Italiano Gestione Navi? re S.S. "Santa Rita".

Lt. Stevens

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

GMS/iab

ES/42

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TO : Liaison Branch.

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4. Will you please therefore, make urgent representations to the naval authorities that all possible means should be used to enable the cargo to be salvaged.

5. On receipt of a favorable reply Food Sub-Commission A.C.C. will give detailed instructions re disposal and allocation of the salvaged food cargo.

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

cc: Food Sub-Comm.
AMG 5 Army, ATT: Major Patterson, CAO, Civitavecchia
Economic Section, HQ ACC - Main.

444

COPY

1601

2275

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NAVY SC 5 1/28 211

DEPUTY MEDITERRANEAN REPRESENTATIVE

MINISTRY OF WAR TRANSPORT

Tel: FLAMBO 179
DIAL 52904

9, Via del Chiostro.
NAPLES.

TO. ADVANCE HEADQUARTERS. ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION. APO 394.
Date. 28th JUNE. I944.

SUBJECT. S.S. "SANTA RITA" ITALIAN.

We have yourletterof the 24th inst enclosing copy of letter dated the 22nd June I944 received from the managing Agents for owners of the S.S "SANTA RITA".

As per our letter to you of the 23rd June. I944, we have passed copy of your enclosure to the Comitato Italiano Gestione Navi, who are attending to all matters concerning Italian Shipping.

In case therefore of any furthercorrespondence hereon, it should be addressed to them.

For Deputy Mediterranean Representative
Ministry of War Transport.

- 2 LUG. 1944

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Fiche

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
APO 394

P/B/tum

24 June 1944.

SUBJECT: S/S "Santa Rita", Status of.

TO : Mediterranean Shipping Board, Italy.

1. Enclosed herewith is a copy of a letter dated 22 June 1944 received from the managing agents for owners of the S/S "Santa Rita".

2. It is requested that I be furnished with such information as properly may be communicated to the agents for owners of the vessel regarding her present status and future disposition.

C O M M O D O R E

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B

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

"STAMAR"
STAZIONI SUL MARE
SOCIETÀ ANONIMA - CAPITALE L. 500.000 INTERAMENTE VERSATO

Codici Telegrafici : SCOTT'S 10 th ED.
BENTLEY
NEW BOE
Indirizzi " STAMARE - ROMA
GENOVA
CATANIA

Sede Sociale in ROMA - Piazza Sallustio, 9
Filiali : GENOVA - Via Malta, 4 - CATANIA - Via Ventimiglia, 12

AGENTI MARITTIMI
RIFORNIMENTI CARBONE E NAFTA
NOLEGGI

Telefoni :
ROMA N. 44259 - 481287
GENOVA N. 52939 - 57411
CATANIA N. 12211

Rome, 22nd June, 1944.

To the Officer in Command
Naval Section
Armistier Control Commission
R O M E

Dear Sir,

s/s "SANTA RITA" sunk at Cagliari

In our quality of managing agents for Owners, we shall be grateful to have full informations about the present position of the above ship that was sunk following bombardment in the harbour of Cagliari on the 17th of May.

According to last reports in our hands, the ship was laying along pierside mostly underwater with forecastle only above water. From a first inacurate survey, we understand the ship could be refloated.

It is our intention to do our utmost to put the ship in efficiency as soon as possible and shall feel much obbliged if you will give us your kind support.

We are, Dear Sir,

Yours sincerely,

STAMAR S. A.
Sede di Roma
Il Gerente
I. de Castro

1500

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

NAVY SC 30 1/23

MEDITERRANEAN SHIPPING BOARD (ITALY)

Tel: FLAMBO 179
DIAL 52904

9, Via del Chiostro.
NAPLES.

To. ALLIED CONTROL COMMISSION.
NAVY SUB-COMMISSION.
APO 394.

Your Ref. P/B/tum.

Date. 23rd JUNE. 1944.

SUBJECT. ITALIAN S.S. "CAPO MELE" at CAGLIARI.

Wehave your letterof the 19th June with reference to the above, with enclosure, which wehave passed to the COMITATO ITALIANO GESTIONE NAVI, who are attending to all matters concerning Italian Shipping.

In case therefore of any furthercorrispondence hereon, it should be addressed to them.

for CHAIRMAN. MEDBO. (ITALY).

G

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2285

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
APO 394

P/B/tum

19 June 1944.

SUBJECT: S/S "Capo Mele", Status of.

TO : Mediterranean Shipping Board, Italy.

1. Enclosed herewith is a copy of Compagnia Genovese Di Navigazione a Vapore letter of 12th June 1944 relative to the status of the S/S "Capo Mele".

2. It is requested that I be furnished with such information as properly may be communicated to the owners of the vessel regarding her present status and future disposition.

C O M M O D O R E

G

1596 1595

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

TELEFONI:
28-167 - 28-168 - 28-178

CODICI USATI
LOMBARD CODE
THE BOE CODE
NEW BOE CODE
SCOTTS CODE 15th EDIT.
BENTLEY

INDIRIZZO TELEGRAFICO:
"GENCO"

COMPAGNIA GENOVESE DI NAVIGAZIONE A VAPORE

SOCIETÀ ANONIMA
CAPITALE LIRE 4.000.000 INTERAMENTE VERSATO
C. P. C. Genova N. 29483

CAPO-LINE
SERVIZI POSTALI E COMMERCIALI
EGITTO, GRECIA, TURCHIA, MAR NERO, DANUBIO, SPAGNA, PORTOGALLO, CANADÀ ORIENTALE, SUD AMERICA

PIAZZA PORTELLO, 10
GENOVA
(CASELLA POSTALE 875)

UFFICIO DI ROMA
Via XX Settembre 3

12th June 1944

s.s. "CAPO MELE"
lying at Cagliari

The Compagnia Genovese di Navigazione a Vapore, founded exclusively on private capitals without any State subsidy, was running before the war several regular Lines, to Canada, the River Plate, Egypt and the Danube.

The only steamer left to the Company in the Mediterranean is the s.s. "CAPO MELE" of 3500 tons d.w., which, on the 8th of September 1943, was lying in the port of Cagliari.

As a consequence of an air raid, occurred before that date, the ship had suffered damages of limited entity and was lying partially submerged alongside one of the quays. Owners had already started preliminary operations to get her afloat under the supervision of the ship's Master, mr. Gafforelli, and of the first officer, mr. Cian, who remained in Cagliari.

After the 8th of September Owners were naturally left without any news of the progress of said operations. Now they deem it necessary and urgent to be informed of the present situation of the ship in order to give all their cooperation for her prompt reemployment. For this purpose, the Company's Directors, mr. Scerni and mr. Zanotti present in Rome with full legal powers, are ready to go to Cagliari for all necessary steps.

Compagnia Genovese di Navigazione a Vapore Soc. an. Ufficio di ROMA

Viale Rossarola, 5

2287

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

To: Shipping Commission A.P.C.
Ministry of Corporation Bldg.
This man was sent to A.M.G.
for a letter to get the information
of the condition of his boat. As far
as I know the location of the boat
is in your control. The boat is
at Sardinia. He has contacted
a naval Officer who knows of
the boat but doesnot give the
information without the approval of
A.M.G. No body here has the auth-
ority to do so. Perhaps your section
has.

Lt. J.W. Bland
2nd Lt. CE
Engr. Section Rome Area
Command.

2283

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

ROME HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
APO 394

20 June 1944

1st endorsement on Shipping
Sub-Commission, ACC ltr 17
June 1944.

From: Naval Sub-Commission, ACC.,Rome Hq.
TO : C.S.O., Economic Section, ACC.

Subject: Unione Gente Del Mare.

1. Forwarded.

2. The comments by the Director Shipping Sub-Commission, ACC are concurred in. It is recommended that the Unione Gente Del Mare be advised that the proposals contained in the subject correspondence cannot properly be considered unless submitted and approved by the interested Italian government agencies.

C O M M O D O R E

Copy to:
Director, Shipping Sub-Commission.

1593

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

DEPUTY MEDITERRANEAN REPRESENTATIVE

MINISTRY OF WAR TRANSPORT

Foxhole
Tel : [redacted] 179
DIAL 52904

9, Via del Chiostro,
NAPLES.

17th June, 1944.

Dear Palmer,

I had intended bring the attached with me tomorrow, but now I find that I shall have to parade at Caserta instead.

If one were trapped into thinking that the papers under discussion carried any weight and were not Neapolitan dreams a considerable loss of time and endless correspondence would evolve. I had hoped that you might pass the papers on to Adams expressing this view. The whole question is an aspect of politics into which I do not wish to enter, and I feel when I say this I have the full concurrence of Gibson Graham.

Yours sincerely,

Kenneth Campbell.

Commodore I. M. Palmer,
Naval Sub-Commission, A.C.C.
Salerno.

Doc
371

1592

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
APO 394

P/tum

1 June 1944.

SUBJECT: Attached translation of Ltr from
Admiral R. De Courten.

TO : Chief Commissioner, ACC, Naples.

Attached letter from Minister of Marine is forwarded for your consideration.

Copy has been sent to C.in C., Med. for his remarks re: para 4.

C O M M O D O R E

1 Incl:
Transl. of Ltr.

12286

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

S. 132

(1V211) Wt. 22313/37907. 120M 10/42. 45-232.

NAVAL MESSAGE.

For use in Signal Department only	

Originators Instructions (Indication of Priority, Intercept Group, etc.)	Codress/Plaindress	No. of Groups

TO: Chief Commissioner

FROM: Palau
Dist Adm.

ACROSS

Attached	~~Canon~~ letter	from	W. of M.	is 5
Forwarded	for	Yoyes	Consideration	10
Copy	Las	Crew	sent	to 15
C. C.	med	for	Lis	Marcus 20
re	Para	4.		25
				30
				35
				40
				45
				50

DOWN

System	P/L Code or Cypher	Time of Receipt	Time of Despatch	Operator	P.O.O.W.	Date

7287

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

C O P Y

OFFICE OF THE REPRESENTATIVE AT
BARI OF THE MINISTER RESIDENT
AT ALLIED FORCE HEADQUARTERS?
BARI.

1st June, 1944.

My Dear Harold:

We have just received a reply from the British Commander on Vis to our enquiry about the Italian compalint referred to in my letter to you of the 17th May.

This is to the effect that the three schooners were "captured" on the 22nd April. The report goes on to say that the crews have been partly retained on the ships and partly enrolled in Partisan units. It gives an assurance that the Italian members of the crews are at liberty to go to Italy if they so wish.

The Partisans claim that the vessels must be regarded as captured enemy ships and that they are therefore theirs. I do not know whether this argument can be sustained legally, but I think it would be very difficult in practice to obtain the restitution of the vessels.

I am sending copies of this letter to the Foreign Office, the Minister Resident at Algiers and the High Commissioner at Naples. Copies of my letter under reference have also been sent to them.

Yours ever,

/s/ Philip Brown

HAROLD CAccia Esq.,
Allied Control Commission.

C O P Y

Duplicate returned to Harold Caccia - Algiers. Jan 1390
Copy to CSNSIN - Toronto
15, 1945

2283

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY

OFFICE OF THE REPRESENTATIVE AT BARI
OF THE MINISTER RESIDENT AT
ALLIED FORCE HEADQUARTERS.

BARI.

17th May, 1944.

My Dear Harold:

The Italians have addressed to our Naval Authorities a complaint that three Italian motor schooners which recently escaped from the Trieste area were seized by the Partisans at Vis, at which port they had been obliged to put in. The complaint adds that all stores on board the vessels were removed and the crews were obliged to join the ranks of the Partisans.

The names of the three vessels are : Emilia, Gagliano and San Antonio.

A signal has been sent from here to the British Commander on Vis to investigate the question and report on the facts. In the meantime I thought you might like to know about the receipt of the complaint. I imagine the matter will come up for discussion at the next meeting of Special Operations Committee.

Yours ever,

/s/ Philip Brown.

Harold Caccia, Esq.,
Allied Control Commission
NAPLES.

COPY

Rec 320

G

1589

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

ALLIED CONTROL COMMISSION
NAVAL SUB-COMMISSION
Navy House, Taranto, Italy

File No.
S94/NSC

Serial: 1

27 May 1944.

From: Naval Sub-Commission, Allied Control Commission.
To : Industry and Commerce Sub-Commission, Allied Control Commission.

Subject: Transfer of Archimede Pontoon from Catania to Malta.

Reference: (a) ACC/5103/IC of 22 May 1944.

1. Reference (a) forwarded a letter from the Italian Ship Slavage Committee regarding the transfer of subject pontoon from Catania to Malta.

2. Flag Officer Taranto and Adriatic, Liaison Italy, has recently informed the Italian Minister of Marine that due to the need for the pontoon at Malta, it can not be allowed to remain at Catania.

3. As FOTALI has informed the Naval Sub-Commission that this decision is final, no further action is contemplated.

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

Copy to:
FOTALI
NAV REP NSC Salerno.

Copy sent I. & C. Sub Commission
to [redacted]
1-6-44

1588

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

S E C R E T

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
LEGAL SUB-COMMISSION
APO 394

ACC/4081/L. /rlp.
28 May 1944.

SUBJECT: Motor Schooner "Del Fredo".

TO : Naval Sub-Commission.

1. Reference your letter A14-2/ACC Serial (195) of 11 May 1944 and enclosures.

2. The law is in my view as follows:

a. In time of war privately owned enemy vessels may, subject to the qualification mentioned in the next sub-paragraph, properly be seized, whether within territorial waters or on the open sea (Hall's International Law, 8th Ed., pp.526;532; Oppenheim's International Law, 6th Ed., Vol.II, p.368.

b. Vessels employed exclusively in coast fisheries and small boats employed in local trade are exempt from capture (see Hague Convention XI Article 3; Hall supra p.537; Oppenheim supra p. 372). Whether a particular boat comes within either of these categories is a question of fact in each case.

c. Armies of occupation are entitled to requisition private property; but as regards privately owned vessels, these rights do not extend to cases governed by naval law (Hague Regulations 1907, Art. 53). Whether the specific exemption in (b) overrides the general right of requisition is doubtful (Feilchenfeld's International Economi Law, p.39, Note 6).

d. Under the Armistice terms all Italian ships without exception are put at the disposal of the United Nations.

e. As regards restoration and compensation:

(1) In the case of vessels seized under (a) the question is one for the Prize Court(Oppenheim sup.p.369).

(2) In the case of requisitions under (c), there is an absolute obligation to restore at the end of hostilities (i.e., treaty of peace) and pay compensation (Hague Regulations, 1907, para.53).

(3) In the cases falling under (d), the United Nations are under no present financial liability.

3. The facts of the present case are that the schooner "DEL FREDO" was taken over prior to the Armistice under the authority of a document which on

1587

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

its face gave the owner to understand that compensation could be claimed from the United Nations. It is claimed by the Italians that the schooner was employed exclusively in minor local navigation services; and in the papers enclosed this claim is not contested.

4. Assuming that the Italian claim is correct, then in my opinion the schooner could not properly be taken in prize. On the other hand, I think it could properly have been requisitioned and that it was in fact properly requisitioned.

5. In any event, whether properly requisitioned or not, it had to be made available to us on execution of the Armistice terms, see 2(d) above, and was properly used by us after that date. It follows that there is no obligation to return the schooner at any time prior to the Treaty of Peace.

6. The Minister should be informed that in view of the Armistice terms the question of returning the schooner cannot be considered. As regards compensation, it may be that a claim arises in respect of the period from the date of requisition to the date of the Armistice; and if the Minister wishes this matter to be pursued, the owner should be instructed to proceed through the ordinary channels.

/s/t/ GERALD R. UPJOHN
Colonel,
Chief Legal Officer.

COPY

File

2292

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

ALLIED CONTROL COMMISSION
NAVAL SUB-COMMISSION
Navy House, Taranto, Italy

A14-2/ACC

Serial: (195)

11 May, 1944.

From: Naval Sub-Commission, Allied Control Commission.
To : Legal Sub-Commission, Allied Control Commission.

Subject: Motor Schooner "CAL FERRO".

Enclosure: (A) Italian Minister of Marine - Cabinet - letter of 1 April, 1944, same subject, and 3 relevant papers.

1. It is requested that the papers forwarded as Enclosure (A) be examined by the Legal Sub-Commission with a view to determining the rights of the owner of subject schooner under the rules of International Law.

2. The return of all papers is desired together with the Sub-Commission's opinion.

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

Copy to:
FOTAJ
NavRep, NavSub-Com, ACC, Salerno.

1585

2293

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From: Ministry of Marine . Cabinet .

Date: 1st April 1944. No. 215/F.O.

To : F.O.L.I.

MOTOR SCHOONER "GIL FREDO"

Captain Rocco MULE' owner and master of the motor schooner "GIL FREDO", has made a request, copy of which is attached, that the motor schooner which is his property be restored to him.

The change of flag of the schooner does not appear to be strictly regular as this craft cannot be considered as "War Booty", and especially as now that the various units at the service of the Anglo-American Authorities are regularly requisitioned, similar procedure should be adopted for the units seized by the Yugoslav representatives: I do not conceal my further disappointment that in addition to this, the name of the unit has been changed.

Meanwhile, I wish you to bring the matter to the notice of the persons responsible, in order to obtain the return of the motor schooner "GIL FREDO" to its legitimate owner, and the payment of the indemnities of requisition from 8th of August 1943 (date of requisition) to the date of the restitution of the unit.

I should be very grateful if you would inform me in which port the return of the vessel which was at MONOPOLI on 29th March 1944, may take place.

THE MINISTER.

C O P Y C O P Y C O P Y

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

TO THE MINISTRY OF MARINE . CABINET .

TARANTO.

I, the undersigned, Master of the motor schooner "GIL FREDO" registered at the Maritime Department of PORTO EMPEDOCLE under the No. 497 - gross tonnage : 66 - nett: 33 -, state that: -

On the 8th day of August 1943, the British Navy requisitioned the above mentioned motor schooner, sent myself and my crew ashore and hoisted the British Flag; up till now I have received no compensation from the Authorities.

In order to trace the said motor schooner, which was my means of livelihood, my family consisting of three junior sons, I proceeded to MONOPOLI where I found it under the Yugoslav Flag, manned by a Yugoslav crew and with the name changed to "ZARAT". From information obtained the motor schooner is at the service of the Yugoslav Partisans operating between MONOPOLI and YUGOSLAVIA.

I request that this Ministry may intervene and obtain for me the restitution of the motor schooner.

TARANTO, 31st March 1944.

(Sgd.) MULE' Rocco.

Present address:

VITTORIA Hotel — Taranto.

COPY COPY COPY

26

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2295

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NAVAL MESSAGE

TO: SIGNOR MULE' ROCCO, SYRACUSE

FROM: LT. A. GALLEGOS, R.N.V.R.

This is to certify that I am to-day taking delivery from you of the Auxiliary Schooner "Gilfredo" in accordance with certificate from S.S.T.O. Syracuse dated 8th August 1943.

Claim for compensation will have to be put in by you to the Claims Commission.

A. GALLEGOS

Lt. R.N.V.R.

for G (oppure 5) Topographical

LIAISON UNIT

Date 10/8/1943

COPY COPY COPY

1582

2296

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

FLAG OFFICER LIAISON, ITALY,
AREA COMBINED HEADQUARTERS,
TARANTO.

9th April, 1944.

no. t.a. 1023.

MINISTER OF MARINE,
MARISTAT, PALAZZO RESTA,
TARANTO.

MOTOR SCHOONER "GIL FREDO"

With reference to your letter No. 215/F.O. of 1st April, since Italy was still at war with Great Britain on 8th August, 1943, this vessel is considered to have been taken in prise and it is regretted that neither its return nor any question of compensation can be considered at present. The Allied Authorities are therefore entitled to employ the vessel as they see fit, making such changes of flag and name as are in the interests of the further prosecution of the war.

(Signed) C. E. MORGAN.
REAR-ADMIRAL.

COPY COPY COPY

1581

2297

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From: Ministry of Marine (Cabinet)
To: F O L I
Date: 3.5.44
Ref.: 239/FO

Subject: M/Schooner "GIL FREDO."

- - - - - - - - - - - - -

In reply to your letter No. 1023 dated 9th ult.

From documented information in this Ministry's possession, it appeaps that the M/Sch. GILFREDO on 10th August 1943 was taken over by Lt. A. Gallegos R.N.V.R. NOT under the heading of a capture but as a requisition.

There cannot be any doubts as the document handed to the owner of the vessel states:- "Claim for compensation will have to be put in by you to the Claims Commission."

It is observed, moreover, that the M/Sch. GILFREDO was employed exclusively in minor local navigation services. In accordance with Art. 3 of the 11th Hague Convention of 1907, which Great Britain signed and ratified, these types of vessels are exempt from seizure.

I shall be glad, therefore, if you will kindly re-examine the matter in the light of these new factors.

(Sgd.) THE MINISTER.

1580

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

FLAG OFFICER LIAISON, ITALY,
AREA COMBINED HEADQUARTERS,
TARANTO.

8th May, 1944.

NO. T.A. 1023/34.

MINISTER OF MARINE,
MARISTAT, PALAZZO RESTA,
TARANTO.

MOTOR SCHOONER "GIL FREDO".

With reference to your letter 239/F.O. of 3rd May, 1944, this question has now been referred to the Allied Control Commission and their decision will be communicated in due course.

(Signed) C. E. MORGAN
REAR-ADMIRAL.

COPY COPY COPY

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
APO 394

P/D/tum

28 May 1944.

SUBJECT: Italian Schooners held at Port of Vis.

TO : Chief Naval Sub-Commission, Navy House, Taranto.

Attached for your information copy of letter received by Political Section of this Headquarters with reference to above subject.

(Sgd.) I. M. PALMER.

COMMODORE

1 Incl.
Copy of Ltr, 17-5-44.

2300

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

COPY

OFFICE OF THE REPRESENTATIVE AT BARI
OF THE MINISTER RESIDENT AT
ALLIED FORCE HEADQUARTERS.

BARI.

17th May, 1944.

My Dear Harold:

The Italians have addressed to our Naval Authorities a complaint that three Italian motor schooners which recently escaped from the Trieste Area were seized by the Partisans at Vis, at which port they had been obliged to put in. The complaint adds that all stores on board the vessels were removed and the crews were obliged to join the ranks of the Partisans.

The names of the three vessels are : Emilia, Gagliano and San Antonio.

A signal has been sent from here to the British Commander on Vis to investigate the question and report on the facts. In the meantime I thought you might like to know about the receipt of the complaint. I imagine the matter will come up for discussion at the next meeting of Special Operations Committee.

yours

Philip Brown(Sgd)

Harold Caccia, Esq.,
Allied Control Commission,
NAPLES.

COPY

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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

DD/rj

Ref. ACC/5103/IC

22 May 1944

SUBJECT: Transfer of Pontone Archimede from Catania to Malta.

TO : Naval Sub-Commission,
Navy House,
TRAPANI.

1. Attached letter is forwarded to you for necessary action.

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

1 Incl:
Ltr. from Italian Navy, dtd 12 May.

Copy to:
Naval Representative, Salerno (Attn: Commodore I.M. Palmer).

2302

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

C O P Y

2 Maggio 1944

REGIA MARINA
COMITATO RICUPERO NAVI

Prot. No. 32

Al MINISTERO DEL LAVORO
INDUSTRIA E COMMERCIO

tramite Marina Gabinetto

ARGOMENTO: Pontone Archimede dell'Impresa Lavori Porto di Catania.=

1°) Questo Comitato è venuto a conoscenza che il Pontone in argomento, attualmente a Catania sarà trasferito a Malta per ordine del Comando Inglese.=

2°) Tale mezzo è assolutamente indispensabile per le operazioni di ricupero che sono in corso di sviluppo in Sicilia; operazioni che dovrebbero esser sospese poichè non sarebbe possibile per il momento dislocare in Sicilia alcun mezzo di sollevamento.=

3°) Poichè fra l'altro il pontone citato è in questo momento l'unico mezzo di sollevamento di grande portata, si prega codesto Ministero voler interessare le Autorità Inglesi, perchè desistano dal trasferire a Malta il predetto natante.=

per il Ministro

L'Ammiraglio di Squadra
Presidente

Fto: Bruno Brivonesi

1575

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVAL SUB-COMMISSION
APO 394

P/D/tum

21 May 1944

SUBJECT: Repatriation of Italian Merchant Seamen from the United States.

TO : Chief Naval Sub-Commission, ACC, Taranto.

Reference our letter above subject of 12 May 1944, forwarded herewith communication received from AFHQ, G-5 Section with information concerning arrival of Italian merchant seamen.

(Sgd.) I. M. PALMER.

C O M M O D O R E

Copy to:
W.S.A., Naples
M.W.T., Naples

2304

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

U. S. RESTRICTED
Equals British RESTRICTED

- OUTGOING

DISPATCHED 21 MAY 1944 REAR HQ. A.C.C.

NAVY
P/hrt

RESTRICTED

ROUTINE

ACC REAR

ACC MAIN FOR MEDBO RPTD [redacted] TRANSPORTATION SUBCOMMISSION

PLEASE INFORM VINING [redacted] TRANSPORTATION OF MINISTER OF MARINES FROT N EIGHT SIX NINE SEVEN PAREN TO ACC MAIN FOR MEDBO RPTD [redacted] TRANSPORTATION SUBCOMMISSION FROM ACC REAR FROM NAVY SIGNED MACFARLANE PAREN OF ONE EIGHT APRIL AND HASTEN ALLOCATION OF THESE SCHOONERS

AUTHENTICATED:

ROGER B DERBY
Capt, A G D
Adjutant

DISTRIBUTION:

1 - File
1 - DSC
1 - DCC
1 - Navy

File Schooner

1573

U. S. RESTRICTED
Equals British RESTRICTED

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

S. 1320

(GV211) W1. 22313/D7997. 120M P—6. 10/42. H. & S. 45-237.

NAVAL MESSAGE.

For use in Signal Department only

Restricted
Routine
TO - ACC main for MEDBO rptd Neapel
Transportation Sub Commission
FRom - ACC Reds (from Navy)

per 2d corrected Draft R 13 Dec Edit # 8 15 apr

Originators Instructions (Indication of Priority, Intercept Group, etc.)	Codress/Plaindress	No. of Groups

TO: MEDBO Naples
(R) Inland Transportation

FROM: Navy Sellers.

ACROSS

Please inform Minister of VINING of Internal Transportation
of NT 8697 of 18 April Marnis PROT
allocation of these and Lester
schooners.

WRITE

1 - File
1 - SCA
1 - CC
1 - Navy

System	P/L Code or Cypher	Time of Receipt	Time of Despatch	Operator	P.O.O.W.	Date
						15/2

2306

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From.- Navy Sub-Commission, Rear Headquarters, A.C.C.

To .- Transportation Sub-Commission, Main H.Q. A.C.C.

Date.- 20th May 1944. Ref. 215/44.

Subject.- Schooners for Lipari Islands.

Attached copies of signals exchanged with Region one.

It would be appreciated if this Sub-Commission could be informed when the necessary allocation has been made.

(Sgd.) I. M. PALMER.

COMMODORE.

1571

_C_O_P_Y_.

OUTGOING Navy/P/msr 2/17

RESTRICTED

ROUTINE 2774

ACC.REAR May 171555B.

IBS RPTD CONSON,CATANIA.

PLEASE ALLOCATE MOTOR SCHOONERS FOR SERVICE TO LIPARI ISLANDS AS DESIRED BY MINISTER OF MARINE PD TO IBS FOR ACC REGION ONE FOR REGIONAL SUPPLY OFFICER RPTD CONSON FOR MINISTER OF MARINE CMA CATANIA FOR SEA TRANSPORT OFFICER PD TWO MOTOR SCHOONERS OF ONE FIVE ZERO TONS EACH WOULD ANSWER IMMEDIATE REQUIREMENTS

Distribution.-
1 File
1 DSG
1 DCC
1 Navy SC
1 Food SC for Col. Legg.
1 Italian Liaison Section.
1 Principal Sea Transport Officer, Naples.
1 Adj. Main.

- -

C O P Y.

INCOMING. -/hft

RESTRICTED S.10646

STUBBLEBINE FROM HANCOCK CITE RES-280 May 191500B

ACC REAR May 200845B

via teletype.

REFER 2774 of 12 MAY. SCHOONERS NOT ALLOCATED BY REGION.

APPLICATION TRANSPORTATION SUB-COMMISSION MAIN HEADQUARTERS.

- - - - - - - - - - - -

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2308

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

U.S. RESTRICTED

Equals British RESTRICTED

503Y

ALLIED CONTROL COMMISSION - INCOMING MESSAGE /hft

SVC/RELAY NO.

M/C NO:

CLASS: RESTRICTED

REF NO: S10646

PREC : NOT GIVEN

FILED : MAY 191500B

FROM : STUBBLEBINE FROM HANCOCK CITE RES-280

REC'D : MAY 200845B

TO : ACC REAR

via teletype

Refer 2774 of 17 May. Schooners not allocated by Region. Application Transportation Subcommission Main Headquarters.

RECEIVED ADJ SEC
20 MAY 1944
REAR HQ. A.C.C.

DISTRIBUTION:

1 - File
1 - DSG - Info
1 - DCC - "
1 - Adj Main - "
1 - Food S/C - "
1 - Ital Liaison"
1 - Principal Sea Transport Off - info
1 - Navy SC - ACTION

ACTION

1569

U.S. RESTRICTED

Equals British RESTRICTED

2309

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

8457

NAVY/D/mar

OUTGOING

2/17

2774

MAY 171555Z

RESTRICTED

ROUTINE

ACC REAR

ABS RPTD CONSUB, CATANIA

FLASH ALLOCATE MOTOR SCHOONERS FOR SERVICE TO LIPARI ISLANDS AS DESIRED BY MINISTER MARINE PD TO JBS FOR ACC REGION ONE FOR REGIONAL SUPPLY OFFICER RPTD CONSUB FOR MINISTER OF MARINE CMA CATANIA FOR SEA TRANSPORT OFFICER PD TWO MOTOR SCHOONERS OF ONE FIVE ZERO TONS EACH COULD ANSWER IMMEDIATE REQUIREMENTS

AUTHENTICATED:

E. J. CHICCO.
CWO USA
Asst Adj

DISTRIBUTION:

1 File
1 D/G
1 DDG
1 Navy SC
1 Food Subcom for Col Beggy
1 Italian Liaison Sec
1 Principal Sea Transport Officer Naples
1 Adj Main

1567

U. S. RESTRICTED

COPIA

MINISTERO DELLA MARINA

DIREZIONE GENERALE DELLA MARINA MERCANTILE

Prot. N. 8697 311 Lì 18 apr. 1944

ARGOMENTO: rifornimento delle Isole Eolie.=

ALLA SEGRETERIA PARTICOLARE DEL CAPO
DEL GOVERNO

= SALERNO =

Risposta al dispaccio nr.459 del 15 febbraio u.s.

Il rifornimento delle Isole Eolie é affidato a due motovelieri: "S.LORENZO" - della portata di circa 70 tonn., e "ROLANDO" della portata di circa 50 tonn., cotto il controllo del colonnello F.C.YED, S.C.A.O. delle Isole Eolie.

Tali mezzi non sono sufficienti ad assolvere i vari bisogni delle popolazioni isolane.

La Società di Navigazione "Eolia" - concessionaria dei servizi sovvenzionati per le suddette isole - non dispone, attualmente di alcuna delle sue navi, poiché di quattro piroscafi adibiti ai servizi stessi, tre sono affondati ("VULCANO" di tonn.273 di S. L. - "SANTAMARIA SALINA" di tonn.763 di S.L. - e "LUIGI RIZZO" di tonn. 382 di S.L.) ed il quarto ("EOLO" di tonn.704 di S.L.) trovasi dislocato nel Medio Oriente al servizio delle Autorità Alleate (Principal Sea Transport Officer) le quali hanno reeentemente comunicato che non possono lasciar libero l' "EOLO".

Per il P/fo "LUIGI RIZZO" sono in corso operazioni di ricupero che, presumibilmente saranno condotte a termine nella corrente stagione.

La regolarità dei servizi di navigazione per le isole richiederebbe, pel momento, l'impiego di due navi miste di 500 tonn. di stazza lorda, con velocità da 8 a 10 miglia, da adibire in servizio giornaliero, sui seguenti itinerari:

- Una tra Milazzo, Lipari e Salina, con viaggio settimanale a Messina.
- Una di stazione a Lipari per viaggi alternati tra gli scali di Panarea, Stromboli, Filicudi, Alicudi, Lipari, Vulcano, con viaggio settimanale a Messina.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Prot. N. 697

ARGOMENTO: riformimento delle Isole Eolie.=

ALLA SEGRETERIA PARTICOLARE DEL CAPO
DEL GOVERNO

= SALERNO =

Risposta al dispaccio nr.459 del 15 febbraio u.s.

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- Una tra Milazzo, Lipari e Salina, con viaggio settimanale a Messina.
- Una di stazione a Lipari per viaggi alternati tra gli scali di Panarea, Stromboli, Filicudi, Alicudi, Lipari, Vulcano, con viaggio settimanale a Messina.

L'approdo a Messina servirebbe per rifornimento di carburante e trasporto di generi alimentari della città alle isole.

Qualora non fosse possibile avere le due navi, gli stessi itinerari-orari potrebbero essere seguiti con l'impiego di due

1563

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

motovelieri di 150 tonn. circa di stazza lorda, con velocità da 7 ad 8 miglia, sui quali però, il numero di passeggeri da trasportare nei limiti del Regolamento di sicurezza sarebbe inferiore a quello medio fluttuante fra i seguenti scali degli itinerari su accennati: Messina,Milazzo,
Liparì,Canneto ad Acquacalda nell'Isola di Lipari
S.Marina Lingua,Rinella,Malfa e Pollara, nell'Isola di Sabina
Panarca nell'Isola di Panarca
Ginostra e Stromboli nell'Isola di Stromboli
Filucidi porto e Pecorini nell'Isola di Filicudi
Alicudi nell'Isola di Alicudi
Vulcano porto e Vulcano Celso nell'Isola di Vulcano.

P. IL MINISTRO

F.to illeggibile

GUARDIA PARTICOLARE DEL CAPO DEL GOVERNO

1566

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

1st Ind IMP/mer

REARHQ ALLIED CONTROL COMMISSION NAVAL SUBCOMMISSION APO 394 MEUT 8 MAY 44

TO : Chief Naval Sub-Commission

1. Referred.

2. No information has been received that Admiral Barone has actually been removed from office.

3. Am making full inquiry for your information.

Commodore

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HQ ACC, APO 394
Ref'd 30 Apr 1040
By DFE

ALLIED HEADQUARTERS
ALLIED CONTROL COMMISSION

NAVAL SUB-COMMISSION

No. G. 179/44. 29th April 1944.

To... Chief Commissioner, A.C.C.
thru: Deputy Chief Commissioner.

Subject.- Admiral BARONE,- CO.GE.NA.

Copy of communication from Commander-in-Chief, Mediterranean Station, to F.O.T.A.L.I. is enclosed for your information. and return

Commodore Palmer

COMMODORE.

ENCL.1

Seen thanks

1564

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

SECRET.

POSITION OF ADMIRAL BARONE, ITALIAN NAVY.
(Flag Officer, Taranto, Adriatic and Liaison, Italy's
No. T.A.1025 of 6th April, 1944).

IV.

No.Med.00180/13

FLAG OFFICER, TARANTO, ADRIATIC AND
LIAISON, ITALY.
(Copy to: Flag Officer, Western Italy,
Commodore Palmer, Naval Sub Commission,
Chairman, Shipping Sub-Commission, Allied
Control Commission).

It is requested you will take all necessary action with the Italian Minister of Marine to achieve the removal of Admiral Barone as soon as possible and ensure that it is quite clear to his successor that further hindrance to the Allied war effort in this direction through lack of co-operation on the part of the COGNA is to cease at once.

J. Ironside

for ADMIRAL.

Algiers,
21st April, 1944.

1563

G 179/44

2316

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

(Sta. 94/33)

22668 Wt 36005/D8794 18,000M 12/41—McC & Co Ltd—51-1826

S. 1320h.
(Established—October, 1935)

NAVAL MESSAGE.

TO: FOWIT for Commodore Palmer

FROM: C IN C MED.

SECRET.

You should see telegram from Campbell and Nicol regarding COGENA. You should inform Italian Minister of Marine that the terms of the Armistice whereby all shipping was handed over to the Supreme Allied Commander must be adhered to. The constitution by the Italian Government of a body to operate merchant shipping under the direction Medbo is desirable and it should contain members of the shipping industry capable of fulfilling the duties. The membership of such a body is not politically important provided the duties are carried out to the satisfaction of the C IN C who reserves complete right to direct the vessels into such employment in the prosecution of the war as he may desire.

08 1237B April.

AFS X.3 163. 1725.8.4.44.

1562

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

NEAR HEADQUARTERS
ALLIED CONTROL COMMISSION

NAVAL SUB-COMMISSION

No. G. 179/44. 29th April 1944.

To... Chief Commissioner, A.C.C.
thru: Deputy Chief Commissioner.

Subject.- Admiral BARONE,- CO.GE.NA.

Copy of communication from Commander-in-Chief, Mediterranean Station, to F.O.T.A.L.I. is enclosed for your information.

COMMODORE.

ENCL.1

1561

2518

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

REAR HEADQUARTERS

ALLIED CONTROL COMMISSION

NAVAL SUB-COMMISSION.

Ref. G. 146/44. 21 April 1944.

To : F.O.T.A.L.I.

Subject : Italian Merchant Marine.

Attached signal is forwarded for information.

for I.M.PALMER.
Commodore.R.N.

1560

2319

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

SECRET.

SECRET

POSITION OF ADMIRAL BARONE, ITALIAN NAVY.
(Head of Naval Sub-Commission's No.A/94/44 of 27th March, 1944)

III.

No.T.A.1025.

COMMANDER-IN-CHIEF,
MEDITERRANEAN.
(Copies to:- Flag Officer Western Italy.
Commodore Palmer, Naval Sub-Commission.
Chairman, Shipping Sub-Commission, A.C.C.)

Forwarded concurring in the proposed removal of Admiral Barone. If you agree I will take the matter up with the Minister of Marine.

TARANTO.
6th April, 1944.

(Signed) C. E. MORGAN
REAR-ADMIRAL.

2320

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COMMODORE PALMER --

For information & files.

Deputy Secretary General

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

CONFIDENTIAL FATIMA # 129

FATIMA (GEN MACFARLANE C COMS)

CONFIDENTIAL

1st April 1944

PRIORITY

TARANTO

REFERENCE CASE OF ADMIRAL HAROUE REFERRED TO YOU BY COMMODORE PALMER PD PAPER TO FOTAIL PERSONAL FOR ADMIRAL MORGAN FROM MACFARLANE PERSONAL PAPER IT WOULD BE BEST CMA IF YOU AGREE CMA FOR YOU TO ARRANGE FOR HAROUE TO BE RELIEVED DIRECT WITH THE MINISTER OF MARINE PD GLAD IF YOU WOULD LET ME KNOW IF YOU HAVE ANY DIFFICULTY

NOEL MASON MACFARLANE
Lieutenant-General
Chief Commissioner

COPY

113/24

1558

CONFIDENTIAL

23222

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

The Chief of Government
File No I79.

I7 January 44.

To General MacFarlane
Chief of Allied Control COmm:
BRINDISI.

Dear Gemeral MacFarlane,

Information from the Aeolian Islands shows that the supply service to these Islandsdepends on two fishing motor boats, which in view of their small capacity (totalling 60 tons) and the limitations imposed by weather conditions,are absolutely inadequate forthe purpose of supplying basic civilian needs.

I beg you, dear general,to give tis matter the courtesy of your attention, in order that greater tonnage facilities be assigned to service the Islands.

very cordially,

/a/ BADOGLIO.

Qu What tonnage is needed? Minimum ~~how many~~ By what ports?

1557

ROOM CO' RTUFSCLA OSCTOO

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Control of Italian Schooner Fleet.

The Chairman.
Shipping Sub-Commission.
NAPLES.

With reference to your S.C.37 of 26th January, the proposed scheme will be welcomed by all parties.

Up to date various administrations have competed among themselves in requisitioning these vessels.

It is assumed that the sailings will be controlled by the various Naval Officers in Charge.

Salerno.
1st February 1944.

COMMODORE.

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

(GV186) Wt. 16539/D768. 500M Pads 7/42. H. & S. Ltd. 61-9205.

NAVAL MESSAGE.

For use in Signal Department only

Lt Davis for ACC

Originators Instructions (Indication of Priority, Intercept Group, etc.)	Codress/Plaindress	No. of Groups
TO: Shipping Commission Thro. Deputy President.	FROM: Naval Adc.	

WRITE ACROSS

Ref	your	S.C. 57	26 Jan	this
proposal	scheme	will	be	welcomed
by	all	Parties		
	up	to	date	Various
administrations	have	completed	among	themselves
in	negotiating	them	Vessels	
	It	is	assumed	that
their	sailings	will	be	controlled
by	the	Various	N.O.I.Cs	

System	P/L Code or Cypher	Time of Receipt	Time of Despatch	Operator	P.O.O.W.	Pa 555

2325