Declassified E.O. 12356 Section 3.3/NND No. 785020

ACC

10000/124/12 MERCHANT
POLICY, AN
JAN.44-

Declassified E.O. 12356 Section 3.3/NND No. 785020

10000/124/12 MERCHANT SHIPS, AND SCHOONERS IRN-11
POLICY, AND PLANS
JAN. 44 - MAY 45

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS ALLIED COMMISSION
Apo 394
Liaison, Shipping Sub-Commission

Tel. 843218 Ext. 37

Rome, 31 May 1945

To

His Excellency Monsieur G.EXINTARIS,

Greek Ambassador,

Greek Delegation to the Advisory Council for Italy

Your Excellency,

With reference to your letter dated 28th May I am directed to inform you that the question of ships registered in the Dodecanese is to be submitted 2049
to the Commander in Chief Mediterranean Station by the Chairman of the Mediterranean Shipping Board.

I shall not fail to inform you as soon as I have anything to communicate to you on this subject.

I have the honour to remain entirely at Your Excellency's disposal in this connection.

Yours respectfully,

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

(Not on original)
Copy to Navy Sub-Commission
with copy of letter under reference.

Declassified E.O. 12356 Section 3.3/NND No. 785020

GREEK D[illegible]ATION
to
Advisory Council for Italy

Rome, May 28th 1945.

Ref. No. 2242

Sir,

I beg to bring to your knowledge the following question in connection with the recent liberation of the Dodecanese by the Allied Armies.

Reliable informations received by this Delegation indicate that Italian shipowners, who have ships registered in the Dodecanese, have transferred or are transferring the registry of their ships from Dodecanese to other ports of the Italian mainland. As I consider that such action would tend to preliminary solution of this question which should remain under the "status quo", I would greatly appreciate if all necessary measures were taken to assure the "status quo" of this question until its final solution.

2048

Hoping that this letter will be made a matter of your best attention and thanking you in anticipation.

I remain, Sir,

Yours very sincerely,

G.EXINTARIS,
Ambassador.

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

ROME

GE : SGE

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2488
25 May 1945.

FILE

From: Navy Sub-Commission, Hq., Allied Commission.
To : Liaison Division, Allied Commission.

Subject: French Navy Barges.

1. Reference is made to your communications 945.1/SC(L) of 27 April and of 7 May on the subject of French Navy Barges which were reported to have been sold in the Naples area.

2. The Navy Sub-Commission has been informed that the French Naval Liaison Officer to Flag Officer Northern Area Mediterranean, Naples has investigated this matter and has reported direct to the French Ministry of Marine that the allegations of improper sales of French barges are not substantiated. In fact, no French barges have been located in Naples.

2047

3. No further action is contemplated by the Navy Sub-Commission in view of the investigation which has been completed by the French Naval Liaison Officer in Naples.

(Sgd) G. L. WARR

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

NAVY SUB-COMMISSION LIAISON SECTION ALLIED

26 MAY 1945

WWW
3

Declassified E.O. 12356 Section 3.3/NND No. 785020

NAVY SUB COMMISSION ROME (R) COMNAVNEW NOIC NAPLES FONAM.

CONFIDENTIAL.

FRENCH NAVAL LIAISON OFFICER TO FONAM HAS INVESTIGATED THIS MATTER AND REPORTS ALLEGATION OF IMPROPER SALES ARE NOT SUBSTANTIATED AS NO BRENON BARGES HAVE BEEN LOCATED IN NAPLES. HE HAS REPORTED TO THIS EFFECT DIRECT TO FRENCH MINISTRY OF MARINE AND IT IS, THEREFORE, NOT INTENDED TO TAKE ANY FURTHER ACTION ON YOUR 221805 B REPEATED.

231245 B MAY. 2046

DEB. 3.9.10.

P.L.T.P. TOR 1316/23 2305/45.

Declassified E.O. 12356 Section 3.3/NND No. 785020

FONAM (R) COMNAVIVAN. NOIC NAPLES NAVY SUB COMMISSION ROME.

CONFIDENTIAL.

CAN A REPLY BE GIVEN TO MY O/1114 B. REGARDING ALLEGED SALES FRENCH BARGES. MY 111549 B REFERS. IF FRENCH LIAISON OFFICER TO FONAM IS MAKING AN INVESTIGATION PROPOSE TO INFORM FRENCH REPRESENTATIVE ROME THAT YOU WILL CO-OPERATE IN THE INVESTIGATION AS APPROPRIATE BUT THAT NEITHER THIS OFFICE NOR YOU WILL INITIATE FURTHER ACTION IN THIS MATTER IN ABSENCE OF A SPECIFIC REQUEST.

221605 B MAY. 2045

DIS. 5.9.10.

P.L.T.P. ECD 1940/22 23/5/45.

Declassified E.O. 12356 Section 3.3/NND No. 785020

FROM -(22) COMNAVNAW NOIC NAPLES NAVY SUB COMMISSION ROME.

CONFIDENTIAL.

FURTHER TO MY 011144. NOW INFORMED THAT CAPTAIN SIZAIRE FRENCH NAVAL LIAISON OFFICER TO TONAM IS INVESTIGATING POSSIBLE SALE OF FRENCH BARGES ON INSTRUCTIONS OF FRENCH GOVERNMENT PARIS. BARGES ARE BELIEVED TO HAVE BEEN SENT BY GERMANS TO ITALIAN PORTS FROM FRENCH NAVY YARDS IN MEDITERRANEAN.

111549 B MAY.

DIS. 3.9.10.

P.L.T.C. TOD 1734/11 12/5/45. 2044

Declassified E.O. 12356 Section 3.3/NND No. 785020

ALLIED [redacted] COMMISSION

INTER-OFFICE MEMORANDUM ABM/sem

Liaison Division

SUBJECT: French Navy Barges FILE No. 945.1/EC(L)

TO : Navy Sub-Commission 7 May 1945

1. Reference is made to your NSC/2300 of 30 April regarding the above subject.

2. This office has now received two letters from the Office of the French Representative at this Headquarters regarding French navy barges, copies of which are enclosed for your information. These letters we believe answer the questions raised in your letter of 30 April.

Officer-in-Charge
Liaison Division

2043

2 Encls: 1 - Ltr XS/SM No. 2.110 dtd 4 May 45
2 - Ltr XS/SM No. 2.113 dtd 7 May 45

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

HEADQUARTERS ALLIED COMMISSION
Office of the French Representative
APO 394

Rome, 7 May 1945
XB/SM no. 2.113

TO : Liaison Division

SUBJE T: French Navy Barges

1. In reference to letter from this Office no. 2.110 dated May 4th new information has been received concerning the alledged sale of French barges in Naples.

2. We are advised that Captain de Fregate SIZAIRE, French Naval Liaison Officer at F.O.N.A.M., Naples has been instructed by proper authorities in Paris to make an enquiry in Naples and, together with this Office, get in touch with Allied Authorities in an effort to solve this problem.

2042

3. It is believed that those barges were taken by the Germans from our water-ways sent to different French Navy Yards in the Mediterranean and after proper transformation, were sent by sea, by the Germans, to Italian and Greek ports.

4. Most reliable source of information have led the French authorities to believe that some of these barges are being sold in Naples. The French Government has asked the French Representative in A.C. to point out that these barges shou d in no case be considered as war prize and that such sales should be stopped immediatly.

/s/ X.de SEVIN Major Genral
French Representative

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

HEADQUARTERS ALLIED COMMISSION
Office of the French Representative
APO 394

Rome 4 May 1945
XS/SM no. 2.110

To : Liaison Division

SUBJECT: French Navy Barges

2041

1. In reference to your letter May 4th, 945.1/EC(L) this Office has no other information on the subject of French Navy Barges than those sent to us by the French Authorities in Paris, and stated in our letter of April 27th.

2. Every effort will be made to secure further information. In the meantime you may find it advisable to contact the French Naval Technical Mission in Naples, 24 Via Gennaro Ferra, Telephone 10.720.

3. This office in keeping the French Naval Mission in Naples informed of those negociations.

/s/ Xde Sevin, Major General
French Representative

Declassified E.O. 12356 Section 3.3/NND No. 795020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2300
30 April 1945.

FILE

From: Navy Sub-Commission, HQ., Allied Commission.
To : Liaison Division, Allied Commission.

Subject: French Barges at Naples.

1. In reply to your memorandum 945.1/MC(L) of 27 April, the Navy Sub-Commission has initiated preliminary action with a view to obtaining information as to possible sales of French self-propelled barges in the Naples area.

2. Due to the paucity of information furnished by the French Representative, Allied Commission, it is doubtful if a satisfactory investigation can be made. The Liaison Division will be notified of the results of the preliminary investigation in due course, however, it is suggested that the French Representative be informed that the Navy Sub-Commission would appreciate receiving additional data as an aid in pursuing the matter to a successful conclusion. It is particularly desired that facts be furnished as to the source of the information or which will otherwise serve to identify the craft, their present location and any Allied Authorities which may be concerned.

2049

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

NAVY SUB-COMMISSION · ALLIED COMMISSION · 7

1 MAY 1945

Declassified E.O. 12356 Section 3.3/NND No. 785020

FROM (R) COMNAVNAW NOTO NAPLES NAVY SUB COMMISSION ROME.

CONFIDENTIAL.

FRENCH REPRESENTATIVE TO A.C. REPORTS FRENCH GOVERNMENT PARIS HAS RECEIVED INFORMATION THAT FRENCH SELF PROPELLED BARGES HAVE BEEN PLACED ON SALE IN NAPLES, BY UNIDENTIFIED ALLIED AUTHORITIES. REQUEST NAVY SUB COMMISSION BE INFORMED OF ANY FACTS WHICH MIGHT HAVE RESULTED IN THAT INTELLIGENCE BEING GIVEN TO FRENCH GOVERNMENT AND THAT STEPS BE TAKEN TO PREVENT POSSIBLE FUTURE SALES OF FRENCH BARGES PENDING CLARIFICATION.

011144 B MAY.

DTG. 3.9.10.

P.L.T.P. TOR 1156/A 1/5/45.

2039

Declassified E.O. 12356 Section 3.3/NND No. 785020

ROUTING SLIP

Date 27 Apr 45

LIAISON DIVISION

Office of the Executive Commissioner

FROM		TO
✓	Liaison Division	
	Chief Commissioner	
	Executive Commissioner	
	Political Adviser American British	
	Civil Affairs Section	
	Economic Section	
	Establishments Section	
	Air Forces Sub-Commission	
	Commerce Sub-Commission	
	Communications Sub-Commission	
	Displaced Persons and Repatriation Sub-Commission	
	Finance Sub-Commission	
	Land Forces Sub-Commission (MMIA)	
	Legal Sub-Commission	✓
	Navy Sub-Commission	
	Public Safety Sub-Commission	
	Shipping Sub-Commission	
	War Materials Disposal and Italian Prisoners of War Sub-Commission	

..... Appropriate Action — Comment and Return ✓

..... Approval and Return — Note and Pass On

..... Information and Retention/Return

COMMENT:

2038

Declassified E.O. 12356 Section 3.3/NND No. 785020

ALLIED CONTROL COMMISSION

AJS/sem

INTER-OFFICE MEMORANDUM

Liaison Division

SUBJECT: French Barges at Naples

FILE No. 945.1/EC(L)

TO : Navy Sub-Commission

27 April 1945

1. I enclose herewith a copy of a letter received from the French Representative at this Headquarters.

2. It would be appreciated if you could inform this office of any steps being taken so that the French General can be informed.

Officer-in-Charge
Liaison Division

1 Encl: As above.

2037

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

HEADQUARTERS ALLIED COMMISSION
Office of the French Representative
APO 394

Rome April 27th 1945
XS/SM n.2.097

TO : Liaison Division
Office of the Executive Commissioner
SUBJECT: French Navy Barges

1. The French Governement in Paris has heard through different reliable sources that some French Navy self propelled barges were actually being put on sale in Naples by Allied Authorities.

2. These barges could have been requisitioned in France by the Germans and sent to Italy before the landing of the Allies.

3. The French Government has requested the French Representative in the A.C. to control this information and, if it is confirmed, to take all necessary steps to prevent any further sales and recover those barges who have already been sold.

4. It would be appreciated if an enquiry could be made through the channel of the A.C. and information given at the earliest possible date.

/s/ X.De Sevin, Major General
French Representative

2036

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2845
4 May 1945.

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

FILE

Subject: Motor Vessel "ARDUINO".

Enclosure: (A) Copy (translation) Ministry of Marine ltr. 572/UT, of 29 April 1945.

1. Enclosure (A) is a copy of a letter that has been received from the Minister of Marine which requests that arrangements be made to secure the return of "ARDUINO" to Italian control from the Yugoslav partisan Command. "ARDUINO" was used by the Yugoslavs until October 1944, when she became damaged and had to be laid up. Her present location is unknown to the Navy Sub-Commission.

2. As the issue raised in enclosure (A) is one for ultimate settlement between the Italian and Yugoslav governments, it would be appreciated if an indication could be given to the Navy Sub-Commission as to the proper method of handling this and other similar requests which may be received from the Italian Ministry of Marine.

3. It is noted in enclosure (A) that "ARDUINO" is privately owned; undoubtedly she is of small size. It is extremely doubtful that the help she would be to the war effort would be sufficient to justify the effort involved in securing her return.

4. For the above mentioned reasons and to avoid encouraging a multitude of other similar requests, it is proposed that this office should inform the Ministry of Marine that requests regarding small privately owned vessels now under the control of foreign Governments should be held in abeyance pending the restoration of full diplomatic relations between the Italian Government and the other Governments which may be concerned.

2035

NAVY SUB-COMMISSION - ALLIED COMMISSION

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
POLAD (A) AC.
POLAD (B) AC.

7 MAY 1945

IRM 11(2)

Declassified E.O. 12356 Section 3.3/NND No. 785020

(Cabinet)

From: MINISTRY OF MARINE (Cabinet)
To : F.O.L.I. - Rome
Date: 29 Apr.'45
Ref.: 572/U.T.

Subject: M/Schooner "ARDUINO".

The above, N°683 Ancona Register, took refuge in Ancona harbour at the time of the Armistice, and then left for Punte Bianchi with a group of Dalmatians. There she was taken over by Yugoslav Partisan Command and used for voyages to Salo (Lunha Island) and to Lissa. After a time Third Partisan Sector took her over completely and disembarked Italian Crew. On 19th Dec.1943 an inventory was drawn up and signed by Partisan Command and Captain of the Schooner. The former continued to use her until Oct.1944, when she became damaged and laid up.

F.O.L.I. is requested to arrange that M/Schooner in question be handed back to her proper Owner who wishes to have her repaired.

30 Apr
No. 317
ROME

(Sgd) THE MINISTER

2034

3 a may. 1945

DG/P.

REAR ADMIRAL

Roma 29 Aprile 1945

Be/c.

MINISTERO DELLA MARINA
GABINETTO
UFFICIO TRATTATI

Indirizzo telegrafico: MARINA - ROMA

Prot. N. 572/UT Allegati .....

Al F. O. L. I.

ARGOMENTO: M/vel. ARDUINO.-

Il M/vel. ARDUINO, matr. 683 del Compartimento di Ancona, alla data dell'armistizio si rifugiò nel porto di Ancona, da dove partì per raggiungere Punte Bianche, per portarvi un gruppo di dalmati. A Punte Bianche l'unità fu fermata dal Comando partigiano jugoslavo e da questi impiegata per compiere dei viaggi a Salo (Isola Lunha) ed a Lissa. Dopo qualche tempo, servendo la nave al terzo settore partigiano, fu da questo presa in regolare consegna, previo sbarco dell'equipaggio italiano. Furono nell'occasione (19 dicembre 1943) firmati degli inventari di consegna fra detto Comando partigiano e il Capitano del motoveliero.

La predetta unità continuò sempre a navigare per conto del Comando partigiano sino all'ottobre del 1944, epoca dalla quale è ferma per avaria.

Si prega codesto F.O.L.I. di volersi interessare affinchè il M/vel. in oggetto sia restituito al suo legittimo 2033 proprietario il quale si è impegnato a rimetterlo in efficienza.-

IL MINISTRO

Declassified E.O. 12356 Section 3.3/NND No. 785020

Prot. N. 572/UT Allegati .....

ARGOMENTO: M/vel. ARDUINO.-

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IL MINISTRO

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

FIRST ENDORSEMENT: to
Letter of Ministry of
Marine, number 8491/2,
of 25 April 1945.

NSC/2307
2 May 1945.

FILE

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

Subject: Derequisitioning of M.Fish.Vessels.

1. Forwarded.

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

NAVY SUB-COMMISSION - ALLIED COMMISSION

2 MAY 1945

B
WWW

2032

IRN 1(2)

Declassified E.O. 12356 Section 3.3/NND No. 785020

From: MINISTRY OF MARINE (Cabinet)
To : Agriculture Sub-Commission thru N.S.C.
(Ref. NSC/2128 of 12 Apr.'45)
Date: 25 Apr.'45
Ref.: 8491/2

Subject: Derequisitioning of M.Fish.Vessels.

AGR/500.2 of 4th Jan. last refers.

As already notified Ministry of Agriculture and Forests in letter N° 7785/2 of 14th inst., you are informed of the following re. derequisitioning of M.F.Vs. listed below:-

a) M.F.Vs. "Luigi II^", "Minerva" and "Antonia Madre" respectively occupy 35th, 64th and 86th positions on the change-over list, so it is not possible to estimate dates when they will be released, but in any case it will not be for some time.

b) M.F.Vs. "San Pietro" and "Arturo Pomello" are 73rd and 116th on the list, respectively, nor is their derequisitioning date near at hand.

c) M.F.Vs. "Pola" and "Truentum" will be derequisitioned shortly, probably not later than May next.

CHIEF OF CABINET

2031

DG/P.

Mod.C.39

RO/gr

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA-ROMA

Prot. N. 8491 / Allegati

Roma, 25 APR 1945

A S.Commissione dell'Agricoltura dell'A.C.
tramite e per conoscenza:
Navy Sub-Commission
(Rif.n.NSC/2128 del 12.4.1945)

ARGOMENTO: Derequisizione motopescherecci.-

Si fa riferimento al foglio n. AGR/600.2 del 4 gennaio 1945.-

Come già comunicato al Ministero dell'Agricoltura e Foreste con dispaccio n.7785/2 in data 14 aprile 1945 si segnala quanto segue in merito alla derequisizione dei motopescherecci sottoindicati:

a)- i MM/PP Luigi II^, Minerva ed Antonia Madre sono unità di altura ed occupano rispettivamente il 35°, 64° e 86° posto nel turno di avvicendamento, ciò che non consente di prevedere l'epoca nella quale potranno essere lasciati liberi, epoca che comunque non è prossima;

b)- i MM/PP San Pietro ed Arturo Pomello occupano rispettivamente il 73° ed il 116° posto nel turno di avvicendamento, la loro derequisizione non è quindi prossima né si possono fare previsioni in marito;

c)- i MM/PP Pola e Truentum saranno derequisiti prossimamente e con ogni previsione non oltre il mese di maggio p.v.

d'ordine 2038
IL CAPO DI GABINETTO
C.di V. F.BASLINI

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/2128 FILE

12 April 1945.

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

Subject: Release of Motor Fishing Vessels.

The Navy Sub-Commission has been requested to inform the Ministry of Marine that the Agriculture Sub-Commission, AC would appreciate a reply to their letter AGR/800.2 of 4 January 1945 which was the subject of Navy Sub-Commission letter NSC/1804 of 13 March 1945.

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

Copy to:
Agriculture Subcomm, Hq. AC.

WWW
BS

2029

FILE
13 APR 1945

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1804
13 March 1945.

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

Subject: Release of Motor Fishing Vessels.

1. Reference is made to Ministry of Marine letter SM 2155 of 2 February 1945, which stated that the question of derequisitioning motor fishing vessels, as requested by the Agriculture Sub-Commission in letter AGR/500.2 of 4 January, is dependent on the reply of Flag Officer Liaison, Italy to a communication from the Ministry of Marine.

2. The Navy Sub-Commission has been informed that Flag Officer Liaison Italy, Rome letter No. L.268/1 of 7 March notified the Ministry of Marine that no reduction of Italian minesweepers is contemplated at the present and that an increase in minesweeping activity may be expected in Western Italian waters.

3. It is hoped that the Ministry of Marine may now be able to reply to the Agriculture Sub-Commission's letter of 4 January 1945.

H. W. ZIROLI,
Commodore, U. S. Navy,
REAR ADMIRAL,
for CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Agriculture SC.AC.

NAVY SUB-COMMISSION - ALLIED COMMISSION
14 MAR 1945

IRN II (r)

2028

WWW
for

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

file

NSC/1683
20 February 1945

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

Subject: Release of Motor Fishing Vessels.

Reference: (a) Agriculture Sub-Com. ltr AGR/500.2 of 4 January 1945.
(b) Navy Sub-Com. First Endorsement NSC/1496 of 12 January 1945.

Enclosure: (A) Ministry of Marine ltr SM/2155 of 2 February 1945.

1. Reference(a) was forwarded to the Ministry of Marine by reference (b).

2. Enclosure (A) now has been received in answer to reference (a) and is forwarded herewith for information.

3. Flag Officer Liaison, Italy, Rome has advised that the Ministry of Marine's proposal in regard to derequisitioning motor fishing vessels is still under consideration. The Agriculture Sub-Commission will be notified as soon as a decision is reached.

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

ALLIED COMMISSION NAVY SUB-COMMISSION

2027

1 MAR 1945

IRM 11 (2)

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - A.C.H.Q.
Date: 2.2.45
Ref.: SM.2155 - 1 Encl.

Subject: Release of M/Fish Vessels.

Ref. your NSC/1496 of 12th ultmo.

In regard to your request, you are informed that this Ministry has arranged a programme to derequisition a certain number of M/Fish. VS. at present engaged in M/S. work, in order to help feed the civilian population in the various areas; its application, however, is subject to a reply from F.O.T.I. to our proposal to reduce exploratory M/Sweeping.

Anyhow, this derequisitioning should come about for reasons of equity on the basis of a change over calculated on the time the vessels have been engaged on M/S duties and taking into account other shipping losses Owners may have suffered.

A list is attached showing the position of Vessels due for a change over, excluding POLA whose derequisitioning should take place two months hence; expiration of time for the other craft is not imminent so that no estimate can be made.

Should F.O.T.I.'s reply to first paragraph approve proposed derequisitioning programme for M.F.Vs., a quota will be reserved for craft registered in the area including San Benedetto del Tronto, as this Ministry understands that all areas should benefit equally by the release of M/S Vessels.

for CHIEF OF STAFF

2526

Declassified E.O. 12356 Section 3.3/NND No. 785020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - A.C.H.Q.
Date: 2.2.45
Ref.: SM.2155 - 1 Encl.

Subject: Release of M/Fish Vessels.

Ref. your NSC/1496 of 12th ulto.

In regard to your request, you are informed that this Ministry has arranged a programme to derequisition a certain number of M/Fish.VS. at present engaged in M/S. work, in order to help feed the civilian population in the various areas: its application, however, is subject to a reply from F.O.L.F. to our proposal toiraduce exploratory M/Sweeping.

Anyhow, this derequisitioning should come about for reasons of equity on the basis of a change over calculated on the time the Vessels have been engaged on M/S. duties and taking into account other shipping losses Owners may have suffered.

A list is attached shewing the position of Vessels due for a change over, excluding FOLA whose derequisitioning should take place two months hence; expiration of time for the other craft is not imminent so that no estimate can be made.

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2025

for CHIEF OF STAFF

DG/P.

FILE MEDITERRANEAN BRANCH
Date 4 Feb.
No 317
ROME

Other letter for Lt. Gathorne.

FILE

STATO MAGGIORE DELLA R. MARINA

REPARTO M.D.S./ 3ª Sez.B.D.

Prot. N. tm 2155 Allegati 1

Indirizzo telegr.: MARISTAT

Roma, li 2 ~~Gennaio~~ -2- 1945

AL NAVY SUB COMMISSION

ROMA

Argomento: Rilascio di motopescherecci.=

Riferimento foglio NSC/I496 del 12 Gennaio 1945.=

In merito alla richiesta di cui al vostro foglio, si comunica che questo Ministero ha previsto un programma di derequisizione di un certo numero di motopescherecci, ora adibiti al servizio del dragaggio, per favorire l'approvvigionamento delle popolazioni civili delle varie zone: l'attuazione integrale di tale programma è però subordinata alla risposta del F.C.L.I. - sollecitato al riguardo - circa la proposta di ridurre il dragaggio esplorativo.

In ogni modo, la derequisizione deve avvenire, per ragioni di equità, secondo un turno di avvicendamento calcolato in base al periodo di tempo durante il quale le unità hanno prestato servizio di dragaggio e ad un criterio comparativo delle perdite di altri natanti subìte dagli armatori.

Circa le unità indicate nel foglio in riferimento, si riportano nell'allegato elenco i posti che esse occupano nel turno di avvicendamento: eccezion fatta per il POLA, di cui è prevista la derequisizione nei prossimi due mesi, la scadenza del turno per le altre unità non è imminente nè si possono per ora fare previsioni di sorta.

2024

Comunque, qualora la risposta del F.C.L.I. di cui al primo capoverso consenta l'attuazione del programma previsto di derequisizione di motopescherecci, una aliquota delle derequisizioni sarà riservata a natanti inscritti nelle matricole della zona nella quale

Declassified E.O. 12356 Section 3.3/NND No. 786020

Argomento: Rilascio di motopescherecci.=

Riferimento foglio NSC/I496 del 12 Gennaio 1945.=

In merito alla richiesta di cui al vostro foglio, si comunica che questo Ministero ha previsto un programma di derequisizione di un certo numero di motopescherecci, ora adibiti al servizio del dragaggio, per favorire l'approvvigionamento delle popolazioni civili delle varie zone: l'attuazione integrale di tale programma è però subordinata alla risposta del F.C.L.I. - sollecitato al riguardo - circa la proposta di ridurre il dragaggio esplorativo.

In ogni modo, la derequisizione deve avvenire, per ragioni di equità, secondo un turno di avvicendamento calcolato in base al periodo di tempo durante il quale le unità hanno prestato servizio di dragaggio e ad un criterio comparativo delle perdite di altri natanti subite dagli armatori.

Circa le unità indicate nel foglio in riferimento, si riportano nell'allegato elenco i posti che esse occupano nel turno di avvicendamento: eccezion fatta per il POLA, di cui è prevista la derequisizione nei prossimi due mesi, la scadenza del turno per le altre unità non è imminente nè si possono per ora fare previsioni di sorta.

2024

Comunque, qualora la risposta del F.C.L.I. di cui al primo capoverso consenta l'attuazione del programma previsto di derequisizione di motopescherecci, una aliquota delle derequisizioni sarà riservata a natanti inscritti nelle matricole della zona nella quale è compresa San Benedetto del Tronto, essendo intendimento di questo Ministero che tutte le zone vengano equamente a godere del beneficio derivante dal rilascio di alcune unità dragamine.=

IL CAPO DI STATO MAGGIORE.

L'Ammiraglio

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

NON CANCELLATO

Antonia Madre R.190 - 91°
Minerva R.168 - 69°
Luigi II° R.54 - 40°
Trumbum B.56 - 52°
Arturo Tonello B.605 - 120°
San Pietro B.451 - 78°
Pola B.89

di prossima deregistrazione

Declassified E.O. 12356 Section 3.3/NND No. 785020

File

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission AFO 394

NSC/149
12 January 1945.

FIRST ENDORSEMENT on
AGRICULTURE SC.AC ltr.
AGR/500.2 of 4 Jan 1945.

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

Subject: Derequisition of Motor Fishing Vessels.

1. Forwarded in accordance with the request of the Agriculture Sub-Commission, A.C.

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

Copy to:
Agriculture SC.AC.

NAVY SUB-COMMISSION
ALLIED CONTROL SUB

17 GEN 1945

2022

HEADQUARTERS ALLIED COMMISSION
APO 394
Agriculture Sub-Commission

AGR/ 500.2 January 4,1944
TNL: 478208

SUBJECT: Derequisition of Motor Fishing Vessels.

To : The Ministry of the Navy.

Via : Navy Sub-Commission, AC.

1. Attached herewith is a list of Motor Fishing Vessels which were requisitioned some years ago. The owners of the craft assert they could guarantee a daily harvest of 50 quintals, part of which could be shipped to Rome or other inland cities to alleviate the food shortage. The owners also agree to operate out of San Benedetto del Tronto and unload their catches there.

2. It is requested that the list of boats submitted be examined and that the craft be derequisitioned immediately if it is possible.

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

DISTRIBUTION:

1. Economic Section AC
2. Ministry of Agriculture
3. Navy Sub-Commission
4. Files

Original forwarded to

2021

Declassified E.O. 12356 Section 3.3/NND No. 789020

TEL: 47c208 January 4,1944

SUBJECT: Derequisition of Motor Fishing Vessels.

To : The Ministry of the Navy.

Via : Navy Sub-Commission, AC.

1. Attached herewith is a list of Motor Fishing Vessels which were requisitioned some years ago. The owners of the craft assert they could guarantee a daily harvest of 50 quintals, part of which could be shipped to Rome or other inland cities to alleviate the food shortage. The owners also agree to operate out of San Benedetto del Tronto and unload their catches there.

2. It is requested that the list of boats submitted be examined and that the craft be derequisitioned immediately if it is possible.

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

DISTRIBUTION:

1. Economic Section AC
2. Ministry of Agriculture
3. Navy Sub-Commission
4. Files

Original forwarded to

2021

FW

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2276
28 April 1945.

FILE

From: Navy Sub-Commission, Hq., Allied Commission.
To : Danish Legation, Rome.

Subject: Danish Merchant Vessels.

1. Reference is made to a communication from the Danish Legation, Rome to the Allied Commission, dated 18 January 1945, which forwarded a list of Danish ships formerly under French control and which requested assistance in determining their present location, as well as that of any other Danish vessels which it was felt might have been transferred to Italian Authorities.

2. On the basis of investigations conducted in regard to Danish merchant vessels, Allied Force Headquarters has notified the Navy Sub-Commission that it has been ascertained that none has been transferred to the Italian Flag. In addition, inquiries have been made of the Italian Mercantile Marine, who confirm that they have no knowledge of any Danish merchant vessels that have been transferred to the Italian Flag.

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

Copy to:
POLAD (A) AC
POLAD (R) AC

NAVY SUB-COMMISSION - ALLIED COMMISSION

30 APR 1945

2020

Declassified E.O. 12356 Section 3.3/NND No. 785020

NAVY S/C 501 8364

SECRET

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. C-13

24 April 1945

SUBJECT: Danish Merchant Vessels

TO : Headquarters, Allied Commission, APO 394
(Attn: Navy Sub-Commission)

Your letter NSC/1634 dated 7 February 1945.

1. As far as Danish vessels are concerned it has been ascertained that none has been transferred to the Italian Flag.

2. The question of other United Nations vessels in Italian waters is now under investigation by the Mediterranean Shipping Board and you will be advised in due course. Information is being sought as to the existence of any such vessels, what data are available and whether the Italian Government has at any time furnished lists.

For the Assistant Chief of Staff, G-5:

HEADQUARTERS
25APR1945
A. Co

M. J. GLENN,
Lt. Colonel,
Economics & Supply.

Copy to:

SACS
C-in-C Med
M&Tn

2019

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

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

NSC/1634
7 February 1945.

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

Subject: Danish Merchant Vessels.

Enclosure: (A) Copy List of Danish Vessels.

1. The Danish Legation in Rome informs the Political Section, A.C. that on 9 April 1940, when German troops occupied Denmark, a certain number of Danish ships were under French control and that according to information originating in Washington, a number of these vessels were probably handed over to the Italian Government. An incomplete list of vessels which are believed by the Danish Government to have been transferred to the Italian Flag is forwarded herewith as enclosure (A).

2. At the request of Danish representatives of shipowners in the United States, the Danish Minister in Washington has requested the Legation in Rome to determine whether any of the Danish ships referred to above have been found in Liberated Italy, and to ascertain their present status.

3. The Supreme Allied Commander-in-Chief was informed by the Combined Chiefs of Staff in dispatch TAM 30 that the provisions of paragraph 7 of dispatch TAM 11 should govern the disposition of recaptured ships belonging to the United Nations. This directive provided that any ships belonging to Allied countries wheresoever captured, taken or turned over by agreement with Italy, should be assigned, if practicable, to the National Government under which they were formerly registered with due regard for the rights of the National Government concerned, in a manner acceptable to the Combined Shipping Adjustment Board. It is assumed that Denmark is a United Nation within the provisions of this directive.

2018

4. The Combined Chiefs of Staff further requested the Allied Commander-in-Chief to take over in his name any such ships found and report their names through the Combined Chiefs of Staff, so that arrangements for their return could be initiated with the respective governments.

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET
S-E-C-R-E-T

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1634
7 February 1945.

Subject: Danish Merchant Vessels.

5. In accordance with the provisions of paragraph 1 (c) of the Cunningham Agreement, the Italian Government is required to declare the names and whereabouts of Merchant Ships now in their possession which previously belong to any of the United Nations.

6. It is requested that the Navy Sub-Commission, A.C. be informed whether the names of any former Danish vessels found to be under Italian control have been furnished by the Ministry of Marine and reported to the Combined Chiefs of Staff. If no list of former United Nations vessels has been furnished by the Italian Government, it is requested that the Allied Commission be informed in order that the Ministry of Marine may be requested to comply with the provisions of the Cunningham Agreement with respect thereto.

7. It is further requested that the Mediterranean Shipping Board be directed to furnish any data which may be available concerning former United Nations merchant ships which have been found or are known to be in Italian Waters.

H. N. ZINCK,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, A.C.

Copy to:
ComSTH FLEET
FOTALI-TARANTO
POLITICAL SECTION, AC.
copy given to POLAD AC (A)

2017

Declassified E.O. 12356 Section 3.3/NND No. 785020

DANISH VESSELS REPORTED TO HAVE BEEN UNDER FRENCH CONTROL, A NUMBER OF WHICH ARE BELIEVED TO HAVE BEEN TRANSFERRED TO ITALIAN FLAG.

VESSEL	RENAMED EX FRENCH	DANISH OWNERS	DEADWEIGHT TONNAGE
S.S. "AALBORG"	"St. Lucien"	C. K. Hansen Steamship Co	1900
M.S. "ALBERA"	"St. Philippe"	Steamship Co. Term.	2565
S.S. "ARNOLD MAERSK"	"St. Irene"	A.P. Moller	3250
S.S. "BETTA"	"St. Albert"	J. Lauritzen	2300
S.S. "DIPCIT"	"St. Etienne"	Chr. Andresen	3200
S.S. "ESTRID"	"St. Guillaume"	Steamship Co. Term.	2230
S.S. "GERD"	"St. Raymond"	Steamship Co. Term.	2596
S.S. "GERDA TOFT"	"St. Alain"	J. Toft	3392
S.S. "INGEBORG S"	"St. Martine"	Steamship Co. Term.	1900
S.S. "JOHANNES MAERSK"	"St. Cisclle"	A.P. Moller	3130
M.S. "BROOKLINE MAERSK"	"St. Felix"	A.P. Moller	8065
S.S. "STELLA"	"St. Savour"	J. Lauritzen	2450
S.S. "VICLA"	"St. Denis"	Steamship Co. Term	2480
S.S. "ANNA"	Unknown	J. Lauritzen	1960

2016

(ENCLOSURE (A).

Declassified E.O. 12356 Section 3.3/NND No. 785020

DANISH LEGATION - ROME

On 9th April 1940, when German troops occupied Denmark, a certain number of Danish Ships were under French control and a part of these - according to information originating in Washington - probably were handed over to the Italian Authorities.

At the request of various Danish representatives of Ship Owners in the U.S.A., the Danish Minister in Washington has asked this Legation to ascertain if any of these Ships have been found in liberated Italy, and should this be the case, what their position is and how best to safeguard them. This Legation therefore would be extremely grateful if the Authorities concerned could give any assistance under this heading.

A list is attached of Danish Ships which had been under French control, a number of which it is felt will have been transferred to Italy. It is pointed out, however, that the list probably is incomplete and that other Danish Ships, not listed, may have been under such control. Any information in regard to the latter also would be much appreciated.

Rome, 18.1.45.

2015

DG/P.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Enclosures:
Naval Sub-Commission's No.NSC/1634 dated 7th February, 1945.
Mediterranean Shipping Board's letters of 11th and 14th April, 1945.

Distribution

Office of the Commander-in-Chief,
Mediterranean,
Allied Force Headquarters.
19th April, 1945.

MED.45/00180/16.

SECRET AND PERSONAL (SECURITY).
MEDITERRANEAN ALLIED CONVENTION.
ALLIED FORCE HEADQUARTERS.

(Copies to:- The Commander Naval Forces Northwest African Waters.
The Flag Officer, Taranto, Adriatic and Liaison, Italy
The Chief of Navy Sub-Commission, Allied Commission.

ITALIAN MERCHANT VESSELS.

Letter No.NSC/1634 dated 7th February, 1945, from Naval Sub-Commission, Headquarters Allied Commission, is forwarded.

2. The list of Danish Merchant Vessels believed by the Danish Government to have been transferred to the Italian Flag has been examined by the Mediterranean Shipping Board, and copies of their two subsequent letters are attached.

Sgd. M. B. LAING

for ADMIRAL

2014

Declassified E.O. 12356 Section 3.3/NND No. 785020

MEDITERRANEAN SHIPPING BOARD,
A.F.H.Q., C.M.F.

11th April,1945.

To: Commander in Chief, Mediterranean
From: Chairman, Mediterranean Shipping Board.

DANISH MERCHANT VESSELS.

The delay in replying to Med.45/00180/16 of 3rd March,1945 is regretted.

The list of Danish Merchant Vessels enclosed in that letter has been examined and so far as is known none of the vessels mentioned has been transferred to the Italian flag. Further investigations are, however, taking place, the results of which will be forwarded later.

(SIGNED) MARGARET MICHIE

Secretary MEDBO
for Chairman.

2013

Declassified E.O. 12356 Section 3.3/NND No. 785020

MEDITERRANEAN SHIPPING BOARD.
A.F.H.Q., C.M.F.

14th April, 1945.

To: Commander in Chief, Mediterranean.
From: Chairman, Mediterranean Shipping Board.

DANISH MERCHANT VESSELS.

With reference to Med.45/00180/16 of 3rd March, 1945 and to my letter of 11th April, 1945 enquiries have been made of the Italian Mercantile Marine who confirm that they have no knowledge of any Danish Merchant Vessels transferred to the Italian Flag.

(SIGNED) MARGARET MICHIE

Secretary MEDBO
for Chairman.

2012

Declassified E.O. 12356 Section 3.3/NND No. 785020

(STA. 121/33)

ISSN [illegible]

Mr. Dowling, Pol Af(A)

C. IN C. MED.(R) MEDBO, H.Q. A.C.

NAVAL MESSAGE

NAVY SUB-COMMISSION.
(Established—May, 1930)
(Revised—January, 1938)

To :

From :

SECRET.

REQUEST EARLY ACTION ON NAVY SUB-COM LETTER N.S.C.#1631 OF 7TH FEBRUARY

REGARDING STATUS DANISH MERCHANT VESSELS.

YOUR MED. 45/00180/46 OF 3RD MARCH TO MEDBO REFERS.

=02164.9B APRIL.

DIST. 3.9.10.

T.P. CYPHER. T.O.D.1830/2. 3/4/45.

2011

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

DANISH MERCHANT VESSELS

II

Med. 45/00180/16
NAVY SUB-COMMISSION HEADQUARTERS ALLIED COMMISSION
(Copies to: The Commander United States Eighth Fleet
The Flag Officer, Taranto Adriatic and
Liaison Italy
Political Section, Allied Commission)

For information.

MEDITERRANEAN
3rd March, 1945

for A D M I R A L

Enclosure
Med.45/00180/16 of 3.3.45
to the Chairman Mediterranean Shipping Board.
6th March, 1945

FROM: TOTALI, ROME
TO: NAVY SUB-COMMISSION, MED.
FORWARDED FOR ACTION
REAR ADM
FLAG OFFICER LIAISON ITALY
Date 6 Mar 45
No 401
ROME

2010

FILE

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

Office of the Commander-in-Chief,
Mediterranean,
Allied Force Headquarters.
3rd March, 1945.

Med. 45/00180/16
THE CHAIRMAN, MEDITERRANEAN SHIPPING BOARD.

DANISH MERCHANT VESSELS

The attached paper from Navy Sub-Commission, Headquarters Allied Commission (NSC 1634 of 7th February, 1945) regarding Danish Merchant Vessels believed to have been transferred in 1940 to the Italian flag is forwarded for examination.

H. A. PACKER.

THE CHIEF OF STAFF TO
THE COMMANDER-IN-CHIEF, MEDITERRANEAN

Enclosures
Navy Sub-Commission HQ AC's NSC.1634
List of Danish Vessels

2009

Declassified E.O. 12356 Section 3.3/NND No. 785020

Navy Sub-Commission APO 374

SECRET
S-E-C-R-E-T

RSC/1634
7 February 1945.

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

Subject: Danish Merchant Vessels.

Enclosure: (A) Copy List of Danish Vessels.

1. The Danish Legation in Rome informs the Political Section, A.C. that on 9 April 1940, when German troops occupied Denmark, a certain number of Danish ships were under French control and that according to information originating in Washington, a number of these vessels were probably handed over to the Italian Government. An incomplete list of vessels which are believed by the Danish Government to have been transferred to the Italian Flag is forwarded herewith as enclosure (A).

2. At the request of Danish representatives of Shipowners in the United States, the Danish Minister in Washington has requested the Legation in Rome to determine whether any of the Danish ships referred to above have been found in Liberated Italy, and to ascertain their present status.

3. The Supreme Allied Commander-in-Chief was informed by the Combined Chiefs of Staff in dispatch TAM 30 that the provisions of paragraph 7 of dispatch TAM 11 should govern the disposition of recaptured ships belonging to the United Nations. This directive provided that any ships belonging to Allied countries wherever captured, taken or turned over by agreement with Italy, should be assigned, if practicable, to the National Government under which they were formerly registered with the understanding that they must be used to further the war effort, with due regard for the rights of the National Government concerned, in a manner acceptable to the Combined Shipping Adjustment Board. It is assumed that Denmark is a United Nation within the provisions of this directive.

4. The Combined Chiefs of Staff further requested the Allied Commander-in-Chief to take over in his name any such ships found and report their names through the Combined Chiefs of Staff, so that arrangements for their return could be initiated with the respective governments.

2008

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission AFO 394

NSC/3634
7 February 1945.

SECRET

Subject: Danish Merchant Vessels.

5. In accordance with the provisions of paragraph 1 (c) of the Cunningham Agreement, the Italian Government is required to declare the names and whereabouts of Merchant Ships now in their possession which previously belong to any of the United Nations.

6. It is requested that the Navy Sub-Commission, A.C. be informed whether the names of any former Danish vessels found to be under Italian control have been furnished by the Ministry of Marine and reported to the Combined Chiefs of Staff. If no list of former United Nations vessels has been furnished by the Italian Government, it is requested that the Allied Commission be informed in order that the Ministry of Marine may be requested to comply with the provisions of the Cunningham Agreement with respect thereto.

7. It is further requested that the Mediterranean Shipping Board be directed to furnish any data which may be available concerning former United Nations merchant ships which have been found or are known to be in Italian Waters.

R. O. BIRCH,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, A.C.

Copy to:
COMSTE FLEET
FOTALI-TANANTO
POLITICAL SECTION, AC.

2007

[Copy of this from Danish Legation. Rome is with NSC/2276 of 25 April 45]

Declassified E.O. 12356 Section 3.3/NND No. 785020

DANISH VESSELS REPORTED TO HAVE BEEN UNDER GERMAN CONTROL. A NUMBER OF WHICH ARE BELIEVED TO HAVE BEEN TRANSFERRED TO ITALIAN FLAG.

VESSEL	REMARKS BY FRANCE	DANISH OWNERS	TONNAGE DANISH REGISTER
S.S. "ADLERORG"	"St. Lucien"	C. F. Hansen Steamship Co	1900
M.S. "ALSONIA"	"St. Philippe"	Steamship Co. Torm.	2965
S.S. "ARNOLD MAERSK"	"St. Irene"	A.P. Moller	3250
S.S. "BRITA"	"St. Albert"	J. Lauritzen	2300
S.S. "KNUDT"	"St. Etienne"	Chr. Andresen	3200
S.S. "ESTHER"	"St. Guillaume"	Steamship Co. Torm.	2230
S.S. "CHRO"	"St. Raymond"	Steamship Co. Torm.	2996
S.S. "CHRA TOFT"	"St. Alain"	J. Toft	3392
S.S. "ERLKONG S"	"St. Martin"	Steamship Co. Torm.	1900
S.S. "JOHANNES MAERSK"	"St. Cicelle"	A.P. Moller	3130
M.S. "NICOLINE MAERSK"	"St. Felix"	A.P. Moller	8065
S.S. "STELLA"	"St. Servan"	J. Lauritzen	2450
S.S. "VIOLA"	"St. Denis"	Steamship Co. Torm	2460
S.S. "ANNA"	Unknown	J. Lauritzen	1960

2006

(ENCLOSURE (A).

Declassified E.O. 12356 Section 3.3/NND No. 785020

Office of Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
4th April, 1945.

Med.45/621/6/992
THE FLAG OFFICER, TARANTO, ADRIATIC AND
LIAISON, ITALY

(Copy to:-
The Flag Officer, Northern Area,
Mediterransan.)

MANNING OF H.M.S. "LAURANA" BY ITALIAN PERSONNEL

Consideration is being given to the manning of H.M.S. "LAURANA" by Italian Naval personnel in order to release Royal Naval personnel at present borne.

2. Your remarks are requested.

Signed: G. F. STEVENS-GUILLE

for ADMIRAL

FLAG OFFICER
TARANTO AND ADRIATIC
DATE 9 APR 1945
No:

Declassified E.O. 12356 Section 3.3/NND No. 785020

MANNING OF H.M.S. "LAURANA" BY ITALIAN PERSONNEL.
(Commander-in-Chief, Mediterranean's No. Med. 4,5/621/
6/992 dated 4th April, 1945.)

II.

No. T.A.1027/222.

COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.
(Copies to:- Flag Officer, Northern Area, Mediterranean.
Flag Officer, Taranto Adriatic and Liaison
Italy, (Rome).

No difficulty is anticipated in providing Italian naval personnel to man H.M.S. "LAURANA".

2. It is, however, observed that this will involve handing the ship back to the Italian Navy since the Minister of Marine will not permit Italian naval personnel to serve under the white ensign and the ship will accordingly have to fly the Italian ensign. It is open to question whether such a course is desirable, observing that "LAURANA" was captured by the Royal Navy before the armistice.

FLAG OFFICER LIAISON ITALY
Date 28 Apl.
No 2.
ROME

Signed C E. MORGAN

28th April, 1945.

TARANTO.
20th April, 1945.

REAR-ADMIRAL.

2005

FORWARDED FOR ACTION

Rear Admiral

IKN 1/(>)

Declassified E.O. 12356 Section 3.3/NND No. 785020

Navy.

Ref: 6526/EC.

17 April 1945

SUBJECT: Redemption of Italian Merchant Vessels sold to Argentina

TO : AFHQ. G-5

1. By letter dated the 16th January 1945 and forwarded to you under cover of this Commission's letter P/350/385 of 26 January 1945, the Prime Minister expressed the desire of the Italian Government to secure the return from Argentina of eight Italian merchant vessels purchased by Argentina in 1941. The Prime Minister requested that the vessels, if returned, should be placed at the disposal of Italy and exempted from the Armistice obligation of being included in the shipping pool.

2. The letter of the 16th January points out that the return of these vessels would to some extent be based on an option contained in the original contract of sale: that strictly such option does not become operative until after the war; and that therefore the Italian Government has no claim in law to the vessels. The Prime Minister feels, however, that on the grounds of humanity there is some prospect of success.

3. The actual contract of sale has not been produced to this Commission, but upon the basis of the Prime Minister's letter, the United Nations are not in a position under the Armistice terms to require the Italian Government to exercise the option in order to obtain the vessels for the shipping pool.

4. On the other hand, the proposal of the Italian Government does involve a waiver, in respect of these vessels, of one of the clauses of the Armistice terms. Of this, the Prime Minister is fully aware. It is to be observed, however, that unless such waiver is made, the Italian Government will not attempt to obtain the return of the vessels, which will not, therefore, be included in the shipping pool in any event.

5. This Commission strongly recommends that the request of the Italian Government be granted and that no corresponding reduction be made in the tonnage now allocated for shipment to Italy. Such a course will afford some measure of relief to the difficult economic condition of the country and will provide additional transportation which is so urgently required.

2704

6. During the last two months this problem has been referred to G-4 (Mov & Tn) Section, and by that Section to the Chairman Mediterranean Shipping Board. It would appear, however, that no decision has been

Declassified E.O. 12356 Section 3.3/NND No. 785020

reached, beyond the suggestion, which in the circumstances is not helpful, that the attention of the Italian Government should be drawn, as convenient, to the terms of the Armistice. Copies of the relevant correspondence are attached.

7. This is a matter of urgency which involves a requested waiver of the rights of the United Nations under the Armistice terms and a consideration of the general allocation of shipping to this country. If required to be submitted to the Combined Chiefs of Staff, I recommend that this be done at as early a date as possible, together with the recommendations of this Commission, for an early decision.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to: C. Commissioner
Executive Commissioner
Navy Sub-Com
Legal Sub-Com
} With enclosures as in para 6.

2003

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject: Desire of Italian Government to Retrieve Italian Merchant Vessels Sold to the Government of Argentina

Allied Force Headquarters

G-4 (MOV & TN) 5/9/GDM

20 Mar 45

Tel: FREEDOM 302

To : Liaison Division
Headquarters Allied Commission.

Ref your 350/385/20(I) dated 16 Mar 45.

1. The position still remains as stated in my G-4 (Mov & Tn) 5/9/GDM of 15 Mar 45.

2. In considering the request contained in paras 2 & 3 of your above quoted letter the attention of the Italian Government should be drawn, as convenient, to the Terms of the Armistice conditions relative to the employment of the Italian Mercantile Marine.

3. Further correspondence should be addressed through the Navy Sub-Commission to Chairman Mediterranean Shipping Board.

C.F. RUSSELL, Lt.Col.
for Brigadier,
D.Q.M.G. (Mov & Tn)

2002

Declassified E.O. 12356 Section 3.3/NND No. 785020

Liaison Division

Ref : 350/385/30/(1) 16 March 1945

SUBJECT : Desire of Italian Government to Retrieve Italian Merchant Vessels Sold to the Government of Argentina.

TO : G-4 (Mov & Tn), Allied Force Headquarters.

1. Further to our P/350/385 of 12 March 1945.

2. A translation of a further letter from the Minister of Foreign Affairs is forwarded herewith for your consideration.

3. It will be noted that the Italian Government ask for the explicit assurance that the ships, when recovered, shall be left at the exclusive disposal of Italy.

4. This matter has been outstanding since 25 January 1945, and it is requested that everything be done to obtain an early decision.

For the Chief Commissioner:

Officer-in-Charge
Liaison Division.

1 Encl: Ltr No. 21/03137/9 of 12 March 1945.

2001

Declassified E.O. 12356 Section 3.3/NND No. 785020

Translation

Ministry of Foreign Affairs
21/03137/9

Rome, 12 March 1945.

Dear Admiral,

in his letter (21/00504/33) of January 16th, His Excellency Bonomi drew your kind attention on a question of great and urgent interest for us, that of the recovering of the eight Italian ships handed over to the Argentine Republic in August 1941.

With the same letter, His Excellency Bonomi prospected to you all the various aspects of the question and asked you to submit it to the competent Allied Governments to obtain the explicit assurance that the steamers, when reoperated, would be left at the exclusive disposal of Italy - and therefore, not included in the pool -, to be able to take immediate action with the Argentine Government to recover the said ships. This would be in fact the only basis for a justified request on our part to the Argentine Government for the anticipated recovering of the said ships.

I have been informed that lately, numerous initiatives among the Italian groups of Latin America wanted to send relief and foodstuffs to the poorest populations of liberated Italy; as for what concerns the resumption of normal relations with American countries, there seem to be great possibilities for the shipping to Italy of essential goods, of which the country is at present so much in need. As usual, the greatest obstacle is the problem of transports, problem which would be partly solved if we could dispose of the eightships we have just mentioned.

I feel certain that you have already taken action with the Washington and London Government. I shall be most grateful if you will kindly ask the said Governments for a favourable decision about this question which is of great and urgent interest for us.

Thanking you for whatever information you will be able to give me, I remain, my dear Admiral,

8009

Yours very truly,

S. DE GASPERI

Admiral Ellery Stone
Chief Commissioner
Allied Commission
R O M E

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject: Desire of Italian Government to retrieve Italian Merchant Vessels sold to the Government of ARGENTINA.

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN) 5/9

15 Mar 45

To : H.Q. Allied Commission.

Tel : FREEDOM 302

1. Your P/350/385 of 12 Mar refers.

2. This matter was submitted to the Ministry of War Transport, LONDON for opinion or submission to the Combined Shipping Adjustment Board.

3. As soon as a reply is received, H.Q. A.C. will be notified.

V. KING, Major,
for Brigadier,
D.C.M.C. (Mov. & Tn).

Copy to : G-5
M.W.T.R.

1999

Declassified E.O. 12356 Section 3.3/NND No. 785020

FILE

HEADQUARTERS, ALLIED COMMISSION
Navy Sub- Commission APO 394

NSC/2112
11 April 1945.

MEMORANDUM FOR EXECUTIVE COMMISSIONER:

Subject: Italian Merchant Vessels Sold to Argentina.

1. The attached correspondence file is returned. The United States Embassy has correspondence which is believed to be indicative of the attitude of the Argentina Government with reference to the redemption of the subject vessels. The correspondence has been requested from the Embassy but has not been received to date.

2. While the matter has been outstanding since 16 January 1945, Major Rively indicates that the urgency precludes making a complete investigation and study before action is taken. Under these circumstances, there is no objection to forwarding the letter proposed by the Legal Sub-Commission, AC. The views of the Chairman, Mediterranean Shipping Board could be obtained by forwarding a copy of the letter to that office for comment direct to Allied Force Headquarters.

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

NAVY SUB-COMMISSION · ALLIED COMMISSION

12 APR 1945

1998

Reference
Amer. Embassy Rome No. 631 of 9 December
Subject: Repatriation of Italian Seamen in Argentina

C O P Y

EMBASSY OF THE
UNITED STATES OF AMERICA

SECRET

Rome, January 31, 1945

No. 897

Subject: Italian Vessels Sold to the Argentine Government.

The Honorable

The Secretary of State,

Washington.

Sir:

With reference to my despatch No. 631 of December 9, 1944, and previous correspondence concerning the desire of the Italian Government to retrieve certain Italian merchant vessels sold to the Argentine Government, I have the honor to transmit herewith
1/ a copy of a memorandum from the political Section of the Allied
2/ Commission addressed to G-5 Section, Allied Force Headquarters, transmitting a translation of a note from the president of the Council of Ministers to the Chief Commissioner.

In his communication the President of the Council points out that, while these vessels which were "to be claimed six months after the end of the war" cannot be retrieved on juridical grounds, it is hoped that if the necessary representations were made to the Argentine Government, with the cooperation of the Allied Governments, they might be returned in the near future on the basis of the great Italian need for shipping space.

Respectfully yours,

Alexander Kirk

Enclosures:
1. Memo from AC to AFHQ, dated January 26.

Declassified E.O. 12356 Section 3.3/NND No. 785020

The Honorable

The Secretary of State,

Washington.

Sir:

With reference to my despatch No. 631 of December 9, 1944, and previous correspondence concerning the desire of the Italian Government to retrieve certain Italian merchant vessels sold to the Argentine Government, I have the honor to transmit herewith
1/ a copy of a memorandum from the Political Section of the Allied Commission addressed to G-5 Section, Allied Force Headquarters,
2/ transmitting a translation of a note from the President of the Council of Ministers to the Chief Commissioner.

In his communication the President of the Council points out that, while these vessels which were "to be claimed six months after the end of the war" cannot be retrieved on juridical grounds, it is hoped that if the necessary representations were made to the Argentine Government, with the cooperation of the Allied Governments, they might be returned in the near future on the basis of the great Italian need for shipping space.

Respectfully yours,

Alexander Kirk

Enclosures:
1. Memo from AC to AFHQ, dated January 26.
2. Note from President of Council of Ministers, No. 21/00504/38.

File No. 704
RMcB:jec
Ozalid copy to the Department.
Copy to American Embassy, Buenos Aires.
Copy to Office of U. S. Political Adviser, AFHQ.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Navy S/C

HC:LEED:es

FEB 23 1945

6-00 /ES

My dear Mr. Graham:

You requested that "the Economic Section of the Allied Commission should give a directive as to the functions which they would expect to be fulfilled by the Shipping Sub-Commission".

The Economic Section has reviewed this matter carefully, and has summarized its views in the attached memorandum. The recommendations appear in paragraph 6 of this memorandum.

Before basing any action on these recommendations, however, I should very much like to have your comments and suggestions on the status of the Shipping Sub-Commission, in the light of the attached memorandum.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

1996

Mr. J. Gibson Graham
Chairman, Mediterranean Shipping Board

Incl. Draft Memo, Subject: Shipping Sub-Commission with Appendices "A" and "B"

Copy: Navy Sub-Commission

Distribution:
Transportation S/C
Shipping S/C
COS Files
Econ Sec Files
Exec. Direc., Econ Sec

DRAFT

SUBJECT: SHIPPING SUB-COMMISSION

1. The present status of the Shipping Sub-Commission is unclear. Certain shipping functions are being performed by the Transportation Sub-Commission -- e.g., the bidding for port acceptance and movement by schooners. On the other hand the members of the Shipping Sub-Commission are in fact acting as representatives of the Ministry of War Transport and the U.S. War Shipping Administration, rather than as members of the Allied Commission.

2. The question of the Shipping Sub-Commission's functions is pointed up by two memoranda received from the Chairman of the Mediterranean Shipping Board, Mr. J. Gibson Graham, who also acts as Director of the Shipping Sub-Commission. These letters are attached as Appendices "A" and "B". In the letter of 12 December 1944 (Appendix "A"), the S/C Director specifically requests that the Economic Section "should give a directive as to the functions which they would expect to be fulfilled by the Shipping Sub-Commission".

1995

3. As Mr. Graham indicates in both of those attached letters, difficulty is caused by the fact that the Shipping Sub-Commission is composed of the MWT and WSA representatives who also represent the Combined Shipping Adjustment Board in this area. He is concerned that the S/C directive requested in the letter of 12 Dec 44 might run counter to the MWT/WSA functions as representing CSAB.

4. The Shipping S/C was originally established by a letter from Military Government Section, AFHQ, dated 24 Dec 43, which is attached as Appendix "C". The terms of reference of the S/C were limited to "matters

Declassified E.O. 12356 Section 3.3/NND No. 785020

Commission -- e.g., the bidding for part acceptance and movement by schooners. On the other hand the members of the Shipping Sub-Commission are in fact acting as representatives of the Ministry of War Transport and the U.S. War Shipping Administration, rather than as members of the Allied Commission.

2. The question of the Shipping Sub-Commission's functions is pointed up by two memoranda received from the Chairman of the Mediterranean Shipping Board, Mr. J. Gibson Graham, who also acts as Director of the Shipping Sub-Commission. These letters are attached as Appendices "A" and "B". In the letter of 12 December 1944 (Appendix "A"), the S/C Director specifically requests that the Economic Section "should give a directive as to the functions which they would expect to be fulfilled by the Shipping Sub-Commission".

1995

3. As Mr. Graham indicates in both of these attached letters, difficulty is caused by the fact that the Shipping Sub-Commission is composed of the MWT and WSA representatives who also represent the Combined Shipping Adjustment Board in this area. He is concerned that the S/C directive requested in the letter of 12 Dec 44 might run counter to the MWT/WSA functions as representing CSAB.

4. The Shipping S/C was originally established by a letter from Military Government Section, AFHQ, dated 24 Dec 43, which is attached as Appendix "C". The terms of reference of the S/C were limited to "matters affecting the use of Italian merchant ships;" and even these terms were further limited by paragraphs requiring clearances with appropriate Naval authorities on "movement and control of ships in port or at sea" and on

Declassified E.O. 12356 Section 3.3/NND No. 789020

matters handled by the Italian Minister of Marine. The basic function of dealing with Italian merchant shipping problems does not appear to have been changed by more recent editions of these terms of reference, such as that attached to the letter of 12 Dec 44 (Appendix "A").

5. In point of fact, the Shipping S/C has never acted as an effective part of the AC machinery. Executive functions with respect to Italian merchant shipping have been performed in practice, on the Allied side, either by the Transportation S/C of AC or by the MET/NSA representatives in their own right or as the Mediterranean Shipping Board.

6. It is believed that present responsibilities and jurisdiction of the groups involved would be very little effected by the following steps being taken:

a. Concentration of all AC executive functions on shipping in the Transportation S/C

b. Strengthening of the MET/NSA representation in ROME, in order to handle on a day-to-day basis the relationships on shipping problems between AC/Italian Government and MET/NSA/MEDBO/CSAB. In this capacity it is recommended that the MET/NSA representatives in ROME take a more active interest in all AC problems which need to be dealt with through the shipping authorities of the United Nations.

c. Abolition of the Shipping S/C as such.

1394

Declassified E.O. 12356 Section 3.3/NND No. 780020

Declassified E.O. 12356 Section 3.3/NND No. 785020

APPENDIX "A"

COPY

To the High Commissioner of the Allied Commission
(Copy to the Chief Administrative Officer, A.F.H.Q.
Head of the Economic Section of the Allied Commission

From the Shipping Sub Commission.

Many discussions have been and are still taking place on the subject of shipping and its relation to the Allied Commission.

It is felt that there may be misunderstandings on this subject in the minds of various sections of the Allied Commission and, in order that this point may be cleared up, it is requested that the Economic Section of the Allied Commission should give a directive as to the functions which they would expect to be fulfilled by the Shipping Sub Commission.

On receipt, these can be examined by the shipping authorities appointed by this A.F.H.Q. to form the Shipping Sub Commission, in order that it may be established whether they fall within and are not contrary to their other duties as representin, the Combined Shipping Adjustment Board.

(Signed)
Director, Shipping Sub Commission

1993

Declassified E.O. 12356 Section 3.3/NND No. 785020

copy

MERCHANT SHIPPING SUB-COMMISSION

1. The Office of the Shipping Sub-Commission will be that of the Mediterranean Shipping Board (Italy). 2nd floor (ammezato), Via del Chiostro 9. Naples, telephone FLAMEO 179.

2. Responsibility of provision of staff will be the function of Ministry of War Transport and U.S. War Shipping Administration, who may call upon Allied Control Commission to provide suitable competent officers to act on behalf of the Sub-Commission in the various regions as designated by the Military Government Section.

3. Subject to the terms of references indicated above, the responsibilities of the Shipping Sub-Commission will be:-

(a) Liaison with the Under-Secretary of the Italian Merchant Marine.

(b) Liaison and co-operation with Mediterranean Shipping Board (Italy).

(c) To co-ordinate in conjunction with the competent authorities and G-4 Movements and Transportation Section matters referring to the use of all Italian vessels in the movement of service or civilian cargoes.

(d) To supervise and advise the working of the Italian ship operating committee formed by the Under-Secretary of the Italian Merchant Marine, known as Comitato Armatoriale Italiano.

(e) To supervise and control all matters referring to Italian Shipping in accordance with policies and directives of the Allied Control Commission.

4. Matters effecting Italian Merchant Shipping which require the intervention of the Italian Minister of Marine will be dealt with through the Naval Sub-Commission and the Flag Officer, Taranto, Adriatic and Liaison Italy.

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

APPENDIX "B"

MEDITERRANEAN SHIPPING BOARD
APO 512, CAIRO
14th Dec 44.

To:- The Chief Commissioner, A.C.

From:- Shipping Sub-Commission.

FUNCTIONAL REPORT.

In answer to the request made on your behalf that a clear statement be made as to the responsibility which each Sub Commission bears today, and when they propose to pass this over to the Italians, some misunderstandings have arisen on the functions and duties of the Shipping Sub Commission.

This has always been a difficult problem, due principally to the fact that the Shipping Sub Commission is constituted as to members by the Senior Representatives of the War Shipping Administration and the Ministry of War Transport, representing in this area, the Combined Shipping Adjustment Board.

It is felt that on occasions the duties of these members in relation to the Allied Commission has, on occasions, run contrary to their duties over the wider sphere of representing the Combined Shipping Adjustment Board in the Mediterranean. I feel, and I say this on behalf of my colleague and myself, that this Shipping Sub Commission would probably be better acting in an advisory capacity to the Allied Commission on all matters relating to shipping, and could, in fact, perform these duties better from that aspect than in an executive capacity. Certain other duties however, can well be done, although it is felt that these executivedutins would be better formed within the Mediterranean Shipping Board in view of their responsibilities and inter-relation with other shipping matters within the Mediterranean.

Particular reference is made to the use of coasting tonnage for civil requirements in Italy, and the use of schooners for a similar purpose. These matters are dealt with by the MEDMO Schooner Control Board which is constituted to transmit to the Italian shipping authorities the wishes and desires of the Allied Commission. In view of the fact however, that the Italians themselves operate all vessels so far as management is concerned, such as crews wages, stores, etc., it is felt that all matters in connection with Italian shipping can, at this time, be handed over to the Italian Authorities under the express understanding that they are obedient to the needs as expressed by the Mediterranean Shipping Board on behalf of the Supreme Allied Commander.

1981

The only remaining point is the liaison on shipping matters between the Commission and the Minister of Marine, and it is felt in view of the complexity of the situation in relation to world shipping, that these matters should in all cases be referred to the Representatives of the Combined Shipping Adjustment Board acting as the Shipping Sub Commission in order that they may be dealt with in a manner which does not conflict with the general shipping policy.

(signed)
Chairman, Shipping Sub Commission.

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

ALLIED FORCE HEADQUARTERS
Military Government Section

JCH/FLP/jw

24 Dec 43

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 MAT/NSA, 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. Bullock, Regional Director, WSA, North Africa and Mr. J. G. Graham, and necessary staff. The following have been designated as the staff personnel:

Lon 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 Hickinbotham (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 MAT/NSA, and Flag Officer, Taranto, Adriatic, and Liaison, Italy.

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

Copy to:
[illegible] AGC
AFHQ Adv. Adm. Echo (Attn: Maj. Todd)
CinC MED
MAT
WSA

COPY

Encl. as above.

1990

Declassified E.O. 12356 Section 3.3/NND No. 785020

Copy

APPENDIX "C" (Con't).

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 of 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.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

File

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

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

NSC/1386
23 December 1944.

MEMORANDUM FOR POLITICAL SECTION, ALLIED COMMISSION:

Subject: Italian Vessels.

Reference: (a) Italian Ministry of Foreign Affairs Memorandum 6/604/266 of 26 September 1944.
(b) Navy Sub-Commission, AC, secret memorandum NSC/957 of 5 October 1944.

1. Political Section, AC., File No. 775 of 10 December 1944, with enclosure thereto are returned as requested.

2. The Italian Ministry of Foreign Affairs in reference (a) requested that certain ex-Italian vessels be returned to Italian control under the provisions of the Cunningham Agreement and amendments thereto, instead of being treated as captured vessels. The Cunningham Agreement in general provides that Italian vessels will be operated under Italian control. The Navy Sub-Commission in reference (b) did not enter into the merits of issues involved in the status of any particular vessels, but pointed out that under the amendment to the Cunningham Agreement, dated 17 November 1943, that the United Nations have the right to make such other disposition of any or all Italian ships as they may think fit. It was recommended that the Ministry of Foreign Affairs be informed that no useful purpose can be served by any further discussions of this matter.

3. In reply to the Italian Ministry of Foreign Affairs Memorandum 6/1170/504 of 2 December 1944, it is recommended that the Ministry be informed that no formal assurances can be given with respect to the ultimate disposition of the ex-Italian vessels referred to in the Ministry of Foreign Affairs Memorandum of 26 September 1944, nor can it be inferred that these vessels are not prizes of war.

1983

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

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

D

File

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1302
21 December 1944.

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

Subject: Schooner Traffic.

Reference: (a) Transportation Sub-Com. ltr. ACC/Tn/52/225 of 10 August 1944.

Enclosure: (A) FORAN ltr 033-11 of 27 November 1944, and CinC-MED approving endorsement Med. 00180/IE of 7 December 1944.

1. Based on reference (a), the Navy Sub-Commission requested Flag Officer Northern Areas, Mediterranean, to consider the possibility of modifying routing instructions for schooner traffic to permit schooners to lay over in one or more ports during darkness when proceeding from Naples to Anzio.

2. Enclosure (A), which contains a proposal by FONAN and an approving endorsement by Commander-in-Chief, Mediterranean, in regard to the routing of schooners, is forwarded herewith for information. It is considered that its provisions provide a satisfactory solution to the problem presented in reference (a).

H. W. HICKS,
Commodore, U. S. Navy,
For Chief, Navy Sub-Commission, AC.

Copy to:
AGRICULTURE SC.AC
SHIPPING SC.AC.
ECONOMIC SECTION

1. RN-11 (2)

NAVY SUB-COMMISSION
FILE
ALLIED CONTROL
23 JAN 1945

1987

Declassified E.O. 12356 Section 3.3/NND No. 785020

REPLY TO QUESTION OF SCHOONER TRAFFIC (Copy)

(The Flag Officer, Northern Area, Mediterranean's letter No. FONAM 933-11, dated 27th November, 1944).

II

Ref. 00180/18
THE FLAG OFFICER, NORTHERN AREA, MEDITERRANEAN
(Copies to:-
The Commanding Officer, R.A.S.C. Water Transport Office
Comitato Italiano Gestions Navi
The Naval Officer-in-Charge, Naples Area
The Naval Officer-in-Charge, Leghorn
The Naval Officer-in-Charge, Maddalena
Ecc. Ammiraglio di Squadra Ferdinando Casardi, Comando in Capo Basso Tirreno, Napoli (for information of Italian Naval Officer-in-Charge).
The Flag Officer, Liaison, Italy (Rome).
Headquarters, Allied Commission).

Approved.

/s/ H.A.PACKER

for ADMIRAL

MEDITERRANEAN
7th December, 1944.

1986

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

Office of Flag Officer,
Northern Area
Mediterranean.

at NAPLES, 27th November 1944.

No. FONAM 933011.
THE COMMANDER IN CHIEF, MEDITERRANEAN.
(Copy to:-
The Commanding Officer, R.A.S.C. Water Transport Office
Comitato Italiano Gestione Navy.
The Naval Officer in Charge, Naples Area.
The Naval Officer in Charge, Leghorn
The Naval Officer in Charge, Maddalena.
Ecc.Ammiraglio di Squadra Ferdinando Casardi, Comando in Capo
Basso Tirreno, Napoli (for information of Italian Naval
Officers in Charge).
The Flag Officer, Liaison Italy (Rome).
Headquarters, Allied Commission).

REPLY TO QUESTION OF SCHOONER TRAFFIC.

In order to restore conditions on coast under which low speed schooners can proceed with safety in water for which their navigational facilities are suitable, a large mine-clearance operation would have to be undertaken for which the necessary forces are not available without prejudice to military requirements.

2. Whilst entirely sympathetic to the necessity for restoring conditions for transport of essential commodities by sea to fullest extent possible for the welfare of the population, it is my responsibility to ensure the safety of ships moving in my area.

3. On the understanding that schooners sailing under following conditions do so with a certain degree of unavoidable risk for which I can take no responsibility, I am prepared to authorise that they proceed by the routes given to them by sailing authorities as far North as San Stefano by night as well as by day, provided:-

(a) They exhibit the navigational lights at night appropriate to a ship of their class at full brilliancy;
(b) That they conform to the ordinary rules of the road at sea;
(c) It is understood that they cannot enter port after sunset and that whenever it is possible for them to do so they enter an intermediate port during hours of daylight for the night.

4. From San Stefano Northwards such vessels are to assemble in that port and be sailed in groups escorted in swept channels by such vessels as I can arrange. A similar system being put into operation for conveying them Southwards from Leghorn as far as San Stefano. As escorts I can arrange are few in number, co-operation in arranging sailings to reduce number of such convoyings to a minimum is requested.

IRN-11 (2)

REAR ADMIRAL.

Declassified E.O. 12356 Section 3.3/NND No. 785020

FLAG OFFICER LEVANT, ITALY,
ALEXANDRIA,
MALTA,
ROME.

17th December, 1944.

No. L.3117/3.

MINISTRY OF WAR TRANSPORT,
LONDON.
(Copy to:- Flag Officer Northern Area,
Mediterranean.
Commander-in-Chief,
Mediterranean Station.)

RE-LIFT TO EGYPTIAN PORTS.

The attached copy of a letter received from Flag Officer Northern Area Mediterranean on the question of schooner traffic is forwarded herewith for information. These proposals have been approved by Commander-in-Chief, Mediterranean Station.

for [illegible]

1984

Declassified E.O. 12356 Section 3.3/NND No. 785020

17th December, 1944.

No. L.317/3.

(copy to:- Flag Officer Northern Area,
Mediterranean,
Commander-in-Chief,
Mediterranean Station.)

SAFETY OF NEUTRAL SHIPPING.

The attached copy of a letter received from Flag Officer Northern Area Mediterranean on the question of neutral traffic is forwarded herewith for information. These proposals have been approved by Commander-in-Chief, Mediterranean Station.

for [illegible]

1983

Office of Flag Officer,
Northern Area
Mediterranean.

at NAPLES, 27th November, 1944.

No. PONAM 933-11.
THE COMMANDER IN CHIEF, MEDITERRANEAN.
(Copy to:-
The Commanding Officer, R.A.S.C. Water Transport Office
Comitato Italiano Gestione Navi.
The Naval Officer in Charge, Naples Area.
The Naval Officer in Charge, Leghorn.
The Naval Officer in Charge, Maddalena.
Ecc.Ammiraglio di Squadra Ferdinando Casardi, Comando in Capo Basso Tirreno, Napoli (for information of Italian Naval Officers in Charge).
The Flag Officer, Liaison Italy (Rome),
Headquarters, Allied Commission).

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In order to restore conditions on coast under which low speed schooners can proceed with safety in water for which their navigational facilities are suitable, a large mine-clearance operation would have to be undertaken for which the necessary forces are not available without prejudice to military requirements.

2. Whilst entirely sympathetic to the necessity for restoring conditions for transport of essential commodities by sea to fullest extent possible for the welfare of the population, it is my responsibility to ensure the safety of ships moving in my area.

1983

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(a) They exhibit the navigation lights at night appropriate to a ship of their class at full brilliancy;

(b) That they conform to the ordinary rules of the road at sea;

(c) It is understood that they cannot enter port after sunset and that whenever it is possible for them to do so they

Declassified E.O. 12356 Section 3.3/NND No. 785020

The Commanding Officer, R.A.S.C. Water Transport Office
Comitato Italiano Gestione Navi.
The Naval Officer in Charge, Naples Area.
The Naval Officer in Charge, Leghorn.
The Naval Officer in Charge, Maddalena.
Ecc. Ammiraglio di Squadra Ferdinando Casardi, Comando in Capo Basso Tirreno, Napoli (for information of Italian Naval Officers in Charge).
The Flag Officer, Liaison Italy (Rome), Headquarters, Allied Commission).

REPLY TO QUESTION OF SCHOONER TRAFFIC.

In order to restore conditions on coast under which low speed schooners can proceed with safety in water for which their navigational facilities are suitable, a large mine-clearance operation would have to be undertaken for which the necessary forces are not available without prejudice to military requirements.

2. Whilst entirely sympathetic to the necessity for restoring conditions for transport of essential commodities by sea to fullest extent possible for the welfare of the population, it is my responsibility to ensure the safety of ships moving in my area.

1982

3. On the understanding that schooners sailing under following conditions do so with a certain degree of unavoidable risk for which I can take no responsibility, I am prepared to authorise that they proceed by the routes given to them by sailing authorities as far North as San Stefano by night as well as by day, provided:-

(a) They exhibit the navigation lights at night appropriate to a ship of their class at full brilliancy;

(b) That they conform to the ordinary rules of the road at sea;

(c) It is understood that they cannot enter port after sunset and that whenever it is possible for them to do so they enter an intermediate port during hours of daylight for the night.

IRW-11(2)

4. From San Stefano Northwards such vessels are to assemble in that port and be sailed in groups escorted in swept channels by such vessels as I can arrange. A similar system being put into operation for conveying them Southwards from Leghorn as far as San Stefano. As escorts I can arrange are few in number, co-operation in arranging sailings to reduce number of such convoyings to a minimum is requested.

REAR ADMIRAL.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

FOTALI-ROME
NAVY SUB-COMMISSION

FROM:	DATE: 2-12	TO:	INIT:	DATE
	CDRE PALMER	✓		
	CDRE ZIROLI	✓	B	
	CAPT BLACKBURN	✓	B	4
	CAPT BUTLER	✓	B	
	LT CMDR DAVIES			
✓	LIEUT CRAIG	✓	W	4
	LT WOTHERSPOON		W	4/12
	LIEUT HARVEY			
	ALL HANDS			

X ACTION ___/___ INFORMATION
PREPARE REPLY FOR NAVY SUBCOM: _____
PREPARE REPLY FOR FOTALI: _____
ACTION COMPLETED FILE: _____

REMARKS:

Type 2 Copies X 2.317/2

Copy to H&H.

5 Copies

(ct. FONAM 3
Cin C med)

The attached copy of a letter received from FONAM on the question of schooner traffic is forwarded herewith for information. Temporary have been approved by Cin C med. Subs

Type

Declassified E.O. 12356 Section 3.3/NND No. 785020

REPLY TO QUESTION OF SCHOONER TRAFFIC

(The Flag Officer, Northern Area, Mediterranean's letter No. FONAM 933-12, dated 27th November, 1944.)

II

Med. 00180/18
THE FLAG OFFICER, NORTHERN AREA, MEDITERRANEAN
(Copies to :-
The Commanding Officer, R.A.S.C. Water Transport Office
Comitato Italiano Gestione Navi
The Naval Officer-in-Charge, Naples Area
The Naval Officer-in-Charge, Leghorn
The Naval Officer-in-Charge, Maddalena
Ecc. Ammiraglio di Squadra Ferdinando Casardi, Comando in Capo Basso Tirreno, Napoli (for information of Italian Naval Officers-in-Charge)
The Flag Officer, Liaison, Italy (Rome)
Headquarters, Allied Commission).

Approved.

MEDITERRANEAN
7th December, 1944.

for ADMIRAL

FLAG OFFICER LIAISON ITALY
Date 18 Dec
No. 317
ROME

IRW-11-(v)

1981
FILE

Office of Flag Officer,
Northern Area
Mediterranean.

at NAPLES, 27th November, 1944.

No. FONAM 933-11.
THE COMMANDER IN CHIEF, MEDITERRANEAN.
(Copy to:-
The Commanding Officer, R.A.S.C. Water Transport Office
Comitato Italiano Gestione Navi
The Naval Officer in Charge, Naples Area
The Naval Officer in Charge, Leghorn
The Naval Officer in Charge, Maddalena.
Exc. Ammiraglio di Squadra Ferdinando Casardi, Comando in Capo
Basso Tirreno, Napoli (For information of Italian Naval
Officers in Charge)
The Flag Officer, Liaison, Italy (Rome)
Headquarters, Allied Commission).

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2. Whilst entirely sympathetic to the necessity for restoring conditions for transport of essential commodities by sea to fullest extent possible for the welfare of the population, it is my responsibility to ensure the safety of ships moving in my area.

3. On the understanding that schooners sailing under following conditions do so with a certain degree of unavoidable risk for which I can take no responsibility, I am prepared to authorise that they proceed by the routes given to them by sailing authorities as far North as San Stefano by night as well as by day, provided:-

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(b) That they conform to the ordinary rules of the road at sea;

(c) It is understood that they cannot enter port after sunset and that whenever it is possible for them to do so they enter an intermediate port during hours of daylight for the night.

From San Stefano Montecristo

Declassified E.O. 12356 Section 3.3/NND No. 789620

(Copy to:-
The Commanding Officer, R.A.S.C. Water Transport Office
Comitato Italiano Gestione Navi
The Naval Officer in Charge, Naples Area
The Naval Officer in Charge, Leghorn
The Naval Officer in Charge, Maddalena.
Exc. Amm'raglio di Squadra Ferdinando Casardi, Comando in Capo Bases Tirreno, Napoli (for information of Italian Naval Officers in Charge)
The Flag Officer, Liaison, Italy (Rome)
Headquarters, Allied Commission).

REPLY TO QUESTION OF SCHOONER TRAFFIC

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2. Whilst entirely sympathetic to the necessity for restoring conditions for transport of essential commodities by sea to fullest extent possible for the welfare of the population, it is my responsibility to ensure the safety of ships moving in my area.

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(b) That they conform to the ordinary rules of the road at sea;

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IRN-11(2)

4. From San Stefano Northwards such vessels are to assemble in that port and be sailed in groups escorted in swept channels by such vessels as I can arrange. A similar system being put into operation for conveying them Southwards from Leghorn as far as San Stefano. As escorts I can arrange are few in number, co-operation in arranging sailings to reduce number of such convoyings to a minimum is requested.

J. A. Murrell
REAR ADMIRAL

FLAG OFFICER LIAISON ITALY
Date 30 Nov.
No. 317
ROME

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

SENIOR U.S. NAVAL LIAISON OFFICER, ITALY
Deputy Chief, Navy Sub-Commission
APO 394

NSC/1269
5 December 1944.

From: Senior U. S. Naval Liaison Officer, Italy.
To : Vice Chief of Naval Operations.
Via : Commander U. S. EIGHTH Fleet.

Subject: Constitution of Italian Committee for the Administration of Merchant Ships. (CO.GE.MA).

Enclosure: (A) Copy Italian Legislative Decree #314 of 14 September 1944.

1. A copy of the subject Decree and a translation thereof which constitutes an Italian Committee for the administration of merchant vessels is forwarded as a matter of interest to the Navy Department and the U.S. War Shipping Administration.

2. The Decree was published in the "Gazzetta Ufficiale" Anno 85° - Numero 85, of 23 November 1944.

H. W. ZIROLI.

1979

NAVY SUB-COMMISSION
ALLIED CONTROL COMMISSION
1944

Declassified E.O. 12356 Section 3.3/NND No. 785020

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

1st. December, 1944.

The attention of the Mediterranean Shipping Board has long been directed toward the efficient control of the Italian Schooner Fleet.

In order that a proper appreciation of the problem and its present day position may be obtained, the attached Aide Memoire has been compiled and is forwarded for your information.

CHAIRMAN.

Circulation:-

H.B.M. Ambassador, Rome.
British Resident Minister, A.F.H.Q.
Chief Commissioner Allied Commission,
Executive Director, Economic Section, H.Q., A.C.
Director, Naval Sub-Commission, H.Q., A.C.
Director, Transportation Sub-Commission, H.Q., A.C.
C.A.O., A.F.H.Q, C.M.F.
Ministry of War Transport, London.
War Shipping Administration, A.F.H.Q.
Mediterranean Shipping Board, Schooner Control Naples.

IRW-11-(Y) MS/C
FIE

Italian Schooners

Aide Memoir.

At the outset the problem was one of instituting a measure of control over a fleet of vessels which had ceased any acknowledged control prior to the Italian Armistice. I.e. the, the Under Secretary of State was told that the schooner fleet was uncontrollable.

In accordance with the control policy laid down by AMMO to and does not authorize the destruction of vessels under the Italian flag, it was decided that the Italians themselves should man their own vessels under the direction of NAMO on behalf of the Allied Commander-in-Chief.

For various reasons it soon became apparent that the Italians were either unable or unwilling to man the ships under their own control. The Italian Naval Authority to whom was given the charge schooner owner or (Giuffra) proved too great a temptation for the average schooner owner or master. NAMO (Italy) Instruction on 14th December 1943 authorized the Allied Naval Authority to order through the Italian Authorities all schooners now elsewhere to the Allies or on Allied service or return, whether at sea or in named ports whether owned, the 31st December 1943 was given as the dead line date. This order has not obeyed and little has achieved.

On 21st January 1944 a paper was issued by H.M.G.A. under the heading of the Shipping Sub-Commission outlining a scheme for the control of schooner cargoes. This scheme was approved by POWER and WORD, but although A.C.S. was requested to operate, no action was taken.

C-in-C Med. was requested to instruct his NOIC in ports in Italy to register and number all schooners and to embark in this letter was sent on 25th January, 1944.

During this period of time when attempts were being made to gain physical control of the schooners, numerous authorities considered that they were entitled to prize and there was evidence of a strong antagonism to the control which was being exercised by A.C.S. This antagonism continued for the whole of the latter months and indeed, to a certain extent, still exists today.

1978

In the early months of the year strenuous efforts were made to force the Italian Merchant Marine to form an operating authority to route function along similar lines to Italian shipping of U.K. done to Ireland. This proposition was evaded by Admiral Zanon, Under Secretary of the Merchant Marine, and it was eventually necessary to have him removed from office in May.

On the appointment of Rt. Hon. Mr. Stirling as Minister Resident at the Italian Control Group on matters of Merchant Shipping, control became notionally centralized at the Mediterranean Allied Air Forces (the operating committee) consisting of a function in the Air Chief Marshal.

Declassified E.O. 12356 Section 3.3/NND No. 785020

In accordance with the general policy [illegible] and [illegible] [illegible], it was decided [illegible] should [illegible] vessels under the direction of NCSO on behalf of the Allied Commander-in-Chief.

For various reasons it soon became apparent that the Italians were either unable or unwilling to form their own control. The Italian Admiralty evaded [illegible] by [illegible] for the average schooner owner or master. [illegible] (Italy) Directive of 15th December 1943 appointed the Allied Naval Authority to issue [illegible] to Italian [illegible] and schooners not otherwise [illegible] Allied or Allied Nations to sail between certain named ports within a given time. The 31st October 1944 was given as the [illegible] date. This order was not carried out and little was achieved.

On 21st January 1944 a paper was issued by A.F.H.Q. under the heading of the Allied Sub-Commission outlining a scheme for the control of schooner cargoes. This scheme was approved by [illegible] and [illegible], but although N.C.S.O. was [illegible] to operate, no control was [illegible].

C-in-C M.T. was requested to instruct his NCSOs in ports in Italy to [illegible] and notify all schooners [illegible] of ships [illegible] on 25th January, 1944.

During this period of time there became more being made to gain [illegible] control of the schooners, masters and owners complained that they were unable to [illegible] and there was evidence of a strong [illegible] which was being exercised by [illegible]. This [illegible] continued [illegible] and ended, to a certain [illegible], which exists today.

1978

In the early months of the year [illegible] were made to force the Italian Merchant Marine to form an organisation [illegible] world situation along similar lines to [illegible] U.S.S.R. [illegible]. This [illegible] was avoided by Admiral Ellery, Head [illegible] of the Merchant Marine, who [illegible] eventually necessary to have the control from Bari in [illegible].

On the [illegible] of Lt. Gen. Hawkesworth [illegible] Deputy Chief of the Military Mission [illegible] Admiral Ellery's Command, control became noticeably [illegible] the name [illegible] O.C.S.C. A (who [illegible] conditions) [illegible] to function in its [illegible] manner.

On 19th February A.C.S. [illegible] A.F.H.Q. [illegible] Training Instruction No. 16, Control of Schooners of 31st January 1944, which set out the manner of [illegible] for schooner voyages. This instruction was honoured more in the breach than in the observation, and several masters sailed before schooner "passes" [illegible] (this was with the ship's [illegible]).

Naples Schooner Control have consistently and correctly declined to accept any [illegible] for schooners [illegible] unless the proper machinery was/

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Declassified E.O. 12356 Section 3.3/NND No. 785020

the west. This stand resulted in considerable dissatisfaction with the user sub-committee of A.M.C. despite almost continuous requests for firm programmes.

As western stand today, machinery does exist which can allocate cargoes to schooners in an orderly manner, this organisation working as Medio Schooner Control and C.O.(D.).L. Actually full control of the schooner fleet has not been achieved, but it must be conceded that 75% to 80% of the fleet are amenable to discipline. It is doubtful if, without drastic disciplinary powers, the remaining 20% to 25% will ever come to heel.

To control the confusion existing today, and to utilise the fleet to the possible maximum command, "Control Ideal" appears more important than "schooner control".

[redacted]

D.A.M.S.R.(Sea.)

Ist December, 1941.

[illegible] propulsive power, the remaining 20% or so will have to be used.

To control the conflation of the two terms, and to relate the fleet to the possible maximum control, "energy binding" appears more important than "nuclear control".

D.W.R.(Adm.)

1st December, 1944.

J/S W

FILE

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

file

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/957

5 October 1944.

MEMORANDUM FOR POLITICAL SECTION, ACC.

Subject: Captured Italian Vessels - Disposition of.

1. The attached memorandum from the Italian Minister of Foreign Affairs, dated 26 September 1944, requests that all Italian vessels which are captured or taken from Axis forces since the cessation of hostilities between Italy and Allied Nations be returned to the Italian Government for disposition in accordance with the Cunningham - de Courten Agreement.

2. Without entering into the merits of the issues raised, the Amendment to the Cunningham Agreement entered into on 17 November 1944, provided that the provisions of the Agreement as to the immediate employment and disposition of the Italian Warships and Merchant ships, do not effect the right of the United Nations to make such other disposition of any or all Italian Ships as they may think fit.

3. The Flag Officer Tarento Adriatic and Liaison, Italy, representing the Naval Allied Commander-in-Chief, Mediterranean, has already communicated his decisions to the Italian Ministry of Marine with respect to the disposition of the vessels named. The decisions were based on the circumstances involved in the capture of the individual vessels and their utilization to the best interest of the immediate war effort. It is recommended that the Minister of Foreign Affairs be informed that no useful purpose can be served by further discussions of the matter.

1977

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

ALLIED CONTROL COMMISSION - NAVY SUB-COMMISSION - FILE

29 OTT 1944

COPY

6/604/264

R. MINISTERO
DEGLI
AFFARI ESTERI

MEMORANDUM FOR THE ALLIED CONTROL COMMISSION

POLITICAL SECTION

At the end of hositilities between Italy and the Allied Powers, the Allief Forces proceeded to capture ships, motor-sailers and craft in general, of Italian ownership, of which the Germans, following the state of war between Italy and Germany, had taken possession or were using for war purposes.

In reppect of some of these vessels, and more particularly as regards the "POzarica" and "Argentina", the Allied Authorities, although leaving their ultimate fate to the judgment of a Prize Court, informed that these vessels were flying the Italian flag and were manned by Italian crews (see communication from Flag Officer Liaison Italy, dated 8.11.43, no. 250/23).

As regards the motor-sailers" Emilia","Gagliano" and "Sagittonic" which, in escaping from Trieste in order to reach Italian liberated territory were obliged to call at Lissa, were taken by the Jugoslav Partisan Forces, the Allied Authorities imformed that the said Forces considered them as war prizes (see communication from F.O.L.I., dated 9.5.1944, no. 313).

Lastly, concerning the other motor-sailers : "Ernesta", "Date II", "S.Niccolo" and"Libeccio" , the Allied Authorities informed that these crafts had been captured by the Allied Forces whilst operating under German control and that therefore they were to be considered as prizes of war (see communication from F.O.L.I. dated 8.6.1944, nc. Ta 1023/23).

To the above mentioned captures others perhaps have been added, unknown to the Italian Government, and other cases might occur in the

Declassified E.O. 12356 Section 3.3/NND No. 785020

[illegible] forces proceeded to capture ships, motor-sailers and craft in general, of Italian ownership, of which the Germans, following the state of war between Italy and Germany, had taken possession or were using for war purposes.

In reppect of some of these vessels, and more particularly as regards the "POzarica" and "Argentina", the Allied Authorities, although leaving their ultimate fate to the judgment of a Prize Court, informed that these vessels were flying the Italian flag and were manned by Italian crews (see communication from Flag Officer Liaison Italy, dated 8.11.43, no. 250/23).

As regards the motor-sailers" Emilia","Gagliano" and "Bartolomio" which, in escaping from Trieste in order to reach Italian liberated territory were obliged to call at Lissa, were taken by the Jugoslav Partisan Forces, the Allied Authorities informed that the said Forces considered them as war prizes (see communication from F.O.L.I., dated 9.5.1944, no. 313).

IRN-11 (S) Lastly, concerning the other motor-sailers : "Ernesta", "Dato II", "S.Niccolo" and"Libeccio" , the Allied Authorities informed that these crafts had been captured by the Allied Forces whilst operating under German control and that therefore they were to be considered as prizes of war (see communication from F.O.L.I. dated 8.6.1944, no. Ta 1023/28).

To the above mentioned captures others perhaps have been added, unknown to the Italian Government, and other cases might occur in the victorious progress of Allied military operations.

In giving to the Allies ready and active co-operation in the war against the common enemy, Italy has assumed, vis-avis the Allied Powers, the status of co-belligerent, as it has been officially recognized by the British, North American and Soviet Governments.

This status of co-belligerent does not appear, however, to be consonant with the fact that Italian vessels, taken by the German in

(over)

Declassified E.O. 12356 Section 3.3/NND No. 780020

consequennce of a state of war between Italy and Germany, when once they are recovered, should be considered by the Allied Authorities as as prizes of war or however susceptible of being submitted to a war provisions such as the judgment of a Prize Court.

The relation of co-belligerancy existing between Italy and the Allied Powers leads to the conviction that when an Italian vessle in the position above stated falls in the hands of Allied Forces, her situation should be similar to that of a vessel re-taken from the enemy and should therefore be returned to the State from which she was taken, i.e. to Italy.

It appears that the fate of the French, Greek, Jogoslav vessels which, having fallen in enemy hands were subsequently re-taken by Allied Forces, has been decided exactly on this basis.

The Italian Government, confident of the benevolent interest in the matter of the Allied Control Commission, request, on the strength of the above considerations, that all Italian vessels which, previously taken or however utilized by the enemy, have, since the cessation of hositilities between Italy and the Allied Powers, fallen or shall in future fall in the hands of the Allied Forces, shall be returned to Italy, in accordance with the Cunningham-De Courten agreement of September 1943 and subsequent agreements.

ROME, 26th September, 1944.

COPY

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

OFFICE COPY

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

25th June, 1944.

No.T.A.1023/38.

MINISTER OF MARINE,
MARISTAT, PALAZZO MARINA,
TARANTO.

CAPTURED SCHOONERS.

With reference to your letter No.140/UT of 19th June, 1944, these vessels were all captured while operating under German control and have therefore been treated as prizes of war.

DRAFTED BY: Asst/Secy S.O
SEEN BY:
C.S.O.L.I.
SECY:

(Signed) C. E. MORGAN
REAR-ADMIRAL.

1 RN-11 (2)

PA (C) 1975

Declassified E.O. 12356 Section 3.3/NND No. 785020

From: Ministry of Marine (Cabinet)
To: F O L I
Date: 19.6.44
Ref.: 140/UT

Subject: Italian M/Schooners Captured by British Craft.

1) = Further to letter N° 313/FO of 9th May.

2) = This Ministry is aware that in offensive operations undertaken along the Dalmatian coasts, British Naval forces have captured the following vessels:-

1) - Schooner with auxiliary engines ERNESTA of Trieste.
2) - " " " " DANTE 11° - Pirano.
Captured on 4th April.
3) - Schooner with aux.eng. S.NICOLO' of Fiume.
Captured on 5th April.
4) - M/Schooner LIBECCIO of Trieste - Capt.6th Apr.

All these vessels were captured by MTBs in the vicinity of Morter Island and handed over to the Jugoslav Partisan Command at Comisa (VIS).

3) = Similarly to the action taken in the case of M/Vs. POZARICA and ARGENTINA, apart from the M/Sch. ARSIA, referred to in your letters N° 1/23 of 21st Oct. last and N° 250/23 of 8th Nov. '43, you are requested to kindly arrange that these vessels be handed over to the Italian Authorities with the intention that, in the event of their being required, they would immediately be placed at the disposal of the Allies under the Italian Flag and ~~with Italian Crews~~.

1974

FLAG OFFICER
TARANTO AREA
DATE 21 JUN 1944
No: DG.2/423/1023/38.

(Sgd.) THE MINISTER.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Pn/c.

Taranto, lì 19 Giugno 1944

Ministero della Marina

GABINETTO

Indirizzo telegrafico: MARINA

Prot. N. 140/U.T. Allegati

AL F. O. L. I.

- T A R A N T O -

ARGOMENTO: Motovelieri italiani catturati da naviglio inglese.-

1. - Si fa seguito al foglio 313/FO del 9 maggio.

2. - Risulta a questo Ministero che in operazioni belliche svolte lungo le coste dalmate da forze navali inglesi sono state catturate le seguenti unità:

   1)- Veliero con motore ausiliario ERNESTA di Trieste -
   2)- Veliero con motore ausiliario DANTE IIº di Pirano - Catturati il 4 aprile.
   3)- Veliero con motore ausiliario S.NICOLO' di Fiume - Catturato il 5 aprile.
   4)- Motoveliero LIBECCIO di Trieste - Catturato il 6 aprile.

   Tutte le unità furono catturate da motosiluranti nei pressi dell'isola Morter e consegnati al Comando partigiani iugoslavi di Comisa (Lissa).

1973

3. - A similitudine di quanto praticato per i piroscafi POZARICA e ARGENTINA nonchè per il M/v. ARSIA di cui ai fogli di codesto F.O.L.I. 1/23 del 21 ottobre 1943 e 250/23 dell'8 novembre 1943 si prega voler disporre che dette unità vengano consegnate alle autorità italiane nell'intesa che, qualora richiesto, esse saranno messe senz'altro a disposizione degli Alleati con bandiera ed equipaggi italiani.-

IL MINISTRO

IRN-11(C)

21 JUN 1944

Declassified E.O. 12356 Section 3.3/NND No. 785020

OFFICE COPY SECRET

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

8th June, 1944.

No.T.A.1023/38.

MINISTER OF MARINE,
MARITIME, PALAZZO RESTA.
TARANTO.

CAPTURE OF ITALIAN SCHOONERS AT VIS.

With reference to your letter No.313/F.U. dated 9th MAY, 1944, the schooners "LAURA", "CARLINO" and "SAN ANTONIO" were captured by Partisan forces whilst employed in shipping cargoes to German controlled ports, and therefore rightly belong to the Partisans as Prizes of War.

DRAFTED BY: Ass/Secy
SEEN BY:
C.S.O.L.I.
SECY:

(Signed) C. E. MORGAN
REAR-ADMIRAL.

PA

IRN-

1972

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

HQ SO(M)
CMF

Ref: B.1/2/24(a)

June 1st, 1944.

Subject:- Italian Schooners at VIS

TO: FOTALI

Your T.A.1023 of 14th May to Comd Force 266.

1. The EMILIA and CAGLIANO were captured near SILBA island on 22 Apr '44. They were both laden with cargoes destined for German controlled ports.

2. The SAN ANTONIO was captured near SILBA island on 5 Apr '44, also engaged in carrying cargoes for the Germans.

3. The Partisans claim that as these ships were captured from the enemy, they are entitled to them.

4. A number of the Italian crews are still on the ships, others are in Partisan units on VIS, but they are all at liberty to return to ITALY if they so wish.

M.L.Parker
Major
For Maj.General,
Commander, HQ SO(M).

FLAG OFFICER
TARANTO AREA
-5 JUN 1944
DATE
No: Q 404/1023 36.

1971

Declassified E.O. 12356 Section 3.3/NND No. 785020

OFFICE COPY

10x3

ITALIAN SCHOONERS AT VIS.
(Ministry of Marine's letter No.313/F.S. dated 9th May, 1944.)

XX.

No.T.A.1023.

OFFICER COMMANDING,
FORCE 266.

For remarks.

TARANTO.
14th May, 1944.

(Signed) C. E. MORGAN
REAR-ADMIRAL.

Seen by SOH
CSO
Secy

1979

Bv. 2/L PA

Declassified E.O. 12356 Section 3.3/NND No. 785020

DUPLICATE 10 a/38

From: Ministry of Marine (Cabinet)
To: F O L I
Date: 9.5.44
Ref.: 313/F.S.

Subject: Italian Motor Schooners.

From information received at this Ministry, it appears that the Italian Motor Schooners EMILIA, GAGLIANO and SAN ANTONIO of the Trieste area had escaped from that Port with the object of reaching Free Territory. Obliged to put in at VIS, they were blockaded there and all material on board was removed by the Partisans; the Crews were obliged to join the ranks of the Partisans.

At the moment these vessels are laid up at VIS and unable to proceed.

You are requested to kindly examine this matter so as to obtain the restitution of the 3 Motor Schooners together with their Crews.

(Sgd.) THE MINISTER.

DG.-)

FLAG OFFICER TRIESTE AREA 10 MAG. 1969

Declassified E.O. 12356 Section 3.3/NND No. 785020

9 MAG. 1944

MINISTERO DELLA MARINA

GABINETTO

Indir. telegr.: MARINA

Prot. N. 313 F.S. Allegati

AL C.L.N.A.I.

= TARANTO =

ARGOMENTO: Motovolieri italiani.=

SEGRETO

Da notizia pervenuta a questo Ministero, risulta che i motovelieri italiani: M/v "Emilia", M/v Gaeliano e M/v S.Antonio del compartimento di Trieste sono fuggiti da detta città per raggiungere il territorio liberato. Costretti a far scalo a Lissa sono stati quivi bloccati e depredati di tutto il materiale di bordo dai partigiani mentre agli equipaggi è stato imposto di militare nelle loro file.

Attualmente tali unità si trovano ferme a Lissa ed impossibilitate a proseguire.

Si prega voler prendere in esame tale questione, per ottenere la restituzione dei 3 Motovolieri e dei loro equipaggi.=

IL MINISTRO

10 MAG. 1968

Declassified E.O. 12356 Section 3.3/NND No. 785020

file copy

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

6 August 1944

CONFIDENTIAL

TO: Vice Chief of Naval Operations.

Subject: Italian Merchant Shipping - Employment of.

1. A copy of a recent letter from the Chairman Shipping Sub-Commission to the Economic Section, ACC, which summarizes the employment of Italian Merchant Shipping in the Mediterranean Theatre of Operations, is forwarded herewith as a matter of interest to the War Shipping Administration.

H. StJOHN BUTLER,
Commander, U. S. Navy
Member, Navy Sub-Commission.

Copy to:
ComNavNAW
w/enclosure

1967

COPY:

To: Economic Section,
Allied Control Commission

From: Chairman, Shipping Sub-Commission.

Considerable discussions appear to be taking place as to the ability, or otherwise, of the Shipping Sub-Commission to provide shipping facilities for all the economic wishes of the Allied Control Commission. It appears appropriate at this time to recapitulate the position of the Shipping Sub-Commission in relation to Italian shipping, and their duties to the A.C.C.

In the first place it must be recalled that under the Armistice terms all Italian merchant shipping was handed over to the Supreme Allied Commander. The Supreme Allied Commander nominated the Mediterranean Shipping Board to arrange the operation of this shipping on his behalf, within Allied Nations needed. So far as I am aware, nothing has been done which alters that basic principle. As a later date it was felt necessary that a Shipping Sub-Commission should be set up within the Allied Control Commission to advise them on matters regarding shipping, and my American colleague in the War Shipping Administration, Mr. C.W. Kalloch, and myself, were appointed as the Shipping Sub-Commission for this purpose.

It will be seen from the above therefore, that the actual physical operation of Italian ships remains with the Mediterranean Shipping Board, and their employment shall be considered by that body in relation to <u>all</u> the demands made on shipping within this theatre, and that the duties of the Shipping Sub-Commission to A.C.C. are of an advisory nature.

For the purposes of organisation, the Mediterranean Shipping Board requested the Italians to constitute a body which would deal with such problems as are relevant to the owners responsibilities in order that questions such as crews wages, allotments to dependents, marine insurance, and general upkeep, could be handled executively by the Italians themselves. This resulted in the setting up by the Italian Minister of Marine a body which is known as CO.GE.NA which, with the full approval of Washington and London, has been entrusted by the Mediterranean Shipping Board with the matters referred to above.

Attached to this paper is a statement of the tonnages which have so far come under the control of the Mediterranean Shipping Board, and it will be seen that for practical purposes it is disappointingly small. It is divided into three main categories: -

1966

(i) Ocean-going Vessels.
(ii) Coasters of 500 tons and upwards.
(iii) Schooners

As regards (i) and (ii) these ships are, in fact, operating in Allied needs, but owing to the scarcity of the class of tonnage involved, have been and will be for time being, almost entirely en-

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(iii) Schooners

As regards (i) and (ii) these ships are, in fact, operating in Allied needs, but owing to the scarcity of the class of tonnage involved, have been and will be for time being, almost entirely engaged in fulfilling military requirements. These, under the directive issued by Allied Force Headquarters, have first priority. It will be seen therefore, that any contribution to civil or commercial cargoes which can be made on the tonnage in classes (i) and (ii) is unlikely at the moment.

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So far as the financial aspect of class (i) and (ii) is concerned, discussions have taken place between London and Washington, and it has been accepted that these vehicles shall be presumed to be on charter to the Allied Nations, but that detailed financial arrangements as to the payment of hire shall be the subject of discussion at a later date. In the meantime however, it has been agreed that the Mediterranean Shipping Board will place CO.GE.NA in funds for the purpose of paying disbursements which would normally be paid by the owner, which payments are tantamount to advance payments of hire.

Schooners present a more difficult problem. It was felt necessary in the early days that these should be brought under control, and the Shipping Sub-Commission might point out that this is an objective which, over many years, the Italian shipping authorities have found impossible to achieve. With the great assistance of British and American Naval Officers at the various ports throughout Italy, Sicily and Sardinia, Sea Transport Officers, Ministry of War Transport and War Shipping Administration Representatives, and Allied Control Commission officials, have a record of all these schooners which are rapidly approaching completion. They are being allocated, numbered for recognition and registration purposes, and it is not too much to hope that in the immediate future it will be possible to direct them in an organised manner into the proper trades. There are something short of 600 of these vessels with a total tonnage approximating 50,000 to 60,000 tons. Of these some 150 are of necessity engaged in military requirements; again of necessity the schooners which have been allocated to these military requirements are of a larger and better type, totalling approximately some 25,000 to 30,000 tons lifting capacity.

The balance should be available for economic needs within the prescribed coastal area. The Shipping Sub-Commission, in consultation with the Mediterranean Shipping Board, have given very serious consideration to the means by which this balance of schooner tonnage should be operated, and after much thought have been driven to the conclusion that the simplest and most efficient method by which these vessels could be employed would be to leave their operation to the Italian authorities represented by CO.GE.NA, but that they should carry out the wishes and needs of the Economic Section of the Allied Control Commission by means of direction as to employment. It is the means by which this direction is applied which usually leads to some confusion and controversy. By 'direction' is meant a clear statement of wishes as to movement of cargo, not, as is so usually interpreted, a movement of ships. It will be necessary for A.C.C. to formulate a programme on a weekly basis of their requirements, and broadly speaking this might usefully be a statement based as follows:

(1) The goods required to be transported.
(2) The ports at which they are available.
(3) Destination.
(4) Names of Shippers and Receivers.

Declassified E.O. 12356 Section 3.3/NND No. 785020

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(2) The ports at which they are available.
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(4) Names of Shippers and Receivers.

When such a programme is produced, the Schooner Control Committee will direct CO.GE.NA to provide the necessary shipping and to arrange such matters as documentation, authorisation, and payment of freights. By this latter means it will be seen that no financial burden will fall upon the Allied Nations, so far as these schooners are concerned, and that the goods will absorb the cost of their transportation.

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It is hoped that the above brief resumè of the situation will help to clear up several matters which have reached the controversial stage.

Finally, there remains the means by which shipping is arranged for necessary civil supplies from overseas markets. The position in Italy at present, and for some time to come, requires the most careful examination as to port capacity, and internal transportation, if shipping is not to be wasted. The Mediterranean Shipping Board is advising the Supreme Allied Commander on this matter, and in consulation with the various authorities examines programmes produced in advance of the intended imports to Italy of military and civil goods. These are closely vetted in order that the facilities shall not be overtaxed and that ships will arrive and be discharged in an orderly manner. This, of necessity, means that considerable sacrifices have to be made by both military and civil authorities on what they would like, as distinct from what is possible. It will be appreciated that congestion at ports and wastage of shipping is avoided by such an examination, and it is merely the normal means by which all imports to all Allied countries is arranged.

Of necessity, all this means the most careful programming by military, economic and other sections, of their requirements in the light of the continued facts that shipping port facilities and transport are still only available for the most urgent necessities.

CHAIRMAN, SHIPPING SUB-COMMISSION.

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Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

(10/ /44)

It was agreed under the Italian Armistice Terms that Italian merchant shipping might be requisitioned by the Allied Commander-in-Chief. On the basis of this agreement an attempt was made to induce the Spanish Government to release all Italian ships then in Spanish waters. Despite the representations of H.M. Government, the Spanish authorities insisted on retaining control of two vessels, namely the "Hadda" and the "Trovatore" which they claimed as compensation for two Spanish ships alleged to have been sunk by Italian submarines. By the Anglo-American Agreement of May 1st with the Spanish Government it was decided that these two vessels should be chartered to the Spanish Government by the Italian Government for the duration of the war and that ultimate ownership should be subject to arbitration at the end of the war.

2. His Majesty's Ambassador in Madrid has communicated to the Spanish Government and the Italian Ambassador the following draft of an arbitration formula prepared by His Majesty's Government.

"The Italian and Spanish Governments agree to submit to arbitration within six months after the termination of hostilities between Italy and Germany questions which have arisen between them in consequence of the claims of the Spanish Government to retain two Italian merchant ships (X and Y) as compensation for two Spanish merchant ships (A and B) alleged to have been sunk by Italian submarines on or about - and -; the nature of the arbitral tribunal, the precise questions to be submitted to it and the procedure to be adopted in connection therewith will be laid down in a formal "compromis" which will be agreed between the Italian and Spanish Governments in due course in consultation with His Majesty's Government and the United States Government".

3. It is understood that the Italian Ambassador has referred the above text to his Government for consideration and that the latter have replied expressing the view that in the light of the terms of the original request for compensation contained in a note from the Spanish Ministry for Foreign Affairs to the Italian Ambassador in Madrid when one of the two above-mentioned Spanish ships was sunk, the form of compensation for loss of these two ships should not determined by arbitration. The Italian Government are understood to have suggested that the above formula should be amended accordingly.

4. His Majesty's Ambassador in Madrid is informing his Italian collegue that any attempt to avoid specific mention of the two ships in the arbitration formula would not be in conformity with the terms of the agreement with the Spanish Government in view of the form of undertaking which His Majesty's Government have given the Spanish Government on behalf of the Italian Government in this matter. His Majesty's Government are most anxious that the Italian Government should accept the formula originally proposed. They wish to point out that the fact that the Spanish Government originally requested monetary compensation for one of the Spanish ships lost is not relevant as the whole question has since been subject to negotiation and agreement between H.M. Government and the Spanish Government with the full knowledge of the Italian Government.

1964

6.7.44

Declassified E.O. 12356 Section 3.3/NND No. 785020

CO COPY OP

(10/ /44)

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1963

Declassified E.O. 12356 Section 3.3/NND No. 785020

MEDITERRANEAN SHIPPING BOARD ITALIAN SCHOONER CONTROL.

1. Referring to the instruction issued dated 1st June 1944 to the Mediterranean Shipping Board Italian Schooner Control and in particular to paras 3, 4, 9(a) and 9 (b).

2. Attached hereto is list of those Officers authorised to issue and sign voyage permits on behalf of the above control.

3. The issue of voyage permits for schooners of under 50 tons deadweight will be arranged with Comitato Italiano Gestione Navi in conjunction with Allied Control Commission.

4. A list of the local port representatives of CO. GE. NA. is also attached.

(Sgd.) IAN D. CAMPBELL

CHAIRMAN.

MEDITERRANEAN SHIPPING BOARD (ITALY).

Dated. 8th. June 1944.

Circulation :-

F. O. T. A. I. I.
F. O. W. I. T.
MEDBO, Algiers.
MEDBO, Schooner Control.
G.H.Q. Shipping A. A. I.
A. C. C. Economic Section.
A. C. C. Naval Sub-Commission.
A. C. C. Transportation Sub-Commission.
W. S. A. Naples
CO. GE. NA.
D. M. W. T. E. Italy.
Sardinia.
Corsica.

1962

Declassified E.O. 12356 Section 3.3/NND No. 785020

MEDITERRANEAN SHIPPING BOARD - ITALIAN SCHOONER CONTROL

The undermentioned are authorised to issue and sign voyage permits for schooners on behalf of the Mediterranean Shipping Board - Italian Schooner Control:

Vessels of 50 tons deadweight and over:-

NAPLES, PONZA, ISCHIA, PROCIDA, POZZUOLI, TORRE DEL GRECO, CASTELLAMARE, GAGLIERO	D.S.T.O. ITALY
MESSINA, PENTIC, CROTONE	Movements
TARANTO, GALLIPOLI	S.S.T.O. TARANTO
BRINDISI, BARLETTA	S.S.T.O.
BARI, MONOPOLI, MANFREDONIA	S.S.T.O. BARI
CATANIA	S.S.T.O.
SYRACUSE	S.S.T.O.
PORT AUGUSTA	S.S.T.O.
PALERMO, TRAPANI, MARSALA	M.W.T. PALERMO
CAGLIARI	S.T.I.O.
AJACCIO	C.W.T.

Vessels under 50 tons deadweight: CO, CH, NA. and for representatives.

1961

CO.GE.NA REPRESENTATIVES IN ITALY,

SICILY and SARDINIA.

PUGLIA
Rappresentanza: "Adriatica" S.A.Navigazione - BARI
Via Calefati Palazzo S.Ferdinando

Subagenti:
MANFREDONIA - A.Galli & Figlio per tutta la zona Garganica (Visti, Peschici, Rodi) e Termoli - Telef. n.8

BARLETTA - Antonio Scorcia - Telefono n.1014

MOLFETTA - Rag. Felice Sciancalepore - Via Dante Alighieri n.93

BISCEGLIE - Maria Modugno

TRANI - Saverio Calò Carducci - Via xv Aprile n.22

MOLA DI BARI - Rag. Vito Barbanente - Via Cristoforo Colombo n

MONOPOLI - Gerolamo Santostasi & Figli - Piazza Garibaldi n. 29 - Tel.n.12

BRINDISI - Agenzia Principale "Adriatica" S.A.N., anche per lo scalo di Otranto - Telefoni n.ri 1012 - 1068

GALLIPOLI - Cav. Rocco De Luca fu Filippo - Telefono n. 8

TARANTO - Carmelo Spagnuolo - Corso Vittorio Emanuele n.1 Tel.n. 23-33

NAPLES - COMPLETO INCARICO GESTIONE NAVI, PALAZZO DELLE ASSICURAZIONI PIAZZA CARITÀ VIA ROMA

CALABRIA
Rappresentanza: Fratelli Labate - Reggio Calabria -

Subagenti:
CROTONE - Giuseppe Ranieri

CATANZARO - Giuseppe Martelli

SOVERATO - Rocco Caminiti

GIOIA TAURO - Oreste Tarantino

PORTO S. VENERE - C.Da. Cantafio & Figli

PIZZO CALABRIA - Gesualdo Scordomaglia

SICILIA
Rappresentanza:- "Tirrenia" S.A.N. PALERMO - Via Roma, 377

1960

Subagenti:

MESSINA - "ITALIA" S.A.N. - Ufficio Sociale - Via Garibaldi

CATANIA - Ditta S. Nicotra Bertuccio - Via S. Tommaso, 5

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MOLFETTA - Rag. Felice Sciancalepore - Via Dante Alighieri n.93

BISCEGLIE - Maria Modugno

TRANI - Saverio Calò Carducci - Via xv Aprile n.22

MOLA DI BARI - Rag. Vito Barbanente - Via Cristoforo Colombo n

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PIZZO CALABRIA - Gesualdo Scordamaglio

SICILIA
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1960

Subagenti:

MESSINA - "ITALIA" S.A.N. - Ufficio Sociale - Via Garibaldi

CATANIA - Ditta S. Nicotra Bertuccio - Via S. Tommaso, 5

SIRACUSA - Ditta Concetto Midolo Bottaro - Via dei Mille, 24

AUGUSTA - Russo & C.

CASTELLAMMARE GOLFO - Francesco Plaja Galante - Piazza Marina, 40 Tel. n. 2

LICATA - Ditta Enrico Peitore - Via Principe di Napoli Tel. n.3

MARSALA - Giuseppe Figlioli e Giuseppe Casubolo

MARZAMENI - Antonio Romeo fu Santoro

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MAZARA VALLO - Gaetano Vinci - Via Polo, 25 - Tel. n.12

MILAZZO - Trifiletti & C. - Via Luigi Rizzo n.1 Tel.n.4

PORTO EMPEDOCLE - Ditta Vincenzo Brugio - Vicolo Marullo,5 - Tel. n.6

MESSINA - Giuseppe Leva fu Giovanni - Via Umberto I - Tel.84

SCIACCA - Ludovico Marsala & F. Corso V.Emanuele, 65 Tel.59

TRECENTI TERESE - Rag. Alfonso Ludovico Scialabba - Via Umberto e Margherita, n.67

TRAPANI - Ditta Paolo Salvo Greco

SARDEGNA
Rappresentanza: Sigg. Goldstaub Giorgio e Tirocci Giovanni
CAGLIARI - Viale Merello, n.2

[illegible]
CAGLIARI - Sigg. Goldstaub Giorgio e Tirocci Giovanni

PORTO TORRES - " " " " " "

LA MADDALENA - " " " " " "

PALAU - " " " " " "

GOLFO ARANCI - " " " " " "

ARBATAX DI TORTOLI - Ditta Giulio ed Emilio De Pau

CARLOFORTE - Sig. Gervasio Pisabarri

SANT'ANTIOCO - Iosto Biggio

ALGHERO - Sig. Carlo Filigori

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A.C.C. NAVAL SUB-COMMISSION

10 | 10

From: CHAIRMAN, MEDITERRANEAN SHIPPING BOARD (ITALY)

Date: 1st. June, 1944.

To: CHAIRMAN, MEDITERRANEAN SHIPPING BOARD ITALIAN SCHOONER CONTROL, A.A.I. (Rear)

Subject: INSTRUCTION FOR THE CONTROL AND OPERATION OF ITALIAN REGISTERED SCHOONERS.

1. Attached is the Instruction which has been approved by the Mediterranean Shipping Board, Algiers, in connection with the running and operational control of all Italian Schooners.

2. It is requested that you will furnish the Board with a list of accredited representatives for the purposes of paras: 3 and 9(a) and (b) of the Instruction.

3. Attention is drawn to Mov. A.A.I. Adm. Ech. Working Instructions No. 28, which lays down procedure in bidding for tonnage.

CHAIRMAN

MEDITERRANEAN SHIPPING BOARD (ITALY)

Circulation :-

F.O.T.A.L.I. (2)
F.O.W.I.T. (2)
G.H.Q. Shipping, A.A.I. (5)
A.C.C. Economic Section (25)
A.C.C. Naval Sub-Commission (2)
MEDBO, Algiers (25)
D.M.W.T.R. Naples (2)
Bari (2)
Brindisi (2)
Taranto (2)
Augusta (2)
Catania (2)
Palermo (2)
Cagliari (2)
Ajaccio (1) for information.
W.S.A. Naples (5)
CO.GE.NA. (2)
A.C.C. Transportation Sub-Comission (2)

One only Navigation Licence and Voyage Permit attached.

1959

INSTRUCTION FOR THE CONTROL AND OPERATION OF

ITALIAN REGISTERED SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's 251024 January. Any craft found without registration after 1st. June 1944 should be held and reported to the Senior Naval Authority of the port concerned.

2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.

3. Each schooner will be issued with a licence valid for three months ; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st. April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.

4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.

5. Routeing orders will be issued by the Naval Control Service Officer/United States Routeing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.

7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.

8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.

The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.

1958

9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits : the following procedure to be adopted :-

(a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in

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3. Each schooner will be issued with a licence valid for three months ; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st. April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.

4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.

5. Routeing orders will be issued by the Naval Control Service Officer/United States Routeing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.

7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.

8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.

The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.

1958

9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits : the following procedure to be adopted :-

(a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralised through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.C.C. civilian supply demands will be centralised through the office of the Regional Commissioner, who will refer such demands to the local Sea Transport Officer in charge or his representative.

(b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 8 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demand through the appropriate authority in (a) above. No bids will be recognised unless stamped by the appropriate A.C.C. authority.

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10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.

11. It is requested that all signals sent by Naval Control Service Officer or other Authorities concerning the movements of schooners should be repeated to D.S.T.O.(Italy).

12. All Sea Transport Officers in charge to make a daily position signal of all schooners within their area. A weekly statement should also be forwarded by those issuing voyage permits, giving details of voyages authorised by them, stating whether Military, A.C.C. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD(ITALY)

1st. JUNE, 1944.

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NAVIGATION LICENCE

For the quarter from to

M/Schooner "

Reg. N. Tonnage Class

Port of Registry

The above named M/Schooner, owner registered in the pool

of , Captain

No. is permitted to navigate for the three months 1 st

to on voyages as directed by D. S. T. O. Italy or

his representative.

NOTE This licence is NOT a permit for any specific voyage.
N. C. S. Os, F. N. Os, Captains of ports and other authorities should insist on the production of sailing orders signed by the S. T. O. or authorised representative before issuing route orders or allowing vessel to leave port.

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PORT _____

MASTER M/s _____

Being in all respects ready for sea,
you are to proceed to _____

with a cargo of _____

You are to navigate in accordance with orders received from NCSO or other competent naval authorities, who will issue route instructions on production of this order.

Date _____ SIGNATURE _____

PORTO _____

CAPITANO M/v _____

Trovandovi pronto alla navigazione,
proseguirete per _____

con un carico di _____

Navigherete secondo gli ordini ricevuti dal NCSO o da altre autorità navali competenti, le quali rilasceranno le istruzioni di rotta alla presentazione di quest' ordine.

Data _____ FIRMA _____

1957

INSTRUCTION FOR THE CONTROL AND OPERATION OF

ITALIAN REGISTERED SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's 251024 January. Any craft found without registration after 1st. June 1944 should be held and reported to the Senior Naval Authority of the port concerned.

2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.

3. Each schooner will be issued with a licence valid for three months ; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st. April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.

4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.

5. Routeing orders will be issued by the Naval Control Service Officer/United States Routeing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.

7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.

8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.

The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.

1956

9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits : the following procedure to be adopted :-

(a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean

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Control.

3. Each schooner will be issued with a licence valid for three months ; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st. April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.

4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.

5. Routeing orders will be issued by the Naval Control Service Officer/United States Routeing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.

7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.

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The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.

1956

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(a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralised through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.C.C. civilian supply demands will be centralised through the office of the Regional Commissioner, who will refer such demands to the local Sea Transport Officer in charge or his representative.

(b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 8 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demand through the appropriate authority in (a) above. No bids will be recognised unless stamped by the appropriate A.C.C. authority.

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10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.

11. It is requested that all signals sent by Naval Control Service Officer or other Authorities concerning the movements of schooners should be repeated to D.S.T.O.(Italy).

12. All Sea Transport Officers in charge to make a daily position signal of all schooners within their area. A weekly statement should also be forwarded by those issuing voyage permits, giving details of voyages authorised by them, stating whether Military, A.C.C. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD(ITALY)

1st. JUNE, 1944.

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As agreed at Meeting on 28th April, 1944.

DIRECTIVE FOR THE
CONTROL AND OPERATING OF ITALIAN SCHOONERS

Below are details of scheme finally agreed between the Allied and Italian Authorities for the control and operating of all Italian owned schooners.

It is requested that all authorities concerned will give their utmost co-operation to ensure complete success of the scheme and to enable this valuable tonnage to be of maximum service to the Allied War Effort.

In all cases of doubt in employment and operation of schooners, it is requested that immediate reference will be made to DSTO Italy.

1. All schooners to be registered and numbered according to C. in C. Mediterranean's 251024 January. Any craft found without registration after 30th April should be held and reported to the Senior Naval Authority of the port concerned.

2. All schooners, irrespective of size, on completion of registration will be placed in a pool and operated by DSTO Italy.

3. Each schooner will be issued with folder licence card (copy attached) to be valid for 3 months. All licences will expire on the same date and will be of different colours for consecutive quarters. The first quarter will be blue and dated from 1st April, 1944. These will be issued and stamped by DSTO Italy or his accredited representatives.

4. Voyage permits (copy attached) will be issued by DSTO Italy or by his nominees (list to follow). Permits should be signed and stamped by the authority concerned. No other type of permit will be accepted. Such permits will only be issued to vessels holding valid licence cards.

5. Routeing orders will be issued by the NCSO., USRO., (or other competent Naval authority where there is no NCSO. or USRO.) to the Master on production of voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to a minimum fine of Lire 4,000. For failing to report for voyage permits to be stamped outwards Owners are liable to confiscation of vessel. Any vessel sailing without a permit will be confiscated.

7. All schooners, excepting those used as Harbour craft, will be time chartered by the Royal Italian Government on the attached Charter party at uniform rates. Master will have a copy in his possession, which must be produced if required.

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1955

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In all cases of doubt in employment and operation of schooners, it is requested that immediate reference will be made to DSTO Italy.

1. All schooners to be registered and numbered according to C. in C. Mediterranean's 251024 January. Any craft found without registration after 30th April should be held and reported to the Senior Naval Authority of the port concerned.

2. All schooners, irrespective of size, on completion of registration will be placed in a pool and operated by DSTO Italy.

3. Each schooner will be issued with folder licence card (copy attached) to be valid for 3 months. All licences will expire on the same date and will be of different colours for consecutive quarters. The first quarter will be blue and dated from 1st April, 1944. These will be issued and stamped by DSTO Italy or his accredited representatives.

4. Voyage permits (copy attached) will be issued by DSTO Italy or by his nominees (list to follow). Permits should be signed and stamped by the authority concerned. No other type of permit will be accepted. Such permits will only be issued to vessels holding valid licence cards.

5. Routeing orders will be issued by the NCSO., USRO., (or other competent Naval authority where there is no NCSO. or USRO.) to the Master on production of voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to a minimum fine of Lire 4,000. For failing to report for voyage permits to be stamped outwards Owners are liable to confiscation of vessel. Any vessel sailing without a permit will be confiscated.

7. All schooners, excepting those used as Harbour craft, will be time chartered by the Royal Italian Government on the attached Charter party at uniform rates. Master will have a copy in his possession, which must be produced if required.

8. Schooners under 50 tons d.w. Those required for harbour work by NOICs etc., will be taken up on time charter by DSTO Italy. The remainder, after chartering by Royal Italian Government, will be handed over to CO.GE.NA. acting on their behalf, for operation. DSTO Italy reserves the right to take up any of these vessels at any time for the use of the Allied authorities. CO.GE.N A. will be responsible for collection of freight, payment of hire and the issuing of voyage permits and all necessary Orders to Masters in order to comply with instructions as above. All voyage permits will be countersigned and stamped by the authorised A.C.C. representative (list to follow) giving approval to shipment of cargo.

1955

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9. Schooners over 50 tons d.w. These will be operated solely by DSTO Italy or his representative, who will issue all voyage permits: the following procedure to be adopted:-

(a) All demands for schooners will be made in accordance with Mov. A.A.I. Adm. Ech. Working Instruction No. 16.

(b) A.C.C. Will centralise all their demands through Transportation Sub Commission, excluding movement around Sicilian and Sardinian Coasts. Transportation Sub Commission will render Freight Forms S. to Mov. A.A.I. Adm. Ech. in accordance with above working Instructions. In the case of coastal voyages around Sicily such demands will be centralised through the local Transportation Sub Commission representative who will refer such demands to the local STO in charge or his representative. In the case of coastal voyages around Sardinia A.C.C. civilian supply demands will be centralised through the Regional Commissioner who will refer such demands to the local STO in charge or his representative.

(c) All demands by Italian civilians which cannot be lifted by tonnage allocated as per clause 8 will be forwarded to CO.CE.NA. who will handle in accordance with sub-paragraph (b). No bids will be recognised unless stamped by appropriate A.C.C. authority.

10. Payment. All charter hires will be settled with owners by CO.CE.NA. or their representative and no individual payments should be made to Masters. DSTO Italy will be responsible for settlement with Royal Italian Government.

11. It is requested that all signals sent by NCSO or other Authorities concerning movements of schooners should be repeated to DSTO Italy.

12. All STOs in charge to make a daily position signal of all schooners in their area. A weekly statement should also be forwarded with details of voyages authorised by them, stating whether military, A.C.C. or civilian, in order that freight can be collected against hire where applicable.

The above scheme should be in full operation by latest 15th May, 1944 and any vessel found trading and not complying with the above regulations will be stopped and the matter referred to DSTO Italy, for action.

13. ~~Agreed and approved by C. in C. Mediterranean.~~

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SECRET

No. 52.

MEDITERRANEAN SHIPPING BOARD (ITALY)

MINUTES OF AN EXTRAORDINARY MEETING HELD AT 1700 HOURS ON 28TH APRIL, 1944.

Present: Mr. R. Nicol, in the Chair
Captain R. A. Trevor R.N.
Commander MacKewn R.N.R.
Lt. Commander R. G. Wardrop R.N.R.
Lt. Commander A. G. Grimsey R.N.V.R.
Brigadier R. W. Fellowes
Lt. Colonel G. Ackerley
Colonel T. Keller, U.S. Army
Mr. J. C. Hogarth
Major Glanville, A.C.C.
Captain M. Hay, A.C.C.
Miss M. M. Michie, Secretary.

512. SCHOONERS. Mr. Nicol explained that this extraordinary meeting had been called in order to discuss and approve the draft Directive for the Control and Operating of Italian Schooners, copies of which were passed to members, for prior perusal, at the last MEDBO (Italy) meeting. A copy of the Directive that was finally agreed is attached hereto.

The Directive was discussed paragraph by paragraph as follows:-

PREAMBLE.

Para. 1. Agreed.

Para. 2. As "Allied Authorities" do not include Italian Authorities the Board decided to delete the word "Allied". Otherwise agreed.

Para. 3. "as to procedure" to be deleted. It was pointed out that MEDBO is a purely advisory body and as such does not issue instructions. It was therefore agreed to exclude "acting on behalf of MEDBO".

DIRECTIVE.

Para. 1. Agreed.

Para. 2. Agreed with the exclusion "under instructions from MEDBO".

Para. 3. It was decided that to avoid confusion and possible loopholes only one authority should be responsible for issuing licence cards and therefore the last sentence should read "These will be issued and stamped by DSTO Italy or his accredited representatives". It was agreed that all STOs of ports would act as representatives of DSTO Italy. 1954

Para. 4. The Board agreed to delete "acting on behalf of MEDBO" and replace "or by such departments as nominated by him" with "or by his nominees". Last sentence for "should" read "will", and add "Such permits will only be issued to vessels holding valid licence cards.

Para. 5. Agreed with deletion of "Allied".

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Brigadier R. W. Fellowes
Lt. Colonel G. Ackerley
Colonel T. Fuller, U.S. Army
Mr. A. C. Hogarth
Major Glanville, A.C.C.
Captain M. Hay, A.C.C.
Miss M. M. Michie, Secretary.

512. SCHOONERS. Mr. Nicol explained that this extraordinary meeting had been called in order to discuss and approve the draft Directive for the Control and Operating of Italian Schooners, copies of which were passed to members, for prior perusal, at the last MEDBO (Italy) meeting. A copy of the Directive that was finally agreed is attached hereto.

The Directive was discussed paragraph by paragraph as follows:-

PREAMBLE.

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Para. 2. As "Allied Authorities" do not include Italian Authorities the Board decided to delete the word "Allied". Otherwise agreed.

Para. 3. "as to procedure" to be deleted. It was pointed out that MEDBO is a purely advisory body and as such does not issue instructions. It was therefore agreed to exclude "acting on behalf of MEDBO".

DIRECTIVE.

Para. 1. Agreed.

Para. 2. Agreed with the exclusion "under instructions from MEDBO".

Para. 3. It was decided that to avoid confusion and possible loopholes only one authority should be responsible for issuing licence cards and therefore the last sentence should read "These will be issued and stamped by DSTO Italy or his accredited representatives". It was agreed that all STOs of ports would act as representatives of DSTO Italy.

1954

Para. 4. The Board agreed to delete "acting on behalf of MEDBO" and replace "or by such departments as nominated by him" with "or by his nominees". Last sentence for "should" read "will", and add "Such permits will only be issued to vessels holding valid licence cards.

Para. 5. Agreed with deletion of "allied".

Para. 6. After some discussion as to the best and most effective method of penalising offenders in order to remove any incentive to disregard reporting arrivals and departures, the Board decided that a fine was sufficient penalty for failure to report inwards, but that omission to have permits stamped for outward voyage must be severely dealt with, and considered the confiscation of the vessel to be the only means firstly of reducing such a possibility and secondly of providing a sufficiently weighty punishment for offenders. It

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was agreed to delete "allied" and insert "minimum" before "Time of Hire 4,000." Last sentence to read "For drilling to depart for voyage, permits to be stamped outwards Owners are liable to confiscation of vessel". And add "Any vessel sailing without a permit will be confiscated."

Para. 7. For "should...Should" read "will...must". Agreed.

Para. 8. It was stated that these schemata under 50 d.w.tons are chartered by Royal Italian Government and operated by C.C.C.M.A. on their behalf, but that MSTO Italy has the right to take them up at any time for the Allied authorities. The first sentence was altered accordingly. It was decided to change the order of words in the second sentence and in the third to substitute "authorised" for "local" and insert "list to follow" after "representative". Agreed.

Para. 9. Sub para. (a) Agreed.
(b) Insert "their" after "all" and delete "which.... in charge". Regarding movement around Sicilian and Sardinian coasts it was decided that demands for the former would be centralised through local Transportation Sub Commission, and for the latter through the Regional Commissioner as no Transportation Sub Commission exists in Sardinia. Two additional sentences to this effect were inserted at the end of this sub paragraph.
(c) It was pointed out that as all other demands pass through Transportation Sub Commission those received by C.C.C.M.A. should do likewise and not be sent straight to MSTO. After considerable discussion the Board agreed to let this clause stand with amendments.

Para. 10. Agreed, with insertion of "charter" before "hires".

Para. 11. Agreed.

Para. 12. Agreed, with substitution of "where applicable" for "if necessary".

Next para. For "should" read "will". Line 2. Agreed.

Para. 13. The Board decided that if the Directive were to operate effectively it must be signed by a person with wider powers of authority than those at present suggested. Although Vice Admiral, Malta, was in control of the whole area concerned they thought that someone more "au courant" with the intricacies of the position should sign the document and considered this should be C. in C. Mediterranean. It was suggested that the correct procedure would be for MEDTO (Italy) to forward the Directive to MEDBO, Algiers, for their agreement and publication as an AFHQ Administrative Memorandum, approved by C. in C. Mediterranean. The Board agreed.

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COPY.

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

FROM: MWTR MED
151010B 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 AFHQ 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 EXPENDITURE.

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. 953 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.

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

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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 AFHQ 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 EXPENDITURE.

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.

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.

953

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15 1010B April.

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

Declassified E.O. 12356 Section 3.3/NND No. 785020

ALLIED CONTROL COMMISSION,

SHIPPING SUB-COMMISSION.

31st March, 1944.

To: CHIEF STAFF OFFICER,
ECONOMIC SECTION.
(Copy to DIRECTOR, NAVAL SUB-COMMISSION)

1. In the endeavour to achieve the most efficient running of the Italian Merchant Marine that it was anticipated would be found in Italy at the time of the invasion it was the preconceived policy of the Ministry of War Transport and War Shipping Administration that a Committee of practical and experienced Italian shipping men should be constituted to advise the Italian Governmental Department concerned in the Merchant Marine.

2. As early as last November attempts were made by the senior Representatives of the M.W.T. and W.S.A. to constitute such a Committee and negotiations reached the point of submitting names of shipowners to the Under Secretary of Marine which for various reasons were not found to be acceptable. In the course of time the COMITATO ITALIANO GESTIONE NAVI was formed. This was advised to the Mediterranean Shipping Board at the end of January, the functions were outlined but no official disclosure was made of the names of those forming the Committee. It has transpired that the Committee has been made up of the following : Admiral Casardi, Commander Mattolli, Dr. Sarnella, M. Paretti, Admiral Petrusselli. On numerous occasions at our meetings with this Board we have requested that we receive official information as to the exact constitution of the Board but this has not been forthcoming. Regular meetings have been held with the CO.GE.NA and Mr. Nicol and myself, when a wide variety of subjects were discussed and endeavours made to reach solutions on day to day difficulties which arose in connection with Italian ships.

3. Under date 28th March Admiral Casardi has written to me that in consideration of a new system which has been put into force in connection with CO.GE.NA, Admiral Barone has advised him that his work as President is no longer necessary. I have not yet been advised of what this new system is, nor indeed when the new system became active.

4. On the 24th March I wrote to Commodore Palmer, Director of Naval Sub-Commission, suggesting that in view of the general dissatisfaction which Admiral Barone has given he should be removed from office, and Admiral Casardi succeed him. This submission has been forwarded to Flag Officer Taranto and Liaison Italy, with concurrence to the suggestion by both Commodore Palmer and Admiral Morse, Flag Officer Western Italy.

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5. It must be recorded that up to the present there has been neglect in management in all branches of Italian shipping, both on the part of the Italian Ministerial Authorities and CO.GE.NA, this latter authority being thwarted in all its efforts by the Under Secretary of Marine himself. As it must be admitted that, so far, politics have entered largely into the whole question, and that the same reason may well make it unpalatable for anyone to assume responsibility

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6. One method by which this could be achieved would be the abolition of the Under Secretaryship of Marine and the substitution of a Director General of Merchant Marine, directly responsible to the Minister of Marine. The Director General would have as his advisors a body of members from the shipping industry whose reponsibility would be to attend to all practical and technical matters, thi duty being essential to meet the policy laid down in London and Washington.

/7.

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7. As constituted the Allied Authority in Italy devolves upon the Allied Control Commission through its Naval and Shipping Sub-Commissions, and it is therefore requested that the following memorandum is submitted to the Chief Commissioner for consideration :

..." i. Consequent on the failure to render complete collaboration on the part of Vice Admiral F. Barone as Under Secretary to the Merchant Marine it has been found desirable to take action to remove him from his present appointment.

ii. In order to secure a continuity of contact with a competent Italian authority divorced from major governmental or political issues, it is for consideration whether the office of the Under Secretary for Marine should be maintained or if a lesser position should be substituted.

iii. Should the latter course be adopted it is submitted that Admiral Casardi be appointed as Director General of the Merchant Marine to administer the Italian merchant fleet on behalf of the Minister of Marine.

iv. In compliance with the policy laid down by the Ministry of War Transport, London, and the War Shipping Administration, Washington, it is desirable that definite instructions are issued on the highest level that the Italian Mercantile Marine authority is instructed to create an advisory body comprised of experienced representatives from all sections of the Italian Shipping industry. This Committee to be responsible for the efficient husbandry of Italian vessels. "...

(Sgd.) IAN D. CAMPBELL.

DIRECTOR
SHIPPING SUB-COMMISSION.

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ALLIED CONTROL COMMISSION.

SHIPPING SUB-COMMISSION.

Schooner Traffic.

Consideration has been given to the question of the manner in which the best use of the Italian schooner fleet may be accomplished and the Shipping Sub-Commission are of the opinion that the following scheme is one by which the potential carrying power of the vessel may be placed quickly at the disposal of the Allied Authorities.

1. The Italian schooner fleet is broadly divided into three distinct classes:-

(a) vessels with a deadweight capacity of 250-500 tons capable of Mediterranean trading;

(b) vessels with a capacity of 60-150 tons deadweight for general Italian coastwise traffic;

(c) vessels for local traffic carrying from 10-60 tons deadweight.

For the most part the fleet is fitted with auxiliary motors.

2. It is considered that to obtain the maximum use of these vessels a uniform system of control must be established throughout the whole of liberated Italy, Sicily and Sardinia. It is, therefore, proposed that those schooners not required for purely operational purposes, e.g. minesweeps, are withdrawn from their present operators and placed under the control of MEDSO or its nominees.

3. The principle that all demands for shipping space must be channelled through G.4 (Shipping) Branch, A.F.H.Q., Advanced Echelon, has already been accepted. In this manner the major movements in schooner traffic aroun the Italian coast have been catered for, and known programmes of military and civil supplies can be carried under efficient control.

It must, however, be acknowledged that large quantities of cargo originating in the various districts and provinces of Italy, which are consumed relatively locally, will make demands for carriage in vessels as in paras. 1(b) and 1(c) above.

4. Experience in Sicily and adjacent ports in Calabria has shown that it is a misuse of schooners to endeavour to supply densely populated areas from long distances with these craft. It is for this reason that a system of Central Control with regional representation, which should incorporate the existing Italian Governmental and civilian agencies together with the competent local Allied Authority, is desirable. At the same time every endeavour should be made to deliver ocean borne traffic as near to its ultimate destination as possible. In this connection consideration should be given to fuller use being made of Messina, Reggio, Crotone and other ports which can accommodate ocean going ships.

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5. It is suggested that for the purpose of regional representation the Italian theatre should be divided into the following areas - Naples, Bari, Taranto, Calabria, Catania, Palermo, Sardinia, and eventually Rome. These regions coincide roughly with the Italian divisions of responsibility of the organisation of the Under Secretary for the Italian Merchant Marine, whereby each district is under the direct control of a Colonel of the Port (Colonello di Porto) who has subsidiary Captains of the Port in the several ports in his area.

6. Under existing Italian law the Master of any vessel arriving at any port must report immediately on arrival to the Captain of the Port. Through this agency the Regional Control can govern the position by granting or denying clearance.

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7. To form an effective link between the individual schooners and the Regional Representation it is proposed that an approved Central Agent is appointed in each region. The Central Agent will be an Italian experienced in shipping and will be nominated by the Coaster Section of the Italian Shipping Committee (the Committee formed by the Under Secretary of the Italian Merchant Marine for the operation of all Italian ships). The Central Agent will in turn appoint on behalf of the I.S.C. sub-agents in each of the smaller ports. The agents and sub-agents will be dependent on the Italian Shipping Committee for their remuneration.

8. In order to stimulate desirable private traffic and thus create employment amongst the civil population, it is suggested that local Chambers of Commerce are revived to form an "exchange" through which all bids for inward or outward cargo will pass for approval or otherwise by the local Allied Authority. Until such time as the Chambers are re-established the sub-agents will perform this function. Priority private traffic can only be carried when tonnage is available surplus to Service or AMG/ACC requirements, and all vessels must remain subject to immediate production for operational requirements should they arise.

9. Each Regional Representation will be co-ordinated and supervised by an officer of the Shipping Sub-Commission, A.C.C., whose function will be to deal with all matters within his region affecting the carriage of goods by sea. The Shipping Sub-Commission Officer will maintain close liaison with the representatives of War Shipping Administration and/or Ministry of War Transport, and be responsible by means of the appropriate Italian authority to the S.S.C. for vessels within his region being equipped and in all respects ready for their next employment.

In this connection, as fuel, stores, provisions, etc., for the schooners must originate from Allied sources, a large measure of control can be exercised through their supply. The estimated requirement for each month should be presented to the Shipping Sub-Commission by the Italian Shipping Committee by the 15th of each preceding month.

10. It will be the duty of each Central Agent to furnish the S.S.C.O. at regular intervals with details of all vessels under repair or on slip within his area; also to obtain and advise S.S.C.O. of information regarding programmes which ship repairers and slipowners may have for vessels to be dealt with within the coming month.

11. At the outset freights payable on all cargo carried, whether Service, A.M.G. or civil, should be paid as per Sicilian tariff now in force, a copy of which is attached hereto. It may transpire that this tariff will require to be modified to meet changing conditions.

12. It is desirable that, subject to particular demands, the largest sized vessels are maintained for use in the movement of sizeable demands arising through G.4 Shipping. Experience gained will quickly show where regular lines should be established with the medium size vessels, while the smaller class ships should be based as far as possible on their own ports and

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Shipping Committee for their consideration.

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10. It will be the duty of each Control Agent to furnish the S.S.C.O. at regular intervals with details of all vessels under repair or on slip within his area; also to obtain and advise S.S.C.O. of information regarding programmes which ship repairers and slipowners may have for vessels to be dealt with within the coming month.

11. At the outset freights payable on all cargo carried, whether Service, G.I.C. or civil, should be paid as per Sicilian tariff now in force, a copy of which is attached hereto. It may transpire that this tariff will require to be modified to meet changing conditions.

12. It is desirable that, subject to particular demands, the largest sized vessels are maintained for use in the movement of sizeable demands arising through G.4 Shipping. Experience gained will quickly show where regular lines should be established with the medium size vessels, while the smaller class ships should be based as far as possible on their own ports and utilised in local traffic.

13. It will be necessary that all communications as such are placed at the disposal of S.S.C. Officers, and Courier Service facilities where existing should be available to the Italian Colonels of the Port organisation.

14. It is requested that addressees will comment on this scheme prior to its presentation to the Allied Control Commission for promulgation.

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ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
APO 394

16/12/43

NUMBERED MEMORANDA:
NO. 47.

PLAN FOR OPERATION OF AUXILLARY MOTOR SCHOONERS IN SICILIAN WATERS.

1. Basic Policy.

a. Re-establishment and rehabilitation of merchant shipping operations through the local Italian Shipping agencies, i.e. the Capitaneric, Agenti Marittimi and Ship-owners under supervision of AMG.

2. Operations.

a. Capitaneric. The Capitaneric (Port Captains) will be re-established in Sicilian ports not devoted exclusively to military or naval operations and will carry on their usual functions under the supervision of the local Senior Civil Affairs Officers. It is contemplated that, in addition thereto, for the purpose of facilitating the salvage of sunken craft within Sicilian waters, the Capitaneric will be empowered to supervise, co-ordinate and initiate salvage operations within their respective jurisdictions. They will have to secure the necessary clearances from the military naval authorities through the local Senior Civil Affairs Officer, and will have to maintain complete records covering all operations for the future adjustment of claims. A directive will be issued later in this connection.

b. Agenti Marittimi. A representative group of maritime agents will be established in a central booking office at Palermo and Catania and will perform their normal essential functions under the supervision of the AMG officer having jurisdiction.

(1) Cargo. All cargo will be booked through this central office in accordance with priorities established by the Economics and Supply Division, Region I Headquarters, and at uniform freight tariffs established by AMG Headquarters Region I, (Freight Tariff Schedule attached, Appendix #1). AMG cargo will, of course, have the highest priority but freight will be paid by AMG on the same basis as those charged for commercial shipments. The attached schedule of freight tariffs has been proposed by representative Italian Maritime Agents and will be strictly enforced throughout Region I though subject to subsequent adjustment if circumstances demand. The control of all cargo movements may thus be maintained through this central office by spot checks and requiring of copies of all manifests. 1350

(2) Vessels. All vessels available to regional operations will be allocated to specific trades by the Shipping Division, Region I Headquarters, after consultation with the Economics and Supply Division, Region I Headquarters, and placed at the disposition of the central agency concerned for operation. The control of these vessels will thus be maintained by specific allocations to certain

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(2) Vessels. All vessels available to regional operations will be allocated to specific trades by the Shipping Division, Region I Headquarters, after consultation with the Economics and Supply Division, Region I Headquarters, and placed at the disposition of the central agency concerned for operation. The control of these vessels will thus be maintained by specific allocations to certain trades between named ports and by co-ordination with the Capitanerie.

(3) Compensation of Agents. The central booking agencies will receive by way of compensation a commission of 6% outward and 1% inward, both on gross freight booked.

c. Ship-Owners. The vessels will be operated by the ship-owners who will receive their compensation as normally out of freight receipts. They will likewise assume all responsibilities, financial and otherwise, regarding the operation, maintenance, repairs, insurance, etc., of same.

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3. Through the machinery outlined above, the necessary control, both over the movement of cargo as well as the vessels, can be maintained, while the problem of operations will remain in the hands of the Italians. The plan likewise has the additional attributes of flexibility and uniformity, thus facilitating the movement of essential supplies from areas of surplus to areas of shortage and placing into gainful occupation the greatest number of people.

(Sgd.) CHARLES POLETTI
Lt. Colonel
Regional Civil Affairs Officer

DISTRIBUTION:

B

Commandant, NOB, Palermo	- 1
DMTR, Catania	- 1
MMT Liaison, AMG, Palermo	- 1
Colonnello di Porto, Palermo	- 1
Colonnello di Porto, Catania	- 1
MMTR, Mod	- 1
WSA Agents, Palermo	- 1
Acting Director of Shipping, Naples	- 1
ATS, 10th P. of E.	- 1
SPARES	- 35

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NUMBERED MEMORANDA 47.

APPENDIX 1.

FOR DISTANCES WITHIN	50 MILES	100 MILES	150 MILES	200 MILES	250 MILES
Category I	350 L.	385 L.	425 L.	465 L.	525 L.
Category II	280 L.	310 L.	340 L.	375 L.	425 L.
Category III	235 L.	260 L.	285 L.	315 L.	350 L.
Category IV	175 L.	200 L.	225 L.	250 L.	275 L.

A ..... Increase of 50%

B ..... Increase of 100%

Minimum B/L freight 500 kilos.

Weight of single packages not to exceed 300 kilos; for heavier packages up to one ton, there is a 10% increase. For further heavier lifts, freight rates to be agreed upon.

A reduction on freight of 20% will be allowed for full cargoes of the same commodity.

The present tariff applies to voyages between safe ports. An increase of 20% should be charged when loading or discharging place is an open beach; 40% if both loading and discharging places are open beaches.

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NUMBERED MEMORANDA 47.

APPENDIX 1 (contd.)

COMMODITY.		CATEGORY.
Accessori e parti macchine (engine accessories and parts)		I
Acciaio - ritagli e rottami (steel - shavings and turnings)		III
Acchiughe salate in fusti (anchovies - salted in casks)		II
Aceto in fusti (vinegar in casks)		III
Aglio (garlic)		III
Acido citrico (citric acid)		I
Acido tartarico (tartaric acid)		II
Agro di limone - crudo o cotto (lemon juice - crude or concentrated)	b.	III
Agro di arance - crudo o cotto (orange juice - crude or concentrated)		II
Agrumi (citrus fruits)		
Limoni - arance - mandarini (Lemons - oranges - tangerines)		II
in salamoia (in brine)		III
Paccia di vino in sacchi (argols in bags)		III
Arredi di casa e masserizie usate (household goods; used)		I-B
Asfalto (asphalt)		IV
Avena (oats)	b.	IV
Birra - in bottiglie in casse (beer - bottled in cases)		II
Birra - in barili (beer - in barrels)		III
Bitume - in fusti (bitumen - in casks)		III

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Acciughe salate in fusti (anchovies - salted in casks)	...	...	...	II
Aceto in fusti (vinegar in casks)	...	...	...	III
Aglio (garlic)	...	...	...	III
Acido citrico (citric acid)	...	...	...	I
Acido tartarico (tartaric acid)	...	...	...	II
Agro di limone - crudo o cotto (lemon juice - crude or concentrated)	...	...	b.	III
Agro di arancio - crudo o cotto (orange juice - crude or concentrated)	...	...		II
Agrumi (citrus fruits)				
Limoni - arance - mandarini (Lemons - oranges - tangerines)	...	...	...	II
in salamoia (in brine)	...	...	...	III
Feccia di vino in sacchi (argols in bags)	...	...	...	III
Arredi di casa e masserizie usate (household goods; used)	...	...	...	I-E
Asfalto (asphalt)	...	...	...	IV
Avena (oats)	...	...	...	b. IV
Birra - in bottiglie in casse (beer - bottled in cases)	...	...	...	II
Birra - in barili (beer - in barrels)	...	...	...	III
Bitume - in fusti (bitumen - in casks)	...	...	...	III
Caffe - in sacchi (coffee - in bags)	...	...	...	II
Calce spenta - in sacchi (lime - slacked in bags)	...	...	...	IV
Carbone vegetale (charcoal)	...	...	...	III-A
Carbone fossile (coal)	...	...	...	IV
Carrube (carob beans)	...	...	...	III-A

Declassified E.O. 12356 Section 3.3/NND No. 785020

COMMODITY.	CATEGORY.
Carta da giornale (newspaper paper)	III
Carta da imballo (wrapping paper)	III
Castagne (chestnuts)	III
Ceci (chickpeas)	III
Cemento (cement)	IV
Cipolle e cipollino (onions)	III
Conserva di pomidoro (tomato sauce)	III
Conserve alimentari (preserves)	II
Cordami (cordages)	II
Cotone - balle pressate (cotton - in pressed bales)	III-B
Crine vegetale (vegetable fibre)	III-B
Crusca e cruschello (bran and pollard)	IV-A
Essenze (essences)	I-B
Fagioli secchi (haricot beans - dried)	III
Farina di grano (grain flour)	III
Farina di mandorle (almond flour)	I
Farine e semole (flour and farina)	III
Fave secche (beans - dried)	III
Ferro in lavori (ironware)	II
Ferro - rottami (iron - scraps)	IV
Fichi secchi (figs - dried)	II
Formaggi (cheese)	II
Frumento (grain)	IV
Frutta secca (dried fruit)	II
Gesso (gypsum)	IV
Lana grezza - in balle (raw wool - in bales)	II-B

1948

Declassified E.O. 12356 Section 3.3/NND No. 785020

Cipolle e cipollino (onions)	III
Conserve di pomidoro (tomato sauce)	III
Conserve alimentari (preserves)	II
Cordami (cordages)	II
Cotone - balle pressate (cotton - in pressed bales)	III-B
Crine vegetale (vegetable fibre)	III-B
Crusca e cruscello (bran and pollard)	IV-A
Essenze (essences)	I-B
Fagioli secchi (haricot beans - dried)	III
Farina di grano (grain flour)	III
Farina di mandorle (almond flour)	I
Farine e semole (flour and farina)	III
Fave secche (beans - dried)	III
Ferro in lavori (ironware)	II
Ferro - rottami (iron - scrap)	IV
Fichi secchi (figs - dried)	II
Formaggi (cheese)	II
Frumento (grain)	IV
Frutta secca (dried fruit)	II
Gesso (gypsum)	IV
Lana greggia - in balle (raw wool - in bales)	II-B
Legname (wood):	
Segati (sawn)	II
Tronchi (timbers)	III
Liquirizia - pasta o bastoni (liquorice - paste or sticks)	I
Liquirizia - radici in balle (liquorice - roots in bales)	II
Lupine (lupines)	III

1948

Declassified E.O. 12356 Section 3.3/NND No. 785020

COMMODITY.	CATEGORY.
Liquori - in casse (liquors - in cases)	I
Liquori - in fusti (liquors in casks)	II
Manna.	I
Marmite	II
Marsala wine:	
in bottiglie - in casse (bottled in cases) ...	II
in fusti (in casks) ...	III
in damigiane (in demijohns) ...	I
Mattoni (tiles)	III
Medicinali (medicinals)	I-A
Meloni (melons)	III
Olio d'oliva (olive oil)	
in casse (in cases)	II
in fusti (in casks)	III
Olio industriale (industrial oil)	III
Olio di solfuro (sulphur oil)	III
Olive in salamoia (olives in brine)	III
Olive secche (olives - dried)	II
Orzo (barley)	IV
Pasta alimentare in casse (macaroni in cases) ...	III
Patate (potatoes)	IV
Pelli conciate o salate (skins, tanned or salted)	II
Pelli secche (skins dried)	II-A
Pesci conservati in fusti (preserved fish in casks)	II
Pietra calcarea (limestone)	IV
Pistacchio - sgusciato (shelled pistachios) ...	I
Pistacchio con guscio (unshelled pistachios) ...	II
Pomodori (tomes)	II-A

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Mannite	
Marsala vino:	II
in bottiglie - in casse (bottled in cases) ...	III
in fusti (in casks) ...	I
in damigiane (in demijohns) ...	III
Mattoni (tiles)	I-A
Medicinali (medicinals)	III
Meloni (melons)	
Olio d'oliva (olive oil)	II
in casse (in cases)	III
in fusti (in casks)	III
Olio industriale (industrial oil)	III
Olio al solfur (sulphur oil)	III
Olive in salmoia (olives in brine)	II
Olive secche (olives - dried)	IV
Orzo (barley)	III
Pasta alimentare in casse (macaroni in cases) ...	IV
Patate (potatoes)	II
Pelli conciate o salate (skins, tanned or salted)	II-A
Pelli secche (skins dried)	II
Pesci conservati in fusti (preserved fish in casks)	IV
Pietra calcarea (limestone)	I
Pistacchio - sgusciato (shelled pistachios) ...	II
Pistacchio con guscio (unshelled pistachios) ...	II-A
Pneumatici (tyres)	III
Panico (panico)	
Molita - in sacchi o barili (ground in bags or barrels)	IV-A
Pezzame - in sacchi o botti (stone in bags or barrels)	III
Riso (rice)	III-A
Sacchi vuoti (empty bags)	IV
Salgemma (rock-salt)	

7861

Declassified E.O. 12356 Section 3.3/NND No. 785020

COMMODITY.	CATEGORY.
Sale marino (salt)	IV
Sapone grezzo (soap)	III
Sapone - in scatole (soap - in boxes) ...	II
Scope (brooms)	III-A
Scorze di agrumi in salamoia (citrus peel in brine)	IV
Scorze di agrumi - secche (citrus peel - dried)	IV-D
Senape; semolino, scagliola (mustard; linseed, bird seeds)	IV
Silicato di soda (sodium silicate)	IV
Sommacco in foglia (sumac - leaves) ...	IV-D
Sommacco - molito (sumac - ground) ...	III
Stracci (rags)	III-D
Sughero - grezzo cascami (cork-wood - raw, corkwaste)	IV-D
fino in balle pressate (slabs in pressed bales)	II
Tabacco - in foglia (tobacco - leaves) ...	II
Tabacco - manifatturato (tobacco - manufactured)	I-D
Tessuti di lana e lino (tissues woollen and linen)	I
Tessuti - di cotone (tissues - cotton) ...	II
Tessuti - di seta (tissues - silk) ...	I-D
Turaccioli di sughero (corks) ...	II-D
Uva - fresca (fresh grapes)	II
Uva - secca (dried grapes)	I
Vermouth - in damigiane (in demijohns) ...	I
bottiglie in casse (bottled in cases)	II
in fusti (in casks) ...	III
Vino (wine) ...	III

1947

Declassified E.O. 12356 Section 3.3/NND No. 785020

Scope (brooms)	III-A
Scorze di agrumi in salamoia (citrus peel in brine)	IV
Scorze di agrumi - secche (citrus peel - dried)	IV-B
Senape; semolino, scagliola (mustard; linseed, bird seeds)	IV
Silicato di soda (sodium silicate)	IV
Sommacco in foglia (sumac - leaves) ...	IV-B
Sommacco - polito (sumac - ground) ...	III
Stracci (rags)	III-B
Sughero - greggio cascami (corkwood - raw, corkwaste)	IV-B
fino in balle pressato (slabs in pressed bales)	II
Tabacco - in foglia (tobacco - leaves) ...	II
Tabacco - manifatturato (tobacco - manufactured)	I-B
Tessuti di lana e lino (tissues woollen and linen)	I
Tessuti - di cotone (tissues - cotton) ...	II
Tessuti - di seta (tissues - silk) ...	I-B
Turaccioli di sughero (corks) ...	II-B
Uva - fresca (fresh grapes)	II
Uva - secca (dried grapes)	I
Vermouth - in damigiane (in demijohns) ...	I
bottiglie in casse (bottled in cases)	II
in fusti (in casks) ...	III
Vino (wine)	
in fusti (in casks)	III
bottiglie in casse (bottled in cases) ...	II
Zolfo (sulphur)	IV
Zucchero (sugar)	III

1947

Declassified E.O. 12356 Section 3.3/NND No. 780030

Declassified E.O. 12356 Section 3.3/NND No. 785020

SHIPPING

File No.
31/SSO

Serial 32.

27 June 1944.

R-E-S-T-R-I-C-T-E-D.

From: Naval Sub-Commission, Allied Control Commission.
To : Legal Sub-Commission, Allied Control Commission.

Subject: Status of schooners.

Enclosure: (A) DSTO, Italy ltr s/187/6 of 31 May 1944.
(B) HQ. AAI, CMF ltr ST/1/7/3 of 25 May 1944,
and appendices 'A', 'B', 'C', 'D', 'E'.

1. Enclosed herewith are documents relative to Italian schooners presently under Royal Army Service Corps control.

2. Flag Officer Taranto and Adriatic Liaison, Italy, has requested that all papers be forwarded to the Legal Sub-Commission, A.C.C. for establishment of the hire status of each vessel.

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

cc. Nav Rep NSC, Rome
FOTALI

1946

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

FROM: DIVISIONAL SEA TRANSPORT OFFICER, ITALY.

DATE: 31st May, 1944. Ref. S/187/6

TO : F. O. T. S. L. I.

SUBJECT: Schooners

The enclosed copy of a letter from D.D.S.T., H.Q. A.A.I., gives a list of various craft which are considered to be prizes of war, or whose status is in doubt.

It is requested that this list may be examined with a view to establishing the hire position of each vessel where applicable, on a definite basis, and that I may be informed of a decision regarding those of doubtful status.

S.O.S.C. to
D.S.T.O. ITALY

1945

RESTRICTED:

SUBJECT: Schooners - Prizes of War.

H.Q. A.M.I.C., C.M.F.
SM/mb

25 May 44

D.S.I.S. (ITALY(2 copies)

Ref your S/7/5 dated 2 May 44.

1. Information regarding schooners, operated by M.A.S.C., which are either considered to be prizes of war, or the status of which is in doubt, has been obtained from all available sources, and is forwarded herewith as requested.

Relative Documents Attached.

2. (803) PADRE PIERO ('Y' Motor Tpt Coy)

(a) Taken over by 247 Motor Boat Coy from S.S.T.O. SYRACUSE, as prize vessel, 16 August 43.

S.S.T.O. SYRACUSE letter dated 16 Aug 43. (APPENDIX 'A')

(b) Now manned by Italian Crew paid by RASC.

(c) No arrangements made with owners.

3. (833) CLEANTO: (845) MARIA; (847) MILIND (809) SALONIA (full name understood to be CASTELLO SALONIA) (All 'Y' Motor Tpt Coy)

N.O.I.C. CROTONE letter dated 23 Sept 43. (APPENDIX 'B')

(a) Taken over by N.O.I.C. CROTONE 23 Sept 43 for employment by 247 Motor Boat Coy.

(b) CLEANTO and MARIA manned by Italian Crews paid by RASC.

MILIND manned by Italian Crew paid by RASC, until 14 Apr 44; manned by Partisan crew (unpaid) since that date.

SALONIA manned by Yugoslav civilian crew paid by RASC, until 7 Apr 44; since that date manned by Partisan crew (Unpaid).

(c) No arrangements made with owners.

1944

4. (806) PALMA; (847) SS SAN GIUSEPPE. (Both 'Y' Motor Tpt Coy).

N.S.I.O. SICILY letter dated 12 Nov 43. (APPENDIX 'C')

(a) Handed over by S.S.T.O. CATANIA to S.S.C. H.Q. No. 1 District (SICILY), 12 Nov 43, as questionable prizes of war.

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Declassified E.O. 12356 Section 3.3/NND No. 789020

		Relative Documents Attached.
2.	(803) PAINE RITERO ('Y' Motor Tpt Coy)	H.S.F.O. SYRACUSE letter dated 16 Aug 43. (APPENDIX 'A')
	(a) Taken over by 247 Motor Boat Coy from S.S.F.O. SYRACUSE, as prize vessel, 16 August 43.	
	(b) Now manned by Italian Crew paid by BASC.	
	(c) No arrangements made with owners.	
3.	(833) GILANTO; (845) MENTA; (847) MILINO (809) SALONIA (full name understood to be CARMELO SALONIA) (All 'Y' Motor Tpt Coy)	N.O.I.C. CROTONE letter dated 23 Sept 43. (APPENDIX 'B')
	(a) Taken over by N.O.I.C. CROTONE 23 Sept 43 for employment by 247 Motor Boat Coy.	
	(b) GILANTO and MENTA manned by Italian Crews paid by BASC.	
	MILINO manned by Italian Crew paid by BASC, until 14 Apr 44; manned by Partisan crew (unpaid) since that date.	
	SALONIA manned by Yugoslav civilian crew paid by BASC, until 7 Apr 44; since that date manned by Partisan crew (Unpaid).	
	(c) No arrangements made with owners.	
4.	(805) MARINA; (807) FE SAN GIUSEPPE. (Both 'Y' Motor Tpt Coy).	1944 S.S.F.O. CATANIA letter dated 12 Nov 43. (APPENDIX 'C')
	(a) Handed over by S.S.F.O. CATANIA to S.A.T. H.Q. No. 1 District (SICILY), 12 Nov 43, as questionable prizes of war.	
	(b) Both vessels manned by Italian crews, paid by BASC.	
	(c) No arrangements made with owners.	
5.	(936) NATA ('Y' Motor Tpt Coy)	N.O.I.C. AUGUSTA ltr dated 31 Aug 43 and S.S.F.O. AUGUSTA letter dated 31 Aug 43. (APPENDIX 'D')
	(a) Handed over to 247 Motor Boat Coy by S.S.F.O. AUGUSTA. 31 Aug. 43 as prize of war.	
	(b) Manned by Italian crew paid by BASC	
	(c) No arrangements made with owners.	

/contd.

Declassified E.O. 12356 Section 3.3/NND No. 785020

(c) (652) SAN GIOVANNI ('I' Water Tpt Coy)

Taken over Palermo, 27 Dec 43. It is understood that legal ownership was disputed in an Italian Court of Law in December 43, and that an award was made in favour of Signora and Perosilla S/A.

Relative Documents Attached.

6. It is requested that any decisions that may be made as to (262) MARIETTA C. (247 Water Boat Coy) and (-) SAN ANTONIO ('I' Water Tpt Coy)

D.D.S.T. No. 1 District letter ST/SD/513 dated 23 Nov 43, and U.S. Naval Operating Base letter, Serial 651, dated 7 Dec 43. (APPENDIX 'E').

(a) Handed over to 247 Water Boat Coy by Commandant, Naval Operating Base, U.S. Navy, PALERMO, 8 Sept 43. These vessels were not taken over as Prizes of war, but no proof of ownership has been presented, nor have any payments been made.

(b) MARIETTA C manned by NAOC personnel. SAN ANTONIO manned by Italian crew paid by NAOC.

7. The following vessels are also noted in view of their doubtful status:-

(a) (725) AIMA ('X' Water Tpt Coy).

Taken over at TRAPANI 30 Dec 43. The crew of the vessel had been imprisoned for looting A.M.G. Cargo; now manned by Italian crew payd by NAOC.

(b) (99) SIRIGNA ('X' Water Tpt Coy).

Taken over from Lieut W.C. TOBEY, U.S.N.R., 25 Dec 43, at MARSALA. The original crew has been kept on board and paid at a monthly rate.

(c) (652) SAN GIOVANNI ('I' Water Tpt Coy)

Taken over at Palermo, 27 Dec 43. It is understood that legal ownership was disputed in an Italian Court of Law in December 43, and that an award was made in favour of Signora and Perosilla S/A.

8. It is requested that any decisions that may be made as to the status of the above mentioned schooners should be communicated to this Directorate.

J. F. Duffy Major

f. Brigadier,
D.D.S.T.

1943

S-O-S-E

Declassified E.O. 12356 Section 3.3/NND No. 785020

of war, but no proof of ownership has been presented, nor have any payments been made. (APPENDIX 'E').

(b) MARIETTA G manned by RASC personnel.
SAN ANTONIO manned by Italian crew paid by RASC.

7. The following vessels are also noted in view of their doubtful status:-

(a) (765) ALBA ('X' Water Tpt Coy).

Taken over at ISCHIA 30 Dec 43. The crew of the vessel had been imprisoned for looting A.M.G. Cargo; now manned by Italian crew payd by RASC.

(b) (92) GIORGINA ('E' Water Tpt Coy).

Taken over from Lieut [redacted], TORNT, U.S.N.R., 25 Dec 43, at [redacted]. The original crew has been kept on board and paid at a monthly rate.

(c) (852) SAN [redacted] (' ' Water Tpt Coy)

Taken over at Palermo, 27 Dec 43. It is understood that legal ownership was disputed in an Italian Court of Law in December 43, and that an award was made in favour of Signa and Porcella S/A.

8. It is requested that any decisions that may be made as to the status of the above mentioned salvagers should be communicated to this Directorate.

J. M. Saffie Major

f. Brigadier,
D.D.S.T.

1943

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

APPENDIX 'A' TO H.Q. A.A.I. LETTER
ST/3/7/3 dated 25 MAY 44

C O P Y.

OFFICE OF THE SBTC SYRACUSE

DATE: 16 AUGUST 1943.

Re Auxiliary schooner "FAMEE ETENKO" of 44.69 GRT 34.16 NRT of about 75 tons U.S. and registered at the port of SYRACUSE (certificate No. 413).

HEREAS this vessel formerly owned by GIOVANNI FAIENZO was seized in MAZZA in the name of H.M. Majesty's Government upon the occupation of the port of SYRACUSE and now acting upon the instructions received by me delivery of the said vessel is being made to-day for operational purposes.

2. Attached is an inventory of vessels fittings at this date.

(SGD) ? ? ?

Commander R.N.V.R.
S.B.T.O. SYRACUSE.

Countersigned as having received delivery of the said vessel.

C.C. 247 Motor Boat Coy

R.A.F.

1942

Declassified E.O. 12356 Section 3.3/NND No. 785020

APPENDIX 'D' TO H.Q. A.A.I.
LETTER
ST/A/D/2 dated 25 MAY 41

SECRET

NAVY HOUSE,
CROTONE.
23rd September, 1943.

I have been authorised by the Commander-in-Chief, Mediterranean, and Flag Officer, Sicily to take over the schooners MARIA, MILANO, and CARMELO, now lying in CROTONE Harbour. It is hoped that the Italian Merchant Seamen who now man these craft will continue to do so.

2. It is the intention that these craft should be employed by 247 Motor Boat Coy RASC. Capt G.H.J. BENN will be in charge for sailing these craft from CROTONE.

(Sgd) - REILLY M. MICHAEL,
Commander, R.N.
Naval Officer-in-Charge.

1941

Declassified E.O. 12356 Section 3.3/NND No. 785020

APPENDIX 'C' TO H.Q. A.A.I. LETTER
ST/2/7/3 dated 25 MAY 44

COPY

S & T SQ. No. 1 DETACHMENT

DATE: 12 NOVEMBER, 1943.

FROM: SUPERINTENDING SEA TRANSPORT OFFICER, SICILY.

SUBJECT MARIA PORTO SALVO - PATRONCA SAN CRISTOFO - SALINA.

In accordance with your request the above three Italian Schooners are handed over to you with present crews. Duplicate Articles and crew lists are attached.

The crews have been paid up to 31 Oct 43.

These vessels were found abandoned at MESSINA and have been operated as Prizes.

The status of these vessels is now, due to Italy's position, in some doubt but whether Prize of Requisition does not effect their operation.

(Sgd.) ? ?
Commander, R.N.
SSTO, SICILY

Copy to: NOIC MESSINA
PSTO Naval
Nav & Tn MESSINA
Ping Officer Liaison, TARANTO
Claims & Hiring, CATANIA.

1940

Declassified E.O. 12356 Section 3.3/NND No. 735020

CONFIDENTIAL

APPENDIX 'B' TO H.Q. A.A.I. LETTER
CE/A/7/1 dated 25 MAY 44

OFFICE OF THE NAVAL OFFICER IN
CHARGE - AUGUSTA

31 August, 1943.

Memorandum No. 137/43

The Sea Transport Officer, AUGUSTA.

By virtue of the powers vested in me as Admiralty Marshal I have seized as Prize of War in the name of His Britannic Majesty's Government the schooners

RITA
CARMEN

formerly in the possession of the Italian Government.

I hereby discharge these vessels into your control.

(Sgd) R.J. WARNE,
CAPTAIN, R.N.

Captain G.M.J. BUSH, RA
247 Motor Boat Coy.

The schooners RITA and CARMEN are further transferred to you as representative of 247 Motor Boat Coy.

(Sgd). S.T. MASON,
Lieutenant-Commander, R.N.
Sea Transport Officer - AUGUSTA.

(Sgd) G.M.J. BUSH, CAPT RA
247 Motor Boat Coy.

1939

APPENDIX "B" TO H.Q. A.A.I. LETTER
ST/1/2 dated 25 MAY 44

COPY

H. Q. No. 1 DISTRICT

ST BRANCH

SUBJECT: - Prize Craft.

ST/1D/513
Tel Auto 15604
23 Nov 43

Commandante,
Naval Operating Base,
U. S. Navy
PALERMO

W.T. 93 MARIETTA C.
M.T. 94 GIANNINA

W.T. 95 MADONNA DI POMPEI
M.T. 96 SAN ANTONIO

The above craft were handed over from you to Capt [illegible] of the 227 Motor Boat Coy RASC on 8 Sept 43. Would you please state whether these craft were seized as prize or requisitioned by you. If they were requisitioned is payment being made? If so to whom?

(Sgd) J. M. ARCHIBALD, Maj

for colonel,
Deputy Director of Supplies and Transport.

1st Ind.

H.Q. P.N.:

MM/A17-10

Serial: 651

MMD/mlm

U. S. NAVAL OPERATING BASE
Palermo-Sicily.

7 December, 1943.

From: Commandant
To : Deputy Director of Supplies and Transport, H.Q. No. 1 District; ST Branch.

Subject: - Native Craft.

1938

Reference: (a) - Letter of DDST dated 23 Nov 43 ST/1D/513 Tel Auto 15604.

1. The native craft referred to in(a) were not seized as prizes of war. As these craft belonged to private individuals, a verbal invitation had been extended the owners, through their masters, to present proof of ownership for requisitioning purposes. This was in accordance with instructions from higher authority.

2. [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785020

Commandante,
Naval Operating Base,
U. S. Navy
PALERMO

W.T. 93 MARIANTA C. W.T. 95 MADONNA DI POMPEI
W.T. 94 GIANNINA W.T. 96 SAN ANTONIO

The above craft were handed over from you to Capt [illegible] of the 247 Motor Boat Coy RASC on 8 Sept 43. Would you please state whether these craft were seized as prize or requisitioned by you. If they were requisitioned is payment being made? If so to whom?

(Sgd) J. M. ARCHIBALD, Maj
for colonel,
Deputy Director of Supplies and Transport.

Inth Ml.

COPY:

MED/mhm

MB/A17-10 U. S. NAVAL OPERATING BASE
Palermo-Sicily.
7 December, 1943.

Serial: 651

From: Commandant
To : Deputy Director of Supplies and Transport, U.S. No. 1 District; ST French.

1938

Subject: - Native Craft.

References: (a) - Letter of DRST dated 23 Nov 43 ST/TD/513 Tel Auto 15604.

1. The native craft referred to in(a) were not seized as prizes of war. As these craft belonged to private individuals, a verbal invitation had been extended the owners, through their masters, to present proof of ownership for requisitioning purposes. This was in accordance with instructions from higher authority.

2. When the craft were relinquished by this base, no proof of ownership had been presented, therefore no requisition forms were issued and no payment had been made.

(Sgd) T. DOUGHTY, Jr.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

ALLIED CONTROL COMMISSION
NAVAL SUB-COMMISSION
Navy House, Taranto, Italy

File No.
31/TOO

Serial 20.

27 June 1944.

From: Naval Sub-Commission, Allied Control Commission.
To : Legal Sub-Commission, Allied Control Commission.

Subject: Status of schooners.

Enclosure: (A) CATO, Italy ltr 3/1n7/3 of 31 May 1944.
(B) Hq. AAI, GHP ltr GT/1/7/3 of 20 May 1944,
and appendices 'A', 'B', 'C', 'D', 'E'.

1. Enclosed herewith are documents relative to Italian schooners presently under Royal Army Service Corps control.

2. Flag Officer Taranto and Adriatic Liaison, Italy, has requested that all papers be forwarded to the Legal Sub-Commission, A.C.C. for establishment of the hire status of each vessel.

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

cc. Nav Rep NSC, Rome
(Commodore Palmer. RN)
FOTALI

1937

Declassified E.O. 12356 Section 3.3/NND No. 785020

C.O.P.Y

FROM: DIVISIONAL SEA TRANSPORT OFFICER, ITALY.

DATE: 31st May, 1944. Ref. S/187/6

TO : F. C. T. A. L. I.

SUBJECT: Schooners

The enclosed copy of a letter from D.P.B.T., H.Q. A.F.I., gives a list of various craft which are considered to be prizes of war, or whose status is in doubt.

It is requested that this list may be examined with a view to establishing the hire position of each vessel where applicable, on a definite basis, and that I may be informed of a decision regarding those of doubtful status.

S.O.S.C. to
D.P.T.O. ITALY

1936

RESTRICTED:

SUBJECT: Schooners - Prizes of War.

H.Q. A.A.I., C.M.F.
S/7/3

25 May 44

D.S.T.O. (ITALY(2 copies)

Ref your S/7/5 dated 2 May 44.

1. Information regarding schooners, operated by R.A.S.C., which are either considered to be prizes of war, or the status of which is in doubt, has been obtained from all available sources, and is forwarded herewith as requested.

Relative Documents Attached.

2. (803) PADRE MIKEO ('Y' Water Tpt Coy)

(a) Taken over by 247 Water Post Coy from D.S.T.O. SYRACUSE, as prize vessel, 16 August 43.

(b) Now manned by Italian Crew paid by RASC.

(c) No arrangements made with owners.

S.S.T.O. SYRACUSE letter dated 16 Aug 43. (APPENDIX 'A')

3. (833) GILARDO; (845) MARIA; (847) MILINO (809) SALONIA (Full name understood to be CARMELO SALONIA) (All 'Y' Water Tpt Coy)

(a) Taken over by N.O.I.C. CROTONE 23 Sept 43 for employment by 247 Water Post Coy.

(b) GILARDO and MARIA manned by Italian Crews paid by RASC.

MILINO manned by Italian Crew paid by RASC, until 14 Apr 44; manned by Partisan crew (unpaid) since that date.

SALONIA manned by Yugoslav civilian crew paid by RASC, until 7 Apr 44; since that date manned by Partisan crew (Unpaid).

(c) No arrangements made with owners.

N.O.I.C. CROTONE letter dated 23 Sept 43. (APPENDIX 'B')

4. (806) PALERMA; (807) FR SAN GIUSEPPE. (Both 'Y' Water Tpt Coy).

(a) Handed over by S.S.T.O. CATANIA to S.N.F. H.Q. No. 1 District (SICILY), 12 Nov 43, as questionable prizes of war.

S.S.T.O. SICILY letter dated 12 Nov 43. (APPENDIX 'C')

1935

Declassified E.O. 12356 Section 3.3/NND No. 785020

obtained from all available sources, and is forwarded herewith as requested.

		Relative Documents Attached.
2.	(802) PATRE ETERNO ('Y' Motor Tpt Coy)	
	(a) Taken over by 247 Motor Boat Coy from S.S.T.O. SYRACUSE, as prize vessel, 16 August 43.	S.S.T.O. SYRACUSE letter dated 16 Aug 43. (APPENDIX 'A')
	(b) Now manned by Italian Crew paid by RASC.	
	(c) No arrangements made with owners.	
3.	(833) GILARDO; (845) MARIA; (847) MILINO (809) SALONIA (full name understood to be CARMELO SALONIA) (All 'Y' Motor Tpt Coy)	N.O.I.C. CROTONE letter dated 23 Sept 43. (APPENDIX 'B')
	(a) Taken over by N.O.I.C. CROTONE 23 Sept 43 for employment by 247 Motor Boat Coy.	
	(b) GILARDO and MARIA manned by Italian Crews paid by RASC.	
	MILINO manned by Italian Crew paid by RASC, until 14 Apr 44; manned by Partisan crew (unpaid) since that date.	
	SALONIA manned by Yugoslav civilian crew paid by RASC, until 7 Apr 44; since that date manned by Partisan crew (Unpaid).	
	(c) No arrangements made with owners.	
4.	(805) DAISHA; (807) PE SAN GIUSEPPE. (Both 'Y' Motor Tpt Coy).	S.S.T.O. SICILE letter dated 12 Nov 43. (APPENDIX 'C')
	(a) Handed over by S.S.T.O. CATANIA to S.T.O. H.Q. No. 1 District (SICILY), 12 Nov 43, as questionable prizes of war.	
	(b) Both vessels manned by Italian crews, paid by RASC.	
	(c) No arrangements made with owners.	
5.	(839) RITA ('Y' Motor Tpt Coy)	N.O.I.C. AUGUSTA ltr dated 31 Aug 43 and S.S.T.O. AUGUSTA letter dated 31 Aug 43. (APPENDIX 'D')
	(a) Handed over to 247 Motor Boat Coy by S.T.O. AUGUSTA. 31 Aug. 43 as prize of war.	
	(b) Manned by Italian crew paid by RASC	
	(c) No arrangements made with owners.	

1935

/contd.

Declassified E.O. 12356 Section 3.3/NND No. 785220

Relative Documents Attached.

6. (782) MARIETTA G. (247 Motor Boat Coy) and (-) SAN ANTONIO (Y' Water Tpt Coy)

(a) Handed over to 247 Motor Boat Coy by Commandant, Naval Operating Base, U.S. Navy, PALERMO, 8 Sept 43. These vessels were not taken over as Prizes of war, but no proof of ownership has been presented, nor have any payments been made. D.D.S.T. No. 1 District letter ST/1D/513 dated 23 Nov 43, and U.S. Naval Operating Base letter, Serial 651, dated 7 Dec 43. (APPENDIX 'G').

(b) MARIETTA G manned by BASC personnel. SAN ANTONIO manned by Italian crew paid by BASC.

7. The following vessels are also noted in view of their doubtful status:-

(a) (775) ALMA ('X' Water Tpt Coy).

Taken over at ISCHIA 30 Dec 43. The crew of the vessel had been imprisoned for looting A.M.G. Cargo; now manned by Italian crew paid by BASC.

(b) (99) GIORGINA ('X' Water Tpt Coy).

Taken over from Lieut [redacted]. TOMEY, U.S.N.R., 25 Dec 43, at [redacted]. The original crew has been kept on board and paid at a monthly rate.

(c) (853) SAN GERMANO ('X' Water Tpt Coy)

Taken over at Palermo, 27 Dec 43. It is understood that legal ownership was disputed in an Italian Court of Law in December 43, and that an award was made in favour of Signora and Porcella S/A.

1934

8. It is requested that any decisions that may be made as to the status of the above mentioned schooners should be communicated to this Directorate.

J. H. Raffe Major

F. Brigadier,
D.D.S.T.

C-C-P-Y

Declassified E.O. 12356 Section 3.3/NND No. 785620

Declassified E.O. 12356 Section 3.3/NND No. 735020

APPENDIX "A" TO H.Q. A.A.T. LETTER
SE/1/71/3 dated 25 MAY 44

COPY.

OFFICE OF THE SNTO SYRACUSE

DATE: 16 AUGUST 1943.

Re Auxiliary schooner "VADRE ETERNO" of 44.69 GRT 34.16 NRT of about 75 tons U.K. and registered at the port of SYRACUSE (certificate No. 433).

UNDER this vessel formerly owned by GIOVANNI PALERMO was seized in PRIZE in the name of H.M. Majesty's Government upon the occupation of the port of SYRACUSE and now acting upon the instructions received by me delivery of the said vessel is being made to-day for operational purposes.

2. Attached is an inventory of vessels fittings at this date.

(SGD) ? ? ?

Commander R.N.V.R.
S.N.T.O. SYRACUSE.

Countersigned as having received delivery of the said vessel.

G.C. 247 Motor Boat Coy

R.W.A.F.

1933

Declassified E.O. 12356 Section 3.3/NND No. 785020

APPENDIX "B" TO H.Q. A.A.I.
LETTER
ST/A/1/3 dated 25 MAY 44

2REX

NAVY HOUSE,
CROTONE.
23rd September, 1943.

I have been authorised by the Commander-in-Chief, Mediterranean, and Flag Officer, Sicily to take over the schooners MARIA, MILITO, and CARMELO, now lying in CROTONE Harbour. It is hoped that the Italian Merchant Seamen who now man these craft will continue to do so.

2. It is the intention that these craft should be employed by 247 Motor Boat Coy RASC. Capt G.P.J. BEVIN will be in charge for sailing these craft from CROTONE.

(Sgd) - ROBLEY M. NICHOLL,
Commander, R.N.
Naval Officer-in-Charge.

Declassified E.O. 12356 Section 3.3/NND No. 785020

APPENDIX 'C' TO H.Q. A.M.I. LETTER
ST/1/7/3 dated 25 MAY 44

SECRET

S & T HQ. No. 1 DISTRICT

DATE: 12 NOVEMBER, 1943.

FROM: SUPERINTENDING SEA TRANSPORT OFFICER, SICILY.

SUBJECT MARIA PUNTO SALVO - PATRIARCA SAN GIUSEPPE - BALENA.

In accordance with your request the above three Italian Schooners are handed over to you with present crews. Duplicate Articles and crew lists are attached.

The crews have been paid up to 31 Oct 43.

These vessels were found abandoned at MESSINA and have been operated as Prizes.

The status of these vessels is now, due to Italy's position, in some doubt but whether Prize of Requisition does not affect their operation.

(Sgd.) ? ?
Commander, R.N.
SNFO, SICILY

Copy to: NOIC MESSINA
FSTO Med
Nov & Tn MESSINA
Flag Officer Liaison, TARANTO
Claims & Hiring, CATANIA.

1931

Declassified E.O. 12356 Section 3.3/NND No. 785020

APPENDIX 'B' TO H.Q. A.A.T. LETTER
SS/3/7/21 dated 25 MAY 44

COPY

OFFICE OF THE NAVAL OFFICER IN CHARGE - AUGUSTA

31 August, 1943.

Memorandum No. 1274/21

The Sea Transport Officer, AUGUSTA.

By virtue of the powers vested in me as Admiralty Marshal I have seized as prize of war in the name of His Britannic Majesty's Government the schooners:

RITA
CARMEN

formerly in the possession of the Italian Government.

I hereby discharge these vessels into your control.

(Sgd) H.J. HARDY,
CAPTAIN, R.N.

Captain O.E.J. BEER, RA
247 Motor Boat Coy.

The schooners RITA and CARMEN are further transferred to you as representative of 247 Motor Boat Coy.

(Sgd). E.P. [illegible],
Lieutenant-Commander, R.N.
Sea Transport Officer - AUGUSTA.

(Sgd) O.E.J. BEER, CAPT RA
247 Motor Boat Coy.

APPENDIX 'B' TO H.Q. A.A.F. LETTER
ST/A/M/3 dated 25 MAY 44

COPY

H. Q. No. 1 DISTRICT

ST BRANCH

SUBJECT: - Prize Craft.

ST/10/513
Tel Auto 15604
29 Nov 43

Commandante,
Naval Operating Base,
U. S. Navy
PALERMO

M.T. 93 MORETTA C.
M.T. 94 GIANFINA

M.T. 95 MARCHESA DI FORFFI
M.T. 96 SAN ANTONIO

The above craft were handed over from you to Capt [illegible] of the 267 Motor Boat Coy RASC on 6 Sept 43. Would you please state whether these craft were seized as prize or requisitioned by you. If they were requisitioned is payment being made? If so to whom?

(Sgd) J. M. ARCHIBALD, Maj

for colonel,
Deputy Director of Supplies and Transport.

Int'h Ed.

COPY:

HP/A17-10

PHD/mdn

U. S. NAVAL OPERATING BASE
Palermo-Sicily.

7 December, 1943.

Serial: 651

From: Commandant
To : Deputy Director of Supplies and Transport, H.Q. No. 1 District; ST Branch.

Subject: - Native Craft.

References: (a) - Letter of DDST dated 29 Nov 43 ST/10/513 Tel Auto 15604.

1. The native craft referred to in(a) were not seized as prizes of war. As these craft belonged to private individuals, a verbal invitation had been extended the owners, through their masters, to present proof of ownership for requisitioning purposes. This was in accordance with instructions from higher authority.

2. When the craft were requisitioned by this base no proof of ownership

Declassified E.O. 12356 Section 3.3/NND No. 798020

Commandante,
Naval Operating Base,
U. S. Navy
PALERMO

M.T. 93 MARINETTA C. M.T. 95 MADONNA DI POMPEI
M.T. 94 GIANNINA M.T. 96 SAN ANTONIO

The above craft were handed over from you to Capt BENE of the 247 Motor Boat Coy RASC on 8 Sept 43. Would you please state whether these craft were seized as prize or requisitioned by you. If they were requisitioned is payment being made? If so to whom?

(Sgd) J. M. ARCHIBALD, Maj

for colonel,
Deputy Director of Supplies and Transport.

Intls Fd.

C O P Y:

PRD/mdm

MB/A17-16 U. S. NAVAL OPERATING BASE
Palermo-Sicily. 7 December, 1943.

Serial: 651

From: Commandant
To : Deputy Director of Supplies and Transport, A.F. No. 1 District;
ST Branch.

Subject: - Native Craft.

Reference: 9a - Letter of DRST dated 23 Nov 43 ST/TP/513 Tel Auto 15604.

1. The native craft referred to in(a) were not seized as prizes of war. As these craft belonged to private individuals, a verbal invitation had been extended the owners, through their agents, to present proof of ownership for requisitioning purposes. This was in accordance with instructions from higher authority.

2. When the craft were relinquished by this base, no proof of ownership had been presented, therefore no requisition forms were issued and no payment had been made.

(Sgd) L. MAHONEY, Jr.

1930

Declassified E.O. 12356 Section 3.3/NND No. 789020

Declassified E.O. 12356 Section 3.3/NND No. 785020

81 copy

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
Legal Sub-Commission
APO 394

3 Jul 44

ACC/4081/L

SUBJECT: Status of Schooners.

TO : Naval Subcommission, ACC, ADV HQ,

1. Ref your letter 27 June 1944 (File No. S1/NSC Serial 32).

2. Under date of 28 May 1944 (Ref ACC/4081/L we submitted opinion (Subject Motor Schooner "Del Fredo" in response to your request (your letter 11 May 1944 A14-2/ACC Serial (195)).

3. Your present inquiry covers the same general subject matter, but requires more definitive advice as to specific vessels with respect to the hire status of each.

4. Unfortunately we have no naval literature in our office upon which we can predicate an opinion as requested. Diligent inquiry of local naval authorities was unproductive in this connection. Accordingly we are presently unable to submit an opinion in less general terms than contained in ours 28 May 1944 (above).

5. Legal navy personnel would undoubtedly be able to supply the opinions desired but there are none such in the vicinity of this Headquarters.

6. Under the circumstances we are endeavouring to contact navy personnel at Naples in the hope of securing the necessary naval literature on this subject.

7. Meanwhile will you kindly advise us which if any of the craft referred to come within the category of "vessels employed in coasts fisheries and small boats employed in local trade".

/s/t/ MARC J. GROSSMAN, Lt
for Chief Legal Officer.

1092.9

Original forwarded to CINSON-TARANTO 7-7-44

COPY

O.N.I. No. 1-96-1943

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ISSUED BY THE INTELLIGENCE DIVISION
OFFICE OF CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT

INTELLIGENCE REPORT

Serial 49-44
(Start new series each year, i. e. 1-40, 2-40)

Monograph Index Guide No. None.
(To correspond with SUBJECT given below. See O. N. I. Index Guide. Make separate report for each main title.)

From COMFAIRMED (NIU) at ATHU Date 31 January, 19 44
(Ship, fleet, unit, district, Office, station, or person)

Reference
(Directive, correspondence, previous related report, etc., if applicable)

Source Official. Evaluation B-2
(As official, personal observation, publication, press, conversation with—identify when practicable, etc.) (As reliable, doubtful, unverified, etc.)

Subject Merchant Shipping under Axis Control prior to Italian Armistice, present
(Nation reported on) (Main title as per index guide) (Subtitle) (Make separate report for each title)

BRIEF.— (Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, dates, etc.)

Enclosures: (A) List of Italian Merchant Ships over 200 Gross Tons under Allied Control.
(B) List of Italian Vessels in neutral ports.
(C) List of Italian Vessels beached, scuttled or sunk in action.
(D) List of Italian ships under German Control.
(E) List of Axis controlled merchant vessels (other than Italian) sunk in the Mediterranean.
(F) List of merchant vessels (other than Italian) operated under Axis Control in the Mediterranean and Black Seas.

1. Enclosures (A) through (F) are forwarded herewith. The information represents all data available to this Command at the present time and was derived from various official sources subsequent to 9 September 1943.

J. F. HORAN
By direction.

CNO(INTC) (2)
N-2 (2)
COMCOMDIVS
COMSTRIKFLT(Ops.)
ComdtNOS,Oran (NIO)
ComMoroccanSeaFron (NIC)
ComdtNOS, Palermo (NIO)
NO(INTC) (2)

1928

Distribution By Originator

Declassified E.O. 12356 Section 3.3/NND No. 785020

(As necessary to identify when practicable, etc.)

Subject Merchant Shipping under Axis Control prior to [illegible]

(Nation reported on) (Main title as per index guide) (Subtitle) (Make separate report for each title)

BRIEF.— Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, dates, etc.)

Enclosures: (A) List of Italian Merchant Ships over 200 Gross Tons under Allied Control.
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J. F. HORAN
By direction

CNO(INT) (2)
N-2 (2)
COMINCH
COMSERVICE(Ops.)
ComMEDNOS,Oran (SIO)
CoMercedenCenMed (NIC)
SICILY, Italy
ComMEDNOS, Palermo (SIO)
NO(I)Med. (2)
File. (3)

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Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serials 49-44

MIC No. None.
31 January 1944

List of Italian Merchant Ships from 300 gross tons under Allied Control.

(NOTE: P.S.T.O. used below stands for Principal Sea Transport Office).

Vessel	Tonnage	Type	Remarks.
ABBAZIA	3706	Cargo	Algiers 1/9/44 Operated under PSTO control.
ABRAZIA	1594	Ferry	At Brindisi.
ABRUZZI	680	Tkr	
ACILIA	326	Coaster	Naples 1/9/44 " " " control.
ADRIA	3809	Passr	Captured by Allies in Italian Somaliland 2/10/41.
AEQUITAS	5335	Cargo	Portaleza Brazil 11/5/43.
AFRICANA	5869	Cargo	Recife Nov. 43.
AIDA LAURO	6007	Cargo	Recife Nov. 43.
ALBERTA	5500	Cargo	In U.S. at outbreak of war.
ALBINSOLA	4097	Cargo	In Cagliari for repairs 1/9/44. Under PSTO control.
AMELIA LAURO	5735	Cargo	Interned in Birmingham 3/8/40.
ANDREA	11600	Cargo	Interned at Dunston 5/27/40.
ANDREA CONTARINI	1417	Coaster	Taranto for repairs. Under PSTO control.
ANDREA GRITTI	6398	Cargo	Trans Atlantic Service 1/9/44.
ANGELINA LAURO	5787	Cargo	Interned Liverpool 6/3/40.
ANNABELLA	5999	Tanker	Bizerta 1/9/44. Under PSTO control.
ANNA CAPANO	1216	Coaster	Brindisi 1/9/44. " " "
ANTONIO LIMONCELLI	4574	Cargo	San Luis De Maranhao Brazil Nov., 43.
APUANIA	308	Coaster	Algiers 1/9/44. Operated by PSTO.
ARGENTINA	5014	Cargo	Porto Empedocle. Under PSTO control 1/9/44.
ARNO	635	Tanker	At Bari.
ARSA	5500	Cargo	In U.S. at outbreak of war.
ARSIA	736	Coaster	Augusta/Naples.1/9/44. Under PSTO control.
ASSUNZIONE	4536	Cargo	Taranto 1/9/44. Under PSTO control.
AUSSA	5500	Cargo	In U.S. at outbreak of war.
AUCTORITAS	5228	Cargo	Rio de Janeiro Nov., 43.
AUGUSTA	5702	Cargo	Bahia Brazil 11/3/43/
BARBARA G.	6600	Cargo	Interned at Tyne 5/27/40.
BELVEDERE	6000	Cargo	In U.S. at outbreak of war.
BUTTERFLY	5127	Cargo	Recife Nov., 43.
CALABRIA	9515	Cargo	Captured by Allies in Puget Harbor June, 1940.
CAMPIDOGLIO	3792	Cargo	Sunk in LEVKAS canal. Now at Brindisi repairing, about ready.
	2668	Coaster	Under PSTO control.

1927

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ABBAZIA	3706	Cargo	Algiers 1/9/44 Operated under PSTO control.
ABRAZIA	1594	Ferry	At Brindisi.
ABRUZZI	680	Tkr	
ACILIA	328	Coaster	Naples 1/9/44 " " " control.
ADRIA	3809	Passr	Captured by Allies in Italian Somaliland 2/10/41.
AEQUITAS	5935	Cargo	Portaleza Brazil 11/5/43.
AFRICANA	5869	Cargo	Recife Nov. 43.
AIDA LAURO	6007	Cargo	Recife Nov. 43.
ALBERTA	5500	Cargo	In U.S. at outbreak of war.
ALBISOLA	4097	Cargo	In Cagliari for repairs 1/9/44. Under PSTO control.
AMELIA LAURO	5735	Cargo	Interned in Immingham 9/8/40.
ANDREA	11600	Cargo	Interned at Dunston 5/27/40.
ANDREA CONTARINI	1417	Coaster	Taranto for repairs. Under PSTO control.
ANDREA GRITTI	6338	Cargo	Trans Atlantic Service 1/9/44.
ANGELINA LAURO	5787	Cargo	Interned Liverpool 6/3/40.
ANNARELLA	5999	Tanker	Bizerta 1/9/44. Under PSTO control.
ANNA CAPANO	1216	Coaster	Brindisi 1/9/44. " " "
ANTONIO LIMONCELLI	4574	Cargo	San Luis De Maranhac Brazil Nov., 43.
APUANIA	300	Coaster	Algiers 1/9/44. Operated by PSTO.
ARGENTINA	5014	Cargo	Porto Empedocle. Under PSTO control 1/9/44.
ARNO	635	Tanker	At Bari.
ARSA	5500	Cargo	In U.S. at outbreak of war.
ARSIA	736	Coaster	Augusta/Naples.1/9/44. Under PSTO control.
ASSUNZIONE	4536	Cargo	Taranto 1/9/44. Under PSTO control.
AUSSA	5500	Cargo	In U.S. at outbreak of war.
AUCTORITAS	5228	Cargo	Rio de Janeiro Nov., 43.
AUGUSTA	5702	Cargo	Bahia Brazil 11/3/43/
BARBARA G.	6600	Cargo	Interned at Tyne 5/27/40.
BELVEDERE	6000	Cargo	In U.S. at outbreak of war.
BUTTERFLY	5127	Cargo	Recife Nov., 43.
CALABRIA	9515	Cargo	Captured by Allies in Puck at Harbor June, 1940.
CAMPIDOGLIO	3792	Cargo	Sunk in LEVKAS canal. Now at Brindisi repairing, about ready.
CAPOMELE	3660	Coaster	Under PSTO control.
CHERSO	3998	Cargo	Augusta 1/9/44 Under PSTO control.

ENCLOSURE (A)

-1-

SECRET

1927

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 49-44

MEC No. None.
31 January 1944

List of Italian Merchant Ships over 200 gross tons under Allied Control (cont'd).

Vessel	Tonnage	Type	Remarks
CITRICO	5161	Tanker	Taranto 1/9/43. Repairs required.
CITTA DI ALASSIO ANTONIA	2493	Coaster	Algiers 1/9/43 Under ESTO control.
CLARA	5500	Cargo	In U.S. at outbreak of war.
CONTE BIANCAMANO	23255	Passr	In Balboa 6/5/40. Held by U.S.
CONTE GRANDE	25760	Passr	Interned at Brazil.
CORA	349	Coaster	Operated under ESTO control.
COSTANTE C	834	Coaster	Taranto 1/9/43 under ESTO control.
COSTANZA F.	234	Coaster	Operated under ESTO control.
DORA C.	5843	Tanker	Taranto 1/9/43. Repairs required.
DUCHESSA D'AOSTA 1/10/42	7872	Passr	Captured by Allies off S. Isabel Port E. Africa.
ELIOS	5200	Cargo	Interned at Newcastle 5/28/40.
ENRICO	1817	Coaster	Bizerta. Under ESTO control.
EOLO	704	Coaster	At Haifa.
ERICA	4700	Cargo	Interned Liverpool 5/25/40.
ESQUILINO	8657	Passr	Captured by Allies at Aden 6/9/40.
EUGENIA CHOUX	1830	Coaster	Naples 1/9/44. Under ESTO control.
FANNY BRUNNER	2566	Coaster	Bizerta 1/9/44. " " "
FEDE	5814	Cargo	Interned at Marino 6/10/40.
FELIX	5930	Cargo	Interned at Haifa 1/10/40.
FELLA	7000	Cargo	In U.S. at outbreak of war.
FIRENZE	3952	Coaster	Palermo 1/9/44. Under ESTO control.
FRANCO MARTELLI	10595	Tanker	Recife Brazil Nov. 43.
FRISCO	4610	Tanker	Ceara Brazil Nov. 43.
FUEGO R.	6654	Tanker	Gibraltar 1/9/43 Repairs required.
GABELLA'S	6584	Cargo	Interned Liverpool 5/31/40.
GENOVESCA I	1200	Coaster	Palermo 1/9/44 Under ESTO control.
GIAMPAOLO	958	Coaster	Bizerta 1/9/44 Under ESTO control.
GIOACCHINO LAURO	5300	Cargo	Interned Newcastle 5/29/40.
GIUSE' REE DORICO	1008	Coaster	Bizerta 1/9/44. Under ESTO control.
GLORIA G	354	Motor/Sail	Palermo 12/43 Under ESTO control.
GOGGIAM	1934	Coaster	Bari. Repairs required.
GUIDONIA	5100	Cargo	Interned in U.S. 5/9/41.
HIMA	6000	Cargo	At Sender Abbas, Persian Gulf. Probably in allied hands.
INCROTOTO	1845	MS/Sail	Bastia 1/9/44 Under ESTO control.
ISERIA	2900	Tanker	Brindisi. Returned for Axis Petroleum Control.
ITO	1518	Coaster	Cagliari 1/9/44. Under ESTO control.
IVANOE	1246	Coaster	Malta 1/2/44. Operated under ESTO control.
LAURA C.	5500	Cargo	In U.S. at outbreak of war.
LAURO LAURO	5787	Cargo	Ceara Brazil 11/43.

1926

Declassified E.O. 12356 Section 3.3/NND No. 785020

CONTE BIANCAMANO	23233	Freight	At Capetown 6/5/43. Sold by G.
CONTE GRANDE	23700	Freight	Interned at Brazil.
CORA	347	Coaster	Operated under PSTO control.
COSTANTE C	834	Coaster	Taranto 1/9/43 under PSTO control.
COSTANZA F.	238	Coaster	Operated under PSTO control.
DORA C.	5843	Tanker	Taranto 1/9/43. Repairs required.
DUCHESSA D'AOSTA 1/10/42	7972	Passr	Captured by Allies off S. Isabel Port W. Africa.
EL SOB	5280	Cargo	Interned at Casablanca 5/29/40.
ENRICO	1817	Coaster	Bizerta. Under PSTO control.
EOLO	704	Coaster	At Haifa.
ERICA	4700	Cargo	Interned Liverpool 5/26/40.
ESQUILINO	6657	Passr	Captured by Allies at Aden 6/9/41.
FAMIGLIA CROCE	1230	Coaster	Naples 1/9/43. Under PSTO control.
FANNY BRUZZO	2366	Coaster	Bizerta 1/9/43 " " "
FEDE	3811	Cargo	Interned at Bergen 6/10/40.
FELCE	5498	Cargo	Interned at Haifa 1/10/40.
FELIA	7000	Cargo	In U.S. at outbreak of war.
FIRENZE	2952	Coaster	Palermo 1/9/43. Under PSTO control.
FRANCO MARINELLI	10535	Tanker	Recife Brazil Nov. 43.
FRIGGO	4610	Tanker	Ceara Brazil Nov. 43
FULGO P.	6654	Tanker	Gibraltar 1/9/43 Repairs required.
GARIBALDO	6584	Cargo	Interned Liverpool 5/31/40.
GIUSEPPINA I	1200	Coaster	Palermo 1/9/43 Under PSTO control.
GRANAGLIO	398	Coaster	Bizerta 1/9/43 Under PSTO control.
GIOACCHINO MURAT	5280	Cargo	Interned Newcastle 5/29/40.
GRUPPO PER DESERTO	1008	Coaster	Bizerta 1/9/43. Under PSTO control.
GLORIA G	954	Motor/Sail	Palermo 12/43 Under PSTO control.
GOZZIAM	1954	Coaster	Basic. Repairs required.
GUIDONIA	5100	Cargo	Interned in U.S. 6/9/41.
HILDA	6000	Cargo	At Border Abbas, Persian Gulf. Probably in Allied hands.
IMPERATORE	1848	Mo/Sail	Brindisi 1/9/43 Under PSTO control.
ISONZO	8900	Tanker	Brindisi. Waterproofing - Under Petroleum section Control.
ITU	1510	Coaster	Cagliari 1/9/43. Under PSTO control.
LAVINAIO	1045	Coaster	Malta 1/11/43. Operated under PSTO control.
LAURA C	5508	Cargo	In U.S. at outbreak of war.
LAURA LAURO	5782	Cargo	Ceara Brazil 11/43
LAURANO	591	Hospital	Malta 2/11/43. Operated under PSTO control.
LAZZARO MOCENIGO	7116	Coaster	At Aden 1/11/43. " " " control
LIMA	4059	Cargo	In U.S. Pacific Coast at outbreak of war.
LEONARDO da VINCI	7145	Passr	Captured by Allies Del Tandy E. Africa. June 1940.
LETE	750	Tanker	Bari. Ready for service.

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Serial: 49-44

MID No. None.
31 January 1944

List of Italian Merchant Ships over 300 gross tons under Allied Control (cont'd)

Vessel	Tonnage	Type	Remarks
LETIZIA	391	Coaster	Bari repairs required.
LIGIA	6400	Cargo	Bahia Brazil 11/43.
LIBRATO	486	Cargo	Recife 11/43.
LUANA	1140	Coaster	Taranto Repairs required.
LUCANA	1337	Coaster	Taranto Operated under PGTO control
LUCRINO	5536	Cargo	Syracuse " " " "
MACARATA	705	Coaster	Maddalena 1/11/44 - To be changed to French flag and renamed - Operated under PGTO control.
MARIO ROSSELLI	8000	Cargo	In Allied Hands.
MARZOCCO	5105	Cargo	Interned Sunderland 6/9/40
MAS		Coaster	Cagliari. Operated under PGTO control
MESSINA	1340	Coaster	Navy Service, at Messina.
METAURO	404	Tanker	Brindisi. Ready for service as water carrier.
MINCIO	645	Tanker	Taranto. Ready for service as water-carrier.
MISENO	1298	Coaster	Taranto Repairs required.
MONTEBELLO	570	Coaster	Lampedusa 1/11/44, under PGTO control.
MONTE CUCCO	800	Grano Ship	Former German K.T. Maddalena 1/11/44. Under MEDEO control.
MONTE GRAPPA	800	" "	Former K.T. Taranto 1/11/44. Under PGTO control.
MONTE PIANA	6500	Cargo	Captured by Allies at Perim, Red Sea, 6/10/40.
MOSCARDIN	4400	Cargo	Interned Dunsean 5/29/40.
MUCIA	2472	Coaster	Taranto 1/11/44 Operated under PGTO control.
NEBBIOLO	5213	Cargo	Interned Tyne 5/29/40.
NANDO		Reefer	Taranto. Operated under PGTO control.
NETTUNO	5086	Tanker	Sicenta. 1/11/44.
NUOVO LUIGI		Coaster	Palermo 1/11/44 Under PGTO control.
OLTERRA	4995	Tanker	Gibraltar 1/11/44 Damaged.
PALLADE	1134	Coaster	Augusta 1/11/44. Operated under PGTO control.
PAOLA	6800	Cargo	Interned Tyne 5/11/40.
PAMPARO	5232	Cargo	Recife 11/43.
PELAGOSA	669	Coaster	Naples 1/11/44 Operated under PGTO control.
PELLICE	5400	Tanker	Interned Tyne 5/11/40.
PERTUSOLA	1504	Coaster	Maddalena 1/11/44 Operated under PGTO control.
PO	3935	Tanker	Taranto 12/10/43.
POLA	254	Coaster	Naples 1/11/44 Operated under PGTO

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IMPERATO	456	Cargo	Recife 11/43.
IRMA	1140	Coaster	Taranto Repairs required.
LUCIFA	1937	Coaster	Taranto Operated under PSTO control.
LUCHINO	5536	Cargo	Syracuse " " " "
MAGARATA	70 5	Coaster	Maddalena 1/11/44 - To be changed to French flag and renamed - Operated under PSTO control.
MARIO ROSELLI	8000	Cargo	In Allied Hands.
MARZOCCO	5105	Cargo	Interned Sunderland 6/9/40.
MAS		Coaster	Cagliari. Operated under PSTO control.
MESSINA	1343	Coaster	Ferry Service, at Messina.
METAURO	400	Tanker	Brindisi. Ready for service as water-carrier.
MINOIO	545	Tanker	Taranto. Ready for service as water-carrier.
MISENO	1298	Coaster	Taranto Repairs required.
MONTEBELLO	570	Coaster	Lampedusa 1/11/44, under PSTO control.
MONTE CUCCO	800	Cruise Ship	Former German K.T. Maddalena 1/11/44. Under MEDTO control.
MONTE GRAPPA	800	" "	Former K.T. Taranto 1/11/44. Under PSTO control.
MONTE PIANA	6500	Cargo	Captured by Allies at Perim, Red Sea, 5/10/40.
MOROSINI	4400	Cargo	Interned Dunston 5/23/40.
MOTIA	2473	Coaster	Taranto 1/11/44 Operated under PSTO control.
MUGGIA	5215	Cargo	Interned Tyne 5/23/40.
NAIAD		Reefer	Taranto. Operated under PSTO control.
NETTUNO	5086	Tanker	Bizerta. 1/11/44.
NUOVO LIDO		Coaster	Palermo 1/11/44 Under PSTO control.
OLTENIA	4985	Tanker	Gibraltar 1/11/44 Damaged.
PALLADE	1131	Coaster	Augusta 1/11/44. Operated under PSTO control.
PANCA	6300	Cargo	Interned Tyne 5/11/40.
PAMPANO	6292	Cargo	Recife 11/43.
PELAGOSA	669	Coaster	Naples 1/11/44 Operated under PSTO control.
PELLICE	5400	Tanker	Interned Tyne 5/11/40.
PERTUSOLA	1534	Coaster	Maddalena 1/11/44 Operated under PSTO control.
PO	2996	Tanker	Taranto 12/10/43.
POLA	254	Coaster	Messina 1/11/44 Operated under PSTO control.
POLINICE	1400	Cargo	Interned Malta 6/10/40.
POZARICA	7884	Tanker	Oran 12/44.
PRINCIPESSA GIOVANNA	8955	Hospital	Taranto 1/11/44, Operated under PSTO control.
PROSERPA	5084	Cargo	Damaged at Brindisi.

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MIL No: None.
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List of Italian Merchant Ships over 500 gross tons under Allied Control (cont'd).

Vessel	Tonnage	Type	Remarks
PROCIDA	5490	Cargo	Interned Cardiff 6/6/40.
QUARNEROLO	345	Sub.Supply	Augusta. Ready for service (ex-Jugoslav HWAR).
RAMPINO	301	Cable ship	Taranto 1/11/44 (ex Jugoslav JPIGCIA).
RECCA	5440	Cargo	Interned in "Central America".
Redd	9779	Passgr.	Captured by Allies at Fremantle, Australia, June, 1940.
RESURGIMENTO	979	Coaster	Brindisi. Repairs required.
RIMBUCI	1216	Coaster	Bizerte 1/11/44 Operated under PSTO control.
RONDINE	5077	Tanker	Taranto Not ready for service.
ROSA M.	270	Tanker	Taranto 1/11/44.
RUBICONE	4748	Cargo	Tripoli 1/11/44.
SALFORE	1593	Coaster	Augusta/Naples 1/11/44 Under PSTO control.
SAMIA I	320	Schooner	MANCHURONIA 11/17/43.
SANCHINA	793	Coaster	Taranto Repairs required.
SAN GIUSEPPE		Coaster	Messina 1/11/44 Under PSTO control.
SANTA ANDREA		Reefer	Taranto 1/11/44 Under PSTO control
SANTA CHIARA	1223	Coaster	Sardinia 1/11/44 " " "
SATURNIA	2,470	Passgr.	Under Allied control. USA
SENIO	1067	Coaster	Castellamare Under PSTO control.
SESIA	600	Tanker	Taranto. 1/11/44 Ready for Naples as Water Carrier.
SESTRIERE	5050	Cargo	Taranto. Operated under PSTO control.
SIENOE	4496	Cargo	San Antioco. Repairs required.
SILVIANA	5927	Passgr.	Captured by Allies at Capetown June 1940.
SOLIN	700	Coaster	Bizerta/Bone 1/11/44 Under PSTO control.
STELLA	4267	Cargo	Recife 11/43.
STURA	700	Tanker	Brindisi. Water Carrier.
TARVISIO	5484	Tanker	Taranto 1/11/44.
T. BASENTO		Tanker	Taranto. Not ready for service as water carrier.
TERRO	4300	Cargo	Interned Brazil s/l.
TERESA	6131	Cargo	Reported seized by Asiatic Pet. Co. at Rio De Janeiro. At Rio 11/43.
TERESA	366	Coaster	Operated under PSTO control.
TIRSO	600	Tanker	Bari 1/11/44.
TOSCANA	9442	Hospital	Taranto 1/11/44 Under PSTO control.
TRITON MARIS	1457	Coaster	Castellamare 1/11/44 Under PSTO control
TUNISINO	997	Coaster	Brindisi for dry dock 1/11/44 Under PSTO control.

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RAMPINO	345	Sub.Supply	Augusta. Ready for service (ex. Yugoslav HVAR).
	301	Cable ship	Taranto 1/11/44 (ex Yugoslav JPIECIA).
ROCCA	5446	Cargo	Interned in "Central America".
ROMA	9779	Passgr.	Captured by Allies at Fremantle Australia, June, 1940.
RONDINELLA	979	Coaster	Brindisi. Repairs required.
RONUCCI	1216	Coaster	Bizerta 1/11/44 Operated under PGTO control.
ROSINE	6077	Tanker	Taranto Not ready for service.
ROSA M.	270	Tanker	Taranto 1/11/44.
ROSICUNE	4740	Cargo	Tripoli 1/11/44.
SALVORE	1595	Coaster	Augusta/Naples 1/11/44 Under PGTO control.
SAMIA I	320	Schooner	MESTRONIA 11/17/43.
SANDRINA	793	Coaster	Taranto Repairs required.
SAN GIUSEPPE		Coaster	Messina 1/11/44 Under PGTO control.
SANTA ANDREA		Reefer	Taranto 1/11/44 Under PGTO control
SANTA CHIARA	1223	Coaster	Sardinia 1/11/44 " " "
SATURNIA	24470	Passgr.	Under Allied control. USF
SAVIO	1067	Coaster	Castellamare Under PGTO control.
SESIA	600	Tanker	Taranto. 1/11/44 Ready for Naples as Water Carrier.
SESTRIERE	6050	Cargo	Taranto. Operated under PGTO control
SFINGE	4496	Cargo	San Antiocco. Repairs required.
SICILIANA	5827	Passgr.	Captured by Allies at Capetown June 1940.
SOLIN	700	Coaster	Bizerte/Rome 1/11/44 Under PGTO control.
STELLA	4267	Cargo	Genoa 11/43.
STURA	700	Tanker	Brindisi. Water Carrier.
TARVISIO	5484	Tanker	Taranto 1/11/44.
T. RESENTO		Tanker	Taranto. Not ready for service as water carrier.
TERRO	4300	Cargo	Interned Brazil n/a.
TERESA	6131	Cargo	Reported seized by Asiatic Pet. Co. at Rio De Janeiro. At Rio 11/43.
TERESIA	366	Coaster	Operated under PGTO control.
TIRSO	600	Tanker	Bari 1/11/44.
TOSCANA	9442	Hospital	Taranto 1/11/44 Under PGTO control.
TRITON MARIS	1457	Coaster	Castellamare 1/11/44 Under PGTO control
TUNISINO	997	Coaster	Brindisi for dryd ck 1/11/44 Under PGTO control.
UGO FIORELLI		Tanker	Bari 1/11/44.
ULISSE	2226	Coaster	Brindisi 1/11/44 Operated under PGTO control.
URANO	5512	Tanker	Taranto Repairs required.

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List of Italian Merchant Ships over 200 gross tons under Allied Control (cont'd).

Vessel	Tonnage	Type	Remarks.
USTICA	403	Coaster	Palermo 1/11/44. Operated under PSTO control.
VERBANIA	6600	Cargo	Interned Port Said 6/9/40.
VOLODDA	4673	Cargo	Bari 1/11/44 Repairs required.
VITTORINO ZANIBON	1621	Tanker	Ferryville for repairs.
XXIV MAGGIO	5372	Cargo	Recife 11/43.

Following Vessels under Allied control have been changed to Yugoslav Flag, but are still operated under PSTO control.

BAKAR	300	Coaster	Named BUCCARI while in Italian hands.
GALEB	500	Coaster	" AIRONE " " " "
IVO MATKOVIC	2526	Coaster	" DIOCLEZIA NO " " " "
KUBAC	2819	Coaster	" DUBAC " " " "
KUMANOVO	1409	Coaster	" CORTU " " " "
KURCOLA		Coaster	" CURZOLA " " " "
SRBIN	982	Coaster	Ex-Constantine Borsini.
VRANJIC	1541	Coaster	Operated under PSTO control.

Following Vessels under Allied control have changed back to French Flag.

ESPIGUETTE	1109	Coaster	Named SESTLE while in Italian hands. Operated under PSTO control.
MAROC	1397	Coaster	Named LUCENA while in Italian hands. Operated under PSTO control.

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[illegible]	[illegible]	[illegible]	[illegible] Bari 6/9/43.
VITTORINO ZANIBON	1621	Tanker	Bari 1/11/44 Repairs required.
XXIV MAGGIO	5372	Cargo	Ferryville for repairs.
			Recife 11/43.

Following Vessels under Allied control have been changed to Yugoslav Flag, but are still operated under PSTO control.

BAKAR	300	Coaster	Named BUCCARI while in Italian hands.
GALEB	500	Coaster	" AIRONE " " " "
IVO MATKOVIC	2526	Coaster	" DIOCLEZZIANO " " " "
KUBAC	2819	Coaster	" DURAC " " " "
KUMANOVO	1409	Coaster	" CORTU " " " "
KURCOLA		Coaster	" CURZOLA " " " "
SREBN	982	Coaster	Ex-Constantine Zorsini.
VRANJIC	1541	Coaster	Operated under PSTO control.

Following Vessels under Allied control have changed back to French Flags.

ESPINGUETTE	1109	Coaster	Named SEZZE while in Italian hands. Operated under PSTO control.
MAROC	1937	Coaster	Named LUCERA while in Italian hands. Operated under PSTO control.

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Serial: 49-44

MIC No. None.
31 January 1944

List of Italian Vessels in Neutral Ports.

Vessel	Tonnage	Type	Remarks
AMABILITAS	5424	Cargo	At Buenos Aires 11/5/43.
ANDALUSIA	4499	Cargo	Arrived at Spain before Armistice was signed presumed interned.
ARCOLA	6300	Tanker	At Cabo Verde 11/6/43. Apparently unseaworthy as result of recent explosions.
ATLANTA	4300	Cargo	At Canary Islands - Ses Italian Ships in Axis control.
CAPO ROSA	4698	Cargo	At Buenos Aires 11/5/43.
CERVINO	4363	Cargo	At Buenos Aires 11/5/43.
CESANO	1570	Cargo	In Spain 1/6/44. Fm Fr Mediterranean Route.
CHERSA	5346	Tanker	Las Palmas 11/4/43.
DANTE	4901	Cargo	At Buenos Aires 11/5/43.
EDERA	5254	Cargo	At Spanish port 1/6/44
FONTANISTELLA	4865	Cargo	At Nechoches Argentine 11/5/43.
GAETA	4457	Cargo	At Spanish port 1/6/44.
GERACHI(A)	5900	Cargo	Cabo Verde 11/6/43.
GERUSALEMME	8051	Cargo	Lorenco Marquez 11/5/43.
GIANFRANCO	3181	Cargo	At Buenos Aires 11/5/43.
IDA	5500	Cargo	At Canary Islands.
INES CORRADO	5159	Cargo	At Bahia Blanca Argentine 11/5/43.
ISONZO	5841	Cargo	Villa Cisneros Spanish West Africa 6/11/43.
LAVORO	7886	Tanker	At Cartagena Spain 11/5/43.
LUCIA C	6129	Cargo	Vigo 11/19/43.
MARISTELLA	4862	Cargo	Nechoches, Argentine 11/5/43.
PALORIUM	5914	Cargo	" " "
SANTATERESSA MARIA	6096	Cargo	In 'South America'.
SANGRO	8000	Tanker	At Canary Islands.
TARGETE	4700	Tanker	At Cabo Verde 11/6/43.
TESEO	4966	Cargo	At Buenos Aires 11/5/43
VALDARNO	5696	Cargo	" " " "
VOLENTAS	5596	Cargo	Nechoches Argentine 11/5/43.

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ARUCAS	5700	Tanker	At Canary Islands - Unseaworthy as result of secret explosions.
ATLANTA	4800	Cargo	At Canary Islands - Sue Italian ships in Axis control.
CAPO ROSA	4698	Cargo	At Buenos Aires 11/5/43.
CERVINO	4363	Cargo	At Buenos Aires 11/5/43.
CESANO	1570	Cargo	In Spain 1/6/44. Ex Fr Mediterranean Route.
CHIESA	5346	Tanker	Las Palmas 11/4/43.
DANTE	4901	Cargo	At Buenos Aires 11/5/43.
EDERA	5254	Cargo	At Spanish port 1/6/44.
FORMINSTELLA	4863	Cargo	At Mechoches Argentina 11/5/43.
GAETA	4457	Cargo	At Spanish port 1/6/44.
GERACCI(A)	4900	Cargo	Cabo Verde 11/6/43.
GERUSALEMME	8051	Cargo	Lorenzo Marquez 11/6/43.
GIANFRANCO	8181	Cargo	At Buenos Aires 11/5/43.
IDA	5500	Cargo	At Canary Islands.
INES CORRADO	5159	Cargo	At Bahia Blanca Argentina 11/5/43.
ISONZO	5441	Cargo	Villa Cisneros Spanish West Africa 6/11/40.
LAVORO	7936	Tanker	At Cartagena Spain 11/5/43.
LUCIA C	6123	Cargo	Vigo 11/19/43.
MARINTERRA	4862	Cargo	Mechoches, Argentina 11/5/43.
PELORIUM	5814	Cargo	" " "
PRINCIPESSA MARIA	8050	Freight	In "South America".
SANTOS	8600	Tanker	At Canary Islands.
TAIGETE	4706	Tanker	At Cabo Verde 12/5/43.
TESIO	4966	Cargo	At Buenos Aires 11/5/43.
VALDARNO	5696	Cargo	" " " "
VOLUNTAS	5596	Cargo	Mechoches Argentine 11/5/43.

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MIB No. None.
31 January 1944

Italian Vessels Sunk Beached or Scuttled.

Vessel	Tonnage	Type	Remarks
ADDIS ABEBA	619	Coaster	Sabotaged and sunk Piraeus 9/9/43.
ADRINA	2609	Passgr.	Sunk in the Mediterranean 7/23/43.
ADUA	3564	Passgr	Scuttled at Massaua 4/4/41.
ALBERTO TREVES	5148	Cargo	" " " "
ALCAMO		Cargo	Sunk by Allies in Mediterranean. Ex-French Name Unknown.
ALGA	1851	Cargo	Sunk 10/10/42.
ALESSANDRA PODESTA	600	Coaster	Ex Ger. RHEIN sunk 6/28/40.
ANTOINETTE LAURO	5400	Cargo	Sunk 4/25/41.
ANFORA	5452	Cargo	Scuttled at Marmagoa, India 3/10/43.
AQUILA	3386	Cargo	Ex Fr. ALGERIE. Abandoned stranded at Capo Sahib, Tunisia 5/3/43.
ARDENA	1100	Cargo	Sunk by mine near Argostoli 9/27/43.
ARABIA	5942	Cargo	Sunk at Massaua 4/4/41.
AREZZO	1165	Cargo	Beached at Piraeus after having been sabotaged 9/8/43.
ARNO	8024	Hospital	Sunk at Tobruk 9/10/42.
AVENTINO	3794	Cargo	Sunk 12/2/42. No position given.
BARBARIGO	6000	Cargo	Sunk in Mediterranean by torpedo, no date.
BARDA		Cargo	Sunk at Split by Germans Sept., 1943.
BARI	4706	Cargo	Ex Fr. EQUATEUR Ex Fr. TASIS, Sunk at Naples, No Date.
BARLETTA	1975	Cargo	Converted to Auxiliary Cruiser. Reported sunk by Allies. Date and place not given.
BELLUNO	4279	Cargo	Ex Fr. FORT de FRANCE. Scuttled at Tunisia 5/7/43.
BENEVENTO	5229	Cargo	Ex Fr. FORT de SOUVILLE. Damaged, abandoned at Tunis 4/4/43.
BENGASI	1716	Cargo	Sunk by torpedo in Mediterranean, position 39-10N 9-39E 11/10/42.
BIRMANIA	6000	Cargo	Munitions carrier. Sunk at Tripoli by air attack - No Date.
BOLSENA	2384	Cargo	Sunk by Allies. No Date.
BOLOGNA	5140	Cargo	Ex Greek MONACO, Ex ALIKI. Sunk by Allied action Tyrrhenian Sea 5/21/43.
BRENTA	5400	Passgr.	Sunk at Massaua 4/4/41.
BUCINTORO	1273	Cargo	Sunk in vicinity of Lerce. No date given.
CABOTO	5225	Cargo	Scuttled at Bandar Shapur, Persian Gulf 8/6/41.
CAFFARO	6476	Cargo	Sunk by Allies in Mediterranean 9/12/41
CALDEA	3000	Cargo	Sunk by Allies. No date or positi on

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ALCAMO		Cargo	Sunk by Allies in Mediterranean. Ex-French Name Unknown.
ALGA	1851	Cargo	Sunk 10/10/42.
ALESSANDRA PODESTA	600	Coaster	Ex Ger. RHEIN sunk 6/28/40.
ANTOINETTE LAURO	5400	Cargo	Sunk 4/25/41.
ANFORA	5452	Cargo	Scuttled at Marmagoa, India 3/10/43.
AQUILA	3386	Cargo	Ex Fr. ALGERIE. Abandoned stranded at Capo Sahib, Tunisia 5/3/43.
ARDENA	1100	Cargo	Sunk by mine near Argostoli 9/27/43.
ARABIA	5942	Cargo	Sunk at Massaua 4/4/41.
AREZZO	1165	Cargo	Beached at Piraeus after having been sabotaged 9/8/43.
ARNO	8024	Hospital	Sunk at Tobruk 9/10/42.
AVENTINO	3794	Cargo	Sunk 12/2/42. No position given.
BARBARIGO	6000	Cargo	Sunk in Mediterranean by torpedo, no date.
BARDA		Cargo	Sunk at Split by Germans Sept., 1943.
BARI	4706	Cargo	Ex Fr. EQUATEUR Ex Fr. TASIS, Sunk at Naples, No Date.
BARLETTA	1975	Cargo	Converted to Auxiliary Cruiser. Reported sunk by Allies. Date and place not given.
BELLUNO	4279	Cargo	Ex Fr. FORT de FRANCE. Scuttled at Tunisia 5/7/43.
BENEVENTO	5229	Cargo	Ex Fr. FORT de SOUVILLE. Damaged, abandoned at Tunis 4/4/43.
BENGASI	1716	Cargo	Sunk by torpedo in Mediterranean, position 39-10N 9-39E 11/10/42.
BIRMANIA	6000	Cargo	Munitions carrier. Sunk at Tripoli by air attack - No Date.
BOLSENA	2384	Cargo	Sunk by Allies. No Date.
BOLOGNA	5140	Cargo	Ex Greek MONACO, Ex ALIKI. Sunk by Allied action Tyrrhenian Sea 5/21/43.
BRENTA	5400	Psagr.	Sunk at Massaua 4/4/41.
BUCINTORO	1273	Cargo	Sunk in vicinity of Leros. No date given.
CAROTO	5225	Cargo	Scuttled at Bandar Shapur, Persian Gulf 8/6/41.
CAFFARO	6476	Cargo	Sunk by Allies in Mediterranean 9/12/43
CALDEA	3000	Cargo	Sunk by Allies. No date or position given.
CALINO	5000	Psagr.	Sunk by Allied air attack. No date or position.
CALIFORNIA	13060	Psagr.	Sunk at Syracuse. No date.

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ENCLOSURE (C)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 49-44

MIG No. None.
31 January 1944

Italian Vessels Sunk Beached or Scuttled (continued).

Vessel	Tonnage	Type	Remarks
CALITEA	4000	Psegr.	Sunk by Allies. No date or position given.
CALTANISETA		Cargo	Ex Fr. TAMISE. Sunk by Allies in Mediterranean.
CAMPERIO	5463	Cargo	Also known as MAULY. Sunk at Capo Spada (Calabria) 8/27/42.
CAMPOBASSO	3566	Cargo	Ex Fr. BONIFACIO. Sunk by Allies. No date or position.
CARLO del GRECO	6800	Cargo	Newly built. Sunk at Taranto 12/12/41.
CARNIA	5451	Cargo	Sunk by Allies in Adriatic 3/23/41.
CARSO	6275	Cargo	Scuttled at Chisimajo. Italian Somaliland 2/10/41.
CASARECIS	6485	Cargo	Sunk by Allies in Mediterranean 10/11/41.
CASSALA	1797	Tanker	Sunk at Bari in Dec., 43 raid.
CATANIA	6176	Cargo	Ex Fr. St. MARIN Ex Gr. ADELFOI CHANDRIS. damaged at Naples. No date given.
CELLINA	7000	Cargo	Sunk at Gibraltar. No date given.
CICILIA	3000	Cargo	Sunk by Allies. No date or position given.
COL DI LANA	5891	Cargo	Torpedoes 30-04 N 12-30 E 2/18/43.
COLOMBO	11760	Psegr.	Scuttled at Massaua 4/10/41.
CONEGLIANO	7997	Psegr.	Ex Fr. MAN. Destroyed at Bizerta 5/7/43.
CONTE di SAVOIA	48000	Psegr.	Damaged by fire at Porto di Malamocco Sept., 43. Other source reports vessel was bombed by Germans in error. Vessel was beached and burned several days.
CONTE ROSSO	17739	Psegr.	Sunk by Allies at Syracuse, Sicily. 5/24/41.
CONTERAZZO	5292	Cargo	Sunk in Atlantic 1/27/42.
CUMA	8300	Cargo	Sunk at Palermo 10/18/40.
DANDOLO	4964	Cargo	Sunk at Ras-el-Tin 10/8/42.
DEA MAZZELLA	3082	Cargo	Sunk by Partisan Forces south of Sebenico 9/29/43.
DIANA	3337	Cargo	Sunk by Allies in Mediterranean. No date given.
DONIZETTI	2426	Cargo	Sunk by HMS ECLIPSE near Rhodes. No date given.
EDDA	6107	Cargo	Sunk at Tunisia 1/19/43.
EGEA	3325	Cargo	Ex Fr. MONTESQUIEU. Destroyed by explosion following bombardment of

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[illegible]	5463	Cargo	Also known as MAURY. Sunk at Capo Spada (Calabria) 8/27/42.
CAMPOBASSO	3566	Cargo	Ex Fr. BONIFACIO. Sunk by Allies. No date or position.
CARLO del GRECO	6800	Cargo	Newly built. Sunk at Teramo 12/12/41.
CARNIA	5451	Cargo	Sunk by Allies in Adriatic 3/23/41.
CARSO	6275	Cargo	Scuttled at Chisimajo. Italian Somaliland 2/10/41.
CASARESIS	6485	Cargo	Sunk by Allies in Mediterranean 10/11/41.
CASSALA	1797	Tanker	Sunk at Bari in Dec., 43 raid.
CATANIA	6176	Cargo	Ex Fr. St. MARIN Ex Gr. ADELFOI CHANDRIS. damaged at Naples. No date given.
CELLINA	7000	Cargo	Sunk at Gibraltar. No date given.
CICICIA	3000	Cargo	Sunk by Allies. No date or position given.
COL DI LANA	5891	Cargo	Torpedoes 30-04 N 12-30 E 2/18/43.
COLOMBO	11760	Pasgr.	Scuttled at Massaua 4/10/41.
CONEGLIANO	7997	Pasgr.	Ex Fr. MIN. Destroyed at Bizerta 5/7/43.
CONTE di SAVOIA	48000	Pasgr.	Damaged by fire at Porto di Malomocco Sept., 43. Other sources report the vessel was bombed by Germans in error. Vessel was beached and burned several days.
CONTE ROSSO	17789	Pasgr.	Sunk by Allies at Syracuse, Sicily. 5/24/41.
CORTELAZZO	5292	Cargo	Sunk in Atlantic 1/27/42.
CUMA	8300	Cargo	Sunk at Palermo 10/18/40.
DANDOLO	4964	Cargo	Sunk at Ras-el-Tin 10/9/42.
DEA MADDELLA	3082	Cargo	Sunk by Partisan Forces south of Sebenico 9/29/43.
DIANA	3337	Cargo	Sunk by Allies in Mediterranean. No date given.
DONIZETTI	2428	Cargo	Sunk by HMS ECLIPSE near Rhodes. No date given.
EDDA	6107	Cargo	Sunk at Tunisia 1/19/43.
EMMA	3325	Cargo	Ex Fr. MONTESQUIEU. Destroyed by explosion following bombardment of Naples 5/30/43.
ENOTRIA	900	Coaster	Sunk 8/20/41. No position given.
ERITREA	2757	Cargo	Sunk near Brindisi 2/9/43.

1920

ENCLOSURE (C)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 789020

SECRET

SECRET
Serial: 49-44

MIG No. None.
31 January 1944

Italian Vessels Sunk Beached or Scuttled (continued)

Vessel	Tonnage	Type	Remarks
ETRURIA	9633	Cargo	Sunk 12/22/42. No position given.
FABIO FILZI	c300	Cargo	Newly built. Sunk at Taranto 12/13/43.
FABRIANO	2343	Cargo	Ex Fr. MAYENNE. Sunk 4/11/43. No position given.
FIUME	662	Cargo	Sunk by Allies in Med. No date given.
FORLI	1525	Cargo	Ex Fr. SEBAA - Torpedoes by sub at 45-15N. 14-15E. 3/7/43.
FRANCESCO CRISPI	7600	Psegr.	Sunk by Allied action at Capo Negro, Corsica 4/13/43.
FROSINONE	5202	Cargo	Ex Fr. CONGO. Sunk by Germans at Bari. Raised by Italians and turned over to Allied control. Sunk again in German raid on Bari early December 1943.
GALILEA	8040	Psegr.	Sunk by Allies in Mediterranean. No date given.
GARIBALDI	5278	Cargo	Sunk at Palermo. No date given.
GIACOMO COSTA	4632	Cargo	Sunk at Palermo. No date given.
GIULIO	4999	Cargo	Sunk in Bastia Harbor. No date given.
GINO ALBERTI	5800	Cargo	Newly built. Sunk at Sirte, Libya 5/31/42.
GIORGIO	4887	Tanker	Torpedoed and towed to Malone 12/1/42.
GIULIA	5500	Cargo	Beached at Tripoli. No date given.
GIUSEPPE MAZZINI	7649	Psegr.	Scuttled at Massaua, Dahlach Is. 4/10/41.
INDIA	6367	Cargo	Scuttled at Assab, Red Sea 4/10/41.
ISARCO	5915	Cargo	Sunk by Allied in Mediterranean. No date given.
ISCHIA	5100	Cargo	Sunk 2/28/43. No date or position given.
ISTRIA	5000	Cargo	Sunk by Allies in Mediterranean. No date given.
IVOREA	3274	Cargo	Last reported at Lemos. Sunk, no date or position given.
LIGURIA	45354	Psegr.	Damaged and beached at Tobruk 7/5/40.
LIVENZA	5090	Cargo	Sunk by Allies in Mediterranean. No date given.
LOMBARDIA	20000	Psegr.	Sunk at Naples. No date given.
LORENZO MARCELLO	912	Cargo	Converted to Auxiliary Cruiser. Mined and sunk off Capo Dukato July, 43.
LORETO	1655	Cargo	Sunk 10/13/42. No position given.
MARIA	5500	Cargo	Sunk by Allies in Mediterranean. No date given.
MARIO SANUDO	5080	Cargo	Sunk at Lampedusa Is. 3/5/42.
MOLI	5468	Cargo	Also known as CAMERINO. Sunk at Capo

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FORLI	1525	Cargo	Ex Fr. SERIA - Torpedoes by sub at 45-15N. 14-15E. 3/7/43.
FRANCESCO CRISPI	7600	Psngr.	Sunk by Allied action at Capo Sagro, Corsica 4/19/43.
FROSINONE	5202	Cargo	Ex Fr. CONGO. Sunk by Germans at Bari. Raised by Italians and turned over to Allied control. Sunk again in German raid on Bari early December 1943.
GALILEA	8040	Psngr.	Sunk by Allies in Mediterranean. No date given.
GARIBALDI	5278	Cargo	Sunk at Palermo. No date given.
GIACOMO COSTA	4638	Cargo	Sunk at Palermo. No date given.
GIGLIO	1339	Cargo	Sunk in Bastia Harbor. No date given.
GINO ALLEGRI	6809	Cargo	Newly built. Sunk at Sirte, Libya 5/31/42.
GIORGIO	4387	Tanker	Torpedoed and towed to Maione 12/1/42.
GIULIA	5500	Cargo	Beached at Tripoli. No date given.
GIUSEPPE MAZZINI	7869	Psngr.	Scuttled at Massaua, Dahlach Is. 4/10/41.
INDIA	6967	Cargo	Scuttled at Assab, Red Sea 4/10/41.
ISARCO	5915	Cargo	Sunk by Allied in Mediterranean. No date given.
ISCHIA	5100	Cargo	Sunk 2/28/43. No date or position given.
ISTRIA	5600	Cargo	Sunk by Allies in Mediterranean. No date given.
IVOREA	3274	Cargo	Last reported at Leros. Sunk, no date or position given.
LIGURIA	15934	Psngr.	Damaged and beached at Tobruk 7/5/40.
LIVENZA	5000	Cargo	Sunk by Allies in Mediterranean. No date given.
LOMBARDIA	29000	Psngr.	Sunk at Naples. No date given.
LORENZO MARCELLO	912	Cargo	Converted to Auxiliary Cruiser. M and sunk off Capo Dukato July, 43.
LORETO	1055	Cargo	Sunk 10/13/42. No position given.
MARIA	5500	Cargo	Sunk by Allies in Mediterranean. No date given.
MARIN SANUDO	5080	Cargo	Sunk at Lampedusa Is. 3/5/42.
MARLY	5469	Cargo	Also known as CAMPERIO. Sunk at Capo Spada (Calabria) 8/27/42.
MERANO	3705	Cargo	Sunk off Cape 10/15/43.
MONTALIENTI	5723	Cargo	Beached near Massaua 2/13/41.
MONTE SANTO	800	Coaster	Ex Ger. KT15 Sunk at Maddalena No date given.

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ENCLOSURE (C)

SECRET

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SECRET

SECRET
Serial: 49-44

MTB No. None.
31 January 1944

Italian Vessels Sunk Beached or Scuttled (continued)

Vessel	Tonnage	Type	Remarks
MERPHUR	305	Cargo	Last reported Lerce. Sunk, no date or position given.
NAPOLI	200	Cargo	Sunk, no date or position given.
NARENTA	1100	Cargo	Converted to Auxiliary Cruiser. Sunk in Trapani Harbor.
NAZARIO SAURO	3150	Passgr.	Scuttled at Massaua- Dahlach Is., 4/10/41.
NEPTUNIA	19000	Passgr.	Sunk by Allies at Tripoli. No date given.
NITA	6800	Cargo	Sunk 5/6/41. No position given.
NOTO	3168	Cargo	Ex Fr. DJEBEL MADOR. Sunk by Allies in Tunis. No date given.
OCEANIA	19000	Passgr.	Sunk by Allies in Tripoli. No date given.
OLIMPIA	6840	Cargo	Seized by Germans at Trieste while undergoing hull and engine repairs. Sunk by HMS TURIAN and HMS TUMULT near Tarmoli 10/16/43.
PEGLI	912	Cargo	Torpedoed 38-10N, 18-13 E 3/14/43.
PENELOPE	1200	Cargo	Sunk 5/19/43. No position given.
PENLA-	5741	Passgr.	Sunk at Pantellaria 1/9/42.
PEUCETA	1900	Cargo	Sunk 12/20/40. No position given.
PIAVE	7565	Passgr.	Scuttled at Massaua 4/16/41.
PIEMONTE	15209	Passgr.	Damaged, beached at Messina 3/10/41.
PIERO FOSCARI	3423	Passgr.	Converted to Auxiliary cruiser. Sunk by Allied action in Mediterranean. No date given.
PISTOJA	2448	Passgr.	Ex Fr. OUED SEBOU. Sunk as Pale of Ustica 1/24/42.
PO	7289	Hospital	Sunk at Valona, Albania. No date given.
POLIMNIA	1600	Cargo	Sunk 6/26/41. No position given.
PORTO DI ROMA	470	Cargo	Last reported at Lerce. Sunk/no date or position given.
PORTOFINO	6400	Tanker	Sunk at Benghasi 11/21/43.
PRIGNOLI	5390	Cargo	Sunk near Capo San Vito 2/3/43.
P.L.PODESTA	900	Coaster	Sunk 10/8/41 No position given.
QUARNARO		Depot Repair	Reported to have been scuttled at Genoa when the Armistice was signed.
QUIRINALE	3000	Cargo	Sunk by Allies. Position and date not given.
RE ALESSANDRO	2500	Cargo	Sunk at Patras 9/24/43.
REGINALDO GIULIANI	6800	Cargo	Newly built. Sunk north of Benghasi 6/4/42.

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NARENTA	1400	Cargo	Converted to Auxiliary Cruiser. Sunk in Tripoli Harbor.
NAZARIO SAURO	8150	Passr.	Scuttled at Massaua - Dahlak Is., 4/10/41.
NEPTUNIA	19000	Passr.	Sunk by Allies at Tripoli, No date given.
NITA	6800	Cargo	Sunk 8/6/41. No position given.
NOTO	3168	Cargo	Ex Fr. DJEBEL NADOR. Sunk by Allies in Tunis. No date given.
OCEANIA	19000	Passr.	Sunk by Allies in Tripoli. No date given.
OLIMPIA	6040	Cargo	Seized by Germans at Trieste while undergoing hull and engine repairs. Sunk by HMS TYRIAN and HMS TUMULT near Termoli 10/16/43.
PEGLI	912	Cargo	Torpedoed 38-14N, 13-13 E 3/14/43.
PENELOPE	1208	Cargo	Sunk 5/19/43. No position given.
PENNA	5741	Passr.	Sunk at Pantellaria 1/7/42.
PENUCNDA	1900	Cargo	Sunk 12/21/40. No position given.
PIAVE	7565	Passr.	Scuttled at Messina 4/10/41.
PIEMONTE	15209	Passr.	Damaged, beached at Messina 3/10/41.
PIERO FOSCARI	3423	Passr.	Converted to Auxiliary cruiser. Sunk by Allied action in Mediterranean. No date given.
PISTOIA	2438	Passr.	Ex Fr. MOUD BRAOU. Sunk at Isle of Ustica 1/24/42.
PO	7289	Hospital	Sunk at Valona, Albania. No date given.
POLIMNIA	1600	Cargo	Sunk 6/26/41. No position given.
PORTO DI ROMA	470	Cargo	Last reported at Leros. Sunk/no date or position given.
PORTOFINO	6400	Tanker	Sunk at Benghasi 11/24/43.
POZZUOLI	5300	Cargo	Sunk near Capo San Vito 2/1/43.
P.Z.PODESTA	900	Coaster	Sunk 10/8/41 No position given.
QUARNARO		Depot Repair	Reported to have been scuttled at Gaeta when the Armistice was signed.
QUIRINALE	3000	Cargo	Sunk by Allies. Position and date not given.
RE ALESSANDRO	2500	Cargo	Sunk at Patras 9/24/43.
REGINALDO GIULIANI	6800	Cargo	Newly built. Sunk north of Benghazi 6/4/42.
RIALTO	7000	Cargo	Sunk by Allies in Mediterranean. No date given.
RICHARD	227	Cargo	Sunk at Corfu 9/20/43.
ROMOLO	9780	Passr.	Scuttled at Solomon Islands after flight from Australia June, 1940.
ROSANDRA	8034	Passr.	Sunk by Allied action at Dell'Orso Bay, Albania 6/15/43.
ROVERETO	8564	Cargo	Ex Fr. YALOU. Sunk off Bizerte 4/6/43.

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ENCLOSURE (C)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial= 4944

MTO No. None.
31 January 1944

Italian Vessels Sunk Beached or Scuttled (continued)

Vessel	Tonnage	Type	Remarks
SABAUDIA	5788	Passr.	Beached at Civitavecchia after Armistice.
SANNIO	9834	Passr.	Scuttled at Assab, Red Sea 4/10/41.
SARDEGNA	11452	Passr.	Sunk at Albania 10/29/40.
SAVOIA	5490	Passr.	Left Chisimajo, Italian Somaliland for Madagascar.
SICILIA	9646	Hospital	Sunk at Naples. No date given.
SICILIA	1300	Cargo	Sunk 5/4/41. No position given.
SIRIA	2147	Cargo	Sunk by Allies in Mediterranean. No date given. Ex Fr. ASTREE.
SOMALIA	2698	Passr.	Scuttled at Diego Suarez, 5/5/42.
SPOLETO	7985	Cargo	Ex. Fr. CALEDONIEN. Sunk by Allies in Tunis - no date given.
SPORTIVO	1600	Cargo	Sunk 1/8/43. No position given.
SUMATRA	4859	Cargo	Interned Pasket Harbor, Siam 6/9/40 Scuttled 12/8/41.
TRE MIRMO	4900	Cargo	Sunk 3/6/41. No position given.
TARLIAMENTO	5448	Cargo	Sunk near Pianosa (Elba) by Allied action 4/22/43.
TERGESTE	211	Cargo	Sunk at Corfu 9/25/43.
TEVERE	2889	Hospital	Beached at Tripoli. No date given.
TIMAVO	7565	Passr.	Scuttled at Lesdaman Chcal, Durban, East Africa 6/11/40.
TRIPOLITANIA	2722	Passr.	Scuttled at Massaua (Dahlachis)4/10/41.
UMBRIA	19676	Passr.	Scuttled at Port Sudan 6/10/40.
URANIA	7095	Passr.	Scuttled at Massaua 4/10/41.
UTILITAS	9842	Tanker	Sunk by sub off Capo Zafferano 2/5/43.
VELOCE	5464	Cargo	Sunk 12/2/42. Position not given.
VENEZIA	4207	Cargo	Ex Fr. MONROVIA, Ex Gr. MOUNT HELMOS. Damaged in Naples by Aerial bombardment.
VENEZIA GIULIA	9411	Cargo	Ex Yugoslav TOMISLAV. Sunk at Yokohama by Allies 1/3/42.
VERCELLI	3934	Cargo	Ex Fr. BRESTOIS. Sunk by Allies in Tunis. No date given.
VERONA	4459	Cargo	Ex Fr. CARIMARE. Sunk at Isle of Ustica 1/24/43.
VESTA	3351	Cargo	Sunk at Piraeus after sabotage 9/[illegible]/43. Possibly refloated.
VICTORIA	13098	Passr.	Sunk at Sirte, Libya 1/24/42.
VILLAROSA	300	Consular	Ex Sr. IPANEMA. Scuttled by Germans at Naples Sept., 1943.
VIMINALE	8857	Passr.	Damaged, beached at Messina. No date given.

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SIRIENE	1185	Pasgr.	Sunk at Albania 10/29/40.
SIVOPA	5490	Pasgr.	Left Chisimaio for Italian Somaliland for Madagascar.
SICILIA	9646	Hospital	Sunk at Naples. No date given.
SIDUJA	1500	Cargo	Sunk 5/2/41. No position given.
SILSIA	8187	Cargo	Sunk by Allies in Mediterranean. No date given. Ex Fr. ARTOIS.
SOMALIA	2698	Pasgr.	Scuttled at Diego Suarez, 5/5/42.
SPOLETO	7985	Cargo	Ex. Fr. CALEDONIEN. Sunk by Allies in Tunis - no date given.
SPORTIVO	1600	Cargo	Sunk 1/6/43. No position given.
SUMATRA	4859	Cargo	Interned Pucket Harbor, Siam 8/9/40 Scuttled 12/8/41.
TINO PRIMO	4900	Cargo	Sunk 3/6/41. No position given.
TAGLIAMENTO	5448	Cargo	Sunk near Pianosa (Elba) by Allied action 4/22/43.
TEGESTE	211	Cargo	Sunk at Corfu 9/25/43.
TEVERE	2889	Hospital	Beached at Tripoli. No date given.
TIRAVO	7565	Pasgr.	Scuttled at Leedsmen Shoal, Durban, East Africa 6/11/40.
TRIPOLITANIA	3722	Pasgr.	Scuttled at Massaua (Dahlachis) 4/10/41.
UMBRIA	10076	Pasgr.	Scuttled at Port Sudan 5/10/40.
URANIA	7099	Pasgr.	Scuttled at Massaua 4/10/41.
UTILITAS	5342	Tanker	Sunk by sub off Capo Zafferano 2/5/43.
VELOCE	5464	Cargo	Sunk 12/3/42. Position not given.
VENEZIA	4207	Cargo	Ex Fr. MONROVIA. Ex Gr. MOUNT ITHOME. Damaged in Naples by Aerial bombardment.
VENEZIA GIULIA	5411	Cargo	Ex Yugoslav TOMISLAV. Sunk at Yokohama by Allies 1/9/42.
VERCELLI	8094	Cargo	Ex Fr. BRESTOIS. Sunk by Allies in Tunis. No date given.
VERONA	4459	Cargo	Ex Fr. CARIBARE. Sunk at Isle of Ustica 1/24/43.
VESTA	9351	Cargo	Sunk at Piraeus after sabotage 9/8/43. Possibly refloated.
VICTORIA	13095	Pasgr.	Sunk at Sirte, Libya 1/24/42.
VILLAROSA	306	Coaster	Ex Fr. IPANEMA. Scuttled by Germans at Naples Sept., 1943.
VIMINALE	8657	Pasgr.	Damaged, beached at Messina. No date given.
VULPE	5292	Cargo	Scuttled at Puckeh Harbor, Siam 12/8/41.
VULCIA	1191	Cargo	Sunk at Palermo. No date given.

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The following vessels have been mentioned as having been lost by Allied action or scuttled, but are not listed in available Merchip records.

BALZAC — Blew up and sank 37-25N 10-55E 7/12/43.

ENCLOSURE (C)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 43-44

MEG No. None.
31 January 1944

Italian Vessels Sunk Beached or Scuttled (continued)

Vessels mentioned as having been lost by Allied action or scuttled, but not listed in available Merchip records (continued).

Vessel	Tonnage	Type	Remarks
PUFFOLUTO		Transport	Sunk off Livorno by Ger. Aux.Cruiser.
CUMOGLI		"	Sunk at Leros. No date given.
CATTARO			This name appears three times in same report as A) Auxiliary Cruiser in enemy hands at St. Margherita Ligure. B) Gunboat in enemy hands at Trieste "Inefficient". C) Cargo vessel sunk off "Cattaro".
CREMA	1684		Hit by 2 torpedoes from MTBs 3 mi off Cani Is. Ex Fr. HMTBS.
DEFOLI		Tanker	Sunk by sub near Cape San Vito 3/17/43.
MERTI			Sunk by Liberators off Bizerte 3/22/43.
MORANDI			Torpedoes off Pantelleria 1/31/43.
STEROPE			Sunk by sub off S. Otto 3/12/43.
NORA		Tanker	Sunk at Leros. No date given.
NUORO		Cargo	Ex French vessel, name unknown, sunk by Allies in the Mediterranean. No date or position given.
PAGANO	1432	Tanker	Scuttled at La Spezia. No date given.

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CUMOLI			Sunk at Leros. No date given.
CATTARO			This name appears three times in same report as: A) Auxiliary Cruiser in enemy hands at St. Margherita Ligure. B) Gunboat in enemy hands at Trieste "Inefficient". C) Cargo vessel sunk off "Cattaro".
CREMA	164		Hit by 2 torpedoes from MTBs 3 mi off Cani Is. Br Fr. HYRS.
DEVOLI		Tanker	Sunk by sub near Capo San Vito 3/1943.
MONTI			Sunk by Liberators off Biserta 3/2243.
MORANDI			Torpedoes off Pantelleria 1/31/43.
STEROPE			Sunk by sub off S. Cito 3/12/43.
NORA		Tanker	Sunk at Leros. No date given.
NUORO		Cargo	Br French vessel, name unknown, sunk by Allies in the Mediterranean. No date or position given.
PAGANO	1432	Tanker	Scuttled at La Spezia. No date given.

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ENCLOSURE (C)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 4944

MTO No. None
3rd January 1944

Italian Ships in Axis Control.

Vessel	Tonnage	Type	Remarks
ADELE LAURO	5209	Cargo	Seized by Germans at Trieste. Under repairs for side damage by bomb.
ADIGE	1906	Tanker	In Axis service in Eastern Mediterranean.
AFRILIA	1659	Cargo	In Axis service in Eastern Mediterranean.
AGUILETA	9445	Passgr.	Being used as repatriation ship by Germans in Marseilles 12/1/43.
ATLANTA	4404	Cargo	In mouth of Gironde 12/1/43. Reported to be unsuitable for blockade running but may be used as decoy for others. Other sources report this vessel to be at Canary Islands.
AUSONIA	9300	Hospital	In enemy hands.
AVESSA	3006	Reefer	Ex Fr. Name Unknown seized by Germans at Civitavecchia 12/17/43.
AUGUSTUS	35000	Passgr.	Seized by Germans at Genoa, 9/9/43 while undergoing conversion to CV.
CAGLIARI	2528	Cargo	At Zara. In enemy hands.
CAPO PINO	4785	Cargo	Undergoing repairs at Patras 8/23/43.
CARRI	629	Hospital	In enemy hands.
CARTAGANO	5753	Cargo	Sorudes 6/10/40. Later transferred to Japan.
CATERINA MADRE	4019	Cargo	On run from Italy to Greece.
CELSO	3741	Cargo	In Axis service in Eastern Med.
CERERE	2530	Tanker	In Axis service in Eastern Med.
CHISONE	6168	Cargo	Munitions carrier running along North Tyrrhenian Coast.
CITTA di SAVONA	2500	Passgr.	In Axis service in Eastern Med. Damaged by British plane in vicinity of Cos 10/3/43.
CITTA DI TRAPANI	2467	Hospital	In enemy hands.
CITTA DI TUNISI	5419	Passgr.	At Trieste HQ ship of German command.
CONTE VERDE	18765	Passgr.	At Shanghai from Kobe 9/9/42. Used by Japanese as a repatriation ship.
CORSO FOURIER	1550	Cargo	In Axis service in Eastern Med.
DULLIO	23600	Hospital	Believed scuttled in low water at Trieste by opening seacocks.
ENRICO PARONI	840	Cargo	Salved at Split after being hit in bombardment of 9/11/42.
ERCOLE	249	Hospital	In enemy hands.
ERCOLE	5027	Cargo	Seized by Germans at Genoa. Undergoing repair of bomb damage.
ERITREA	5197	Passgr.	Used as billet ship by Italians at

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ARTICA	1259	Cargo	In Axis service in Eastern Med. Germans.
AQUILEIA	5868	Passgr.	Being used as repatriation ship by Germans in Marseilles 12/1/43.
ATLANTA	4404	Cargo	In mouth of Gironde 12/1/43. Reported to be unsuitable for blockade running but may be used as decoy for others. Other sources report this vessel to be at Canary Islands.
AUSONIA	9300	Hospital	In Enemy hands.
AVENSA	2000	Reefer	Ex Fr. Name Unknown sieged by Germans at Civitavechia 12/10/43.
AUGUSTUS	35000	Passgr.	Sieged by Germans at Genoa 9/8/43 while undergoing conversion to CV.
CAGLIARI	4322	Cargo	At Zara. In enemy hands.
CAPO FINO	4785	Cargo	Undergoing repairs at Patras 8/22/43
CASKI	629	Hospital	In enemy hands.
CAPRIOLANO	5753	Cargo	Formosa 8/10/40. Later transferred to Japan.
CATERINA MADRE	4019	Cargo	On run from Italy to Greece.
CELENO	3741	Cargo	In Axis service in Eastern Med.
CERERE	2530	Tanker	In Axis service in Eastern Med.
CHISONE	6168	Cargo	Munitions carrier running along North Tyrhenian Coast.
CITTA di SAVONA	2509	Passgr.	In Axis service in Eastern Med. Damaged by British plane in vicinity of Cos 10/3/43.
CITTA DI TRAPANI	2467	Hospital	In enemy hands.
CITTA DI TUNISI	5419	Passgr.	At Trieste HQ ship of German command.
CONTE VERDE	18765	Passgr.	At Shanghai from Kobe 9/9/42. Used by Japanese as a repatriation ship.
CORSO FOGLIER	1956	Cargo	In Axis service in Eastern Med.
DUILIO	23600	Hospital	Believed scuttled in low water at Trieste by opening seacocks.
ENRICO FAROWI	840	Cargo	Salved at Split after being hit in bombardment of 9/11/42.
ERCOLE	243	Hospital	In enemy hands.
ERIDANIA	5027	Cargo	Sieged by Germans at Genoa. Undergoing repair of bomb damage.
	6107	Passgr.	Used as billet ship by Italians at time of armistice at Pola. Now in Axis hands.
ERNESTO	7272	Cargo	In Venice in enemy hands.
FONTANA	300	Tanker	Used in Eastern Med. by Axis.
FRANCESCO MOROSINI	2423	Cargo	Used in Eastern Med. possibly as a minelayer by Germans.

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ENCLOSURE (I)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 49-44

MEF No. Nose
31 January 1944

Italian Ships in Axis Control (continued).

Vessel	Tonnage	Type	Remarks
EVELINA	624	Cargo	At Bordeaux early December, 1943.
GIGLIOLA	734	Cargo	At Zara in enemy hands.
GIULIO CESARE	25580	Hospital	Trieste 11/30/43 - Believed scuttled in low water by opening sea cocks.
GRAI TOA	13870	"	Used by Germans as repatriation ship. Detained by British at Port Said, 1943, but released.
HIMALAYA	6240	Cargo	Has been reported at Bordeaux loading for Japan.
ITALIA	5203	Cargo	Pola 11/26/43.
JADERA	261	Cargo	At Fiume in enemy hands.
LEOPARDI	4200	Cargo	In Axis service in Eastern Med.
LERO	1920	Cargo	Reported converted into Auxiliary Minelayer.
LORENZO	1857	Cargo	Reported converted to Auxiliary Cruiser.
MAR BIANCO	8846	Cargo	At Venice in enemy hands.
MARCO POLO	12272	Passgr. Cargo	Damaged at Spezia. Mk French, fell into German hands at Genoa.
MARIA PAPA			
MARIS	2802	Cargo	At Genoa in enemy hands.
MEPA	249	Hospital	In enemy hands.
MILANO	4027	Cargo	At Trieste in enemy hands.
MONTELLA	5933	Cargo	At Corfu. Appears to be beached in port.
NECHILLI	700	Cargo	Now German GEISERICH operating in Black Sea.
NERUCCI	1235	Cargo	Sieged by Germans at Leghorn after Armistice.
NANUCO	7900	Tanker	Genoa 11/30/43.
PIER LUIGI	2600	Cargo	Interned at Varna, Bulgaria 6/11/40 Operated in Mediterranean by Axis 2/16/43.
PIETRO ORSEOLO	634	Cargo	Lorient Dec., 1943.
POMEZIA	699	Cargo	In Axis Service in Eastern Med.
POMONA	2498	Cargo	Sieged by Germans at Trieste undergoing repairs. About ready.
PONTINIA	714	Cargo	Set afire in Venice. In enemy hands.
PRAGA	3740	Cargo	In German hands Genoa 10/03/43. "
QUADRIFOGLIO	661	Cargo	At Durazzo 12/7/43.
RAMB. IV	3367	Hospital	In enemy hands.
RAPIDO	5363	Sieged by Germans at Venice awaiting repairs.	
RAVELLO	6400	Cargo	Sieged by Germans at Genoa while undergoing repair of bomb damage to

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GRAZIA	19870	*	in low water by opening sea cocks. Held by Germans as ; spurrietior ship. Detained by British at Port Said., 1943, but released.
RIMALJA	6240	Cargo	Had been reported at Bordeaux loading for Japan.
ITALIA	5290	Cargo	Pola 11/28/43.
ZADERA	261	Cargo	At Fiume in enemy hands.
LSC-MARNI	4200	Cargo	In Axis service in Eastern Med.
LERO	1980	Cargo	Reported converted into Auxiliary Cruiser.
LORSDAN	1657	Cargo	Reported converted to Auxiliary Cruiser.
MAR BIANCO	8846	Cargo	At Venice in enemy hands.
MARCO POLO	12272	Passgr.	Damaged at Spezia.
MARIA PAPA		Cargo	Ex Pompeh, fell into German hands at Genoa.
MARIE	3802	Cargo	At Genoa in enemy hands.
MATA	243	Hospital	In enemy hands.
MILANO	4627	Cargo	At Trieste in enemy hands.
MINSTELLA	5311	Cargo	At Corfu. Appears to be beached in port.
NICHELLI	700	Cargo	Now German GEISERICH operating in Black Sea.
NIRUGGI	1235	Cargo	Siezed by Germans at Leghorn after Armistice.
PANUCO	7900	Tanker	Genoa 11/30/43.
PIER LUIGI	2600	Cargo	Interned at Varna, Bulgaria 6/11/40 Operated in Mediterranean by Axis 2/16/43.
PIETRO ORSEOLO	6744	Cargo	Lorient Dec., 1943.
POMEZIA	639	Cargo	In Axis Service in Eastern Med.
POMONA	2998	Cargo	Siezed by Germans at Trieste undergoing Repairs. About ready.
PORTINIA	714	Cargo	Set afire in Venice. In enemy hands.
PRAGA	3740	Cargo	In German hands Genoa 10/15/43.
QUADRIFOGLIO	661	Cargo	At Durazzo 12/7/43.
RAMB IV	3367	Hospital	In enemy hands.
RAPIDO	5363		Siezed by Germans at Venice awaiting repairs.
RAVELLO	6400	Cargo	Siezed by Germans at Genoa while undergoing repair of bomb damage to hull and engines.
REX	51000	Passgr.	Inactive at Trieste 11/27/43.
ROMA	28000	Passgr.	In German hands at Genoa Being converted to CV.

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ENCLOSURE (B)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

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SECRET
Serial: 49-44

MIC No. None
31 January 1944

Italian Ships in Axis Control (continued).

Vessel	Tonnage	Type	Remarks
RUBICONE	300	A/Schr	At Venice in enemy hands. Early Sept., 1943.
SALVATORE	2352	Cargo	At Salonika 11/28/43.
SAN GIUSEPPE	2249	Hospital	In enemy hands.
SANTAGATA	4299	Cargo	Attacked by A/C in Gulf of Aranci May 1943.
SAVOIA		Ex Royal	Yacht Reported damaged by bombs at Civitanova.
SORRENTO	13719	Hospital	In enemy hands.
STOCKHOLM	28000	Passr.	Inactive at Trieste 11/30/43.
TRALIA	638	Coaster	Operated by Axis in Eastern Med.
VIRGILIO	11715	Passr.	Toulon 12/29/43.
VOGHERA	8716	Tanker	Siezed by Germans at Genoa. Presumed ready by now. Ex Fr. DAUPHINE, and probably reassumed that name after armistice.
VULCANIA	24469	Passr.	Venice 11/30/43 Inactive. Raised at Pola and taken to Venice 3/17.

The following Italian Vessels have been mentioned as being in service for the Enemy, but are not listed in available merchip records.

ACDA		Tanker	In Enemy hands at Leros.
ALTAMURA		Cargo	At La Spezia in enemy hands.
BOCCACCIO		Cargo	At Trieste in enemy hands.
BORMIDA	545	Tanker	At La Spezia in enemy hands. Water Carrier.
BRENTA	520	Tanker	Was in Naples before Armistice. Water Carrier.
CASTELLA II		Cargo	Name Reported by name as CALITEA.
CARBORELLO		Cargo	Civitavecchia. In enemy hands.
CARIGIANO		Tanker	Was at Maddalena before Armistice. Possibly named CARICHIANO.
CITTA DE MILANO		Cable Layer	Savona in enemy hands.
COCITO	1000	Tanker	At Genoa in enemy hands.
DALMAZIA	2500	Tanker	At La Spezia in enemy hands. Damaged in collision in Naples Bay.
ELBUNE			
DRAGO		Cargo	At Pola in enemy hands.
ENZO		Cargo	At Tirana in enemy hands.
GEMINGS PATI		Cargo	At Marseilles 10.28/43.
GIASONE		Cable Layer	At Genoa in enemy hands.
LA NUOVA ITALIA		Cargo	At Ancona in enemy hands.

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SAN GIUSTA	4299	Cargo	Attacked by A/C in Gulf of Arenci May 1943.
SAVOIA			HM Royal Yacht Reported damaged by bombs at Civitanova.
SORRENTO	11718	Hospital	In enemy hands.
STOCKHOLM	28000	Passr.	Inactive at Trieste 11/30/43.
TELLIA	638	Coaster	Operated by Axis in Eastern Med.
VITTORIO	11718	Passr.	London 12/19/43.
VOGHERA	5716	Tanker	Siezed by Germans at Genoa. Presumed ready by now. Ex Fr. DAUPHINE, and probably reassumed that name after armistice.
VULCANIA	24469	Passr.	Venice 11/30/43 Inactive. Raised at Pola and taken to Venice 9/17.

The following Italian Vessels have been mentioned as being in service for the Enemy, but are not listed in available merchip records.

ADDA		Tanker	In Enemy hands at Leros.
ALTAMURA		Cargo	At La Spezia in enemy hands.
BOCCACCIO		Cargo	At Trieste in enemy hands.
DORMIDA	545	Tanker	At La Spezia in enemy hands. Water Carrier.
ERESTA	520	Tanker	Was in Naples before Armistice. Water Carrier.
GALILEA II		Cargo	Rebo Vegan May be same as GALILEA.
GARBORELLO		Cargo	Civitavecchia. In enemy hands.
GARIGLIANO		Tanker	Was at Maddalena before Armistice. Possibly named GARYGLIANO.
JETTA DE MILANO		Cable Layer	Savona in enemy hands.
COCITO	1000	Tanker	At Genoa in enemy hands.
DALMAZIA	2500	Tanker	At La Spezia in enemy hands. Damaged in collision in Naples Bay. 1913
ELEONE		Cargo	At Pola in enemy hands.
ENZO		Cargo	At Tirana in enemy hands.
GENINUS RAVI		Cargo	At Marseilles 10/28/43.
GIASONE		Cable Layer	At Genoa in enemy hands.
LA NUOVA ITALIA		Cargo	At Savona in enemy hands.
MONREALE	6999	Cargo	In Genoa in enemy hands.
MONTE CENGIO		Transport	At La Spezia in enemy hands.
NINI RIZIO		Cargo	At Venice in enemy hands.

ENCLOSURE (D)

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INV. (1) 2

SECRET

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SECRET

SECRET
Serial: 49-44

MIC No. None
31 January 1944

Italian Ships in Axis Control (continued).

The following Italian Vessels have been mentioned as being in service for the enemy, but are not listed in available merchip records. (continued).

Vessel	Tonnage	Type	Remarks
ORTE		Cargo	Banana ship tied up at Pier 1a Genoa.
PANIGAGLIA		Transport	Captured by enemy at La Spezia in flooded condition.
PONSERVIZI		Cargo	Pola in enemy hands.
RADIOSA AURORA		Pangr.	Ex Royal Yacht. At Pola in enemy hands
SANTA LUCIA		Cargo	This could be any one of nine motor vessels listed. At Pola in enemy hands.
SAURO		Cargo	At Porto San Stefano in enemy hands.
SCRIVIA	1186	Tanker	At La Spezia in enemy hands.
SEBENICO	864	Cargo	Captured by enemy at Ancona and taken to Venice.
SEVERE		Cargo	At Pola in enemy hands.
TAGANROG		Cargo	Operated by Germans in Aegean.
TEVERE	690	Tanker	At La Spezia in enemy hands.
VALLELUNGA	915	Transport	At Nettuno in enemy hands.
VERBANO	592	Tanker	At either Venice or Pola in enemy hands.
VOLTURNO	1368	Tanker	At La Spezia in enemy hands.

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ORTA		Cargo	Panama ship tied up at Pisa in Genoa.
PANIGAGLIA		Transport	Captured by enemy at La Spezia in flooded condition.
PONGERVILI		Cargo	Pola in enemy hands.
RADIOSA AURORA		Passgr.	Ex Royal Yacht. At Pola in enemy hands
SANTA LUCIA		Cargo	This could be any one of nine motor vessels listed. At Pola in enemy hands.
SAURO		Cargo	At Porto San Stefano in enemy hands.
SORIVIA	1125	Tanker	At La Spezia in enemy hands.
SLEBNICO	964	Cargo	Captured by enemy at Ancona and taken to Venice.
SETERE		Cargo	At Pola in enemy hands.
TAGANROG		Cargo	Operated by Germans in Aegean.
TEVERE	690	Tanker	At La Spezia in enemy hands.
VALSELINGA	915	Transport	At Nettuna in enemy hands.
VERRANO	592	Tanker	At either Venice or Pola in enemy hands.
VOLTURNO	1968	Tanker	At La Spezia in enemy hands.

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ENCLOSURE (D)

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 49-44

MIS No. None
21 January 1944

List of Axis Controlled Merchant Vessels (other than Italian) Sunk in the Mediterranean.

Vessel	Tonnage	Type	Remarks
AALBORG	1252	Cargo	Ex Dan., Ex Fr. ST. LOUIS, sunk by British sub 4/12/43.
ALGERIE	3986	Cargo	Ex Fr. See It. AQUILA, beached Cape Sahib 5/9/43.
ALICANTE	2100	Cargo	German, sunk at Piraeus. No date given.
ARIZONA	5457	Cargo	French Sunk at Naples. No date given.
ASTREE	2147	Cargo	Ex Fr., see It SIRENA, sunk in Med.
BAALBECK	2115	Cargo	Fr., Ex KITBEK, Ex DONA MORA sunk off Pantellaria by Torpedo plane 2/23/43.
EQUATEUR	4706	Cargo	Fr. see It. BARI Sunk at Naples.
ESTTA	1576	Cargo	Ex Den., Ex Fr. ST. ALBERT. Beached At Valencia January 1943.
BOJANA		Cargo	Ex Yugoslav SKODRA. Sunk off Kotor 10/21/43.
BONIFACIO	3566	Cargo	Fr. See It. CAMPOBASSO. Sunk by Allies.
BRESTOIS	3054	Cargo	Fr. See It. VERCELLI. Sunk at Tunis.
CALEDONIEN	7965	Cargo	Fr. See It. S POLETO. Sunk by Allies at Tunis.
CARIMARE	4469	Cargo	Fr. See It. VERONA. sunk at Isle of Ustica 1/24/43.
CHAMPAGNE	9946	Tanker	Fr. Sometimes referred to as TRAPELI. Converted to troop and cargo carrier with heavy derrick amidships. Torpedoed by Polish S/M DZIK and beached near Bastia.
CHARLES LEBORGNE	1795	Cargo	Fr. Beached off Tunis 4/1/43.
CHATEAU YQUEM	2536	Cargo	Fr. Sunk by British S/M 7/27/43.
COLLEVILLE	2012	Cargo	Fr. Sunk. No date or position given.
DITMAPSCHEN	1200	Cargo	Ger. Sunk by Torpedo Aircraft 9/23/43 Near Milos.
DJEBEL MADOR	3168	Cargo	Fr. See It. FOTO. Sunk at Tunis.
ELSI	1400	Cargo	Ex. Greek. Sunk by mine near Argostoli 9/29/43.
ESTEREL	3108	Cargo	Fr. Sunk by S/M 3/12/43.
FORT de FRANCE	4279	Cargo	Fr. See It. BELLUNO, scuttled at Tunisia 5/7/43.
FORT de SOUVILLE	5229	Cargo	Fr. See It. BENEVENTO, damaged, abandoned at Tunis 4/4/43.
GENERAL BONAPARTE	2796	Cargo	Fr. Sunk by HMS SPORTSMEN 5/19/43.
GENO	1700	Cargo	Ex. Den., Ex Fr. ST. RAYMOND. Sunk by bombing 2/22/43.

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ALGERIE	3986	Cargo	Ex Fr. See It. AQUILA, beached Cape Sahib 5/3/43.
ALICANTE	2100	Cargo	German, sunk at Piraeus. No date given.
ARIZONA	5457	Cargo	French Sunk at Naples. No date given.
ASTREE	2147	Cargo	Ex Fr., see It. SIENA, sunk in Med.
BAALBECK	2115	Cargo	Fr., Ex EILBEK, Ex DORA HORN sunk off Rachellaria by Torpedo plane 2/21/43.
EQUATEUR	4706	Cargo	Fr. see It. BARI Sunk at Naples.
ESTEA	1576	Cargo	Ex Den., Ex Fr. ST. ALBERT. Beached at Valencia January 1945.
FOJANA		Cargo	Ex Yugoslav SKODRA. Sunk off Kotor 10/21/43.
BONIFACIO	3566	Cargo	Fr. See It. CAMPOBASSO. Sunk by Allies.
BRESTOIS	3054	Cargo	Fr. See It. VERCELLI. Sunk at Tunis.
CALEDONIEN	7965	Cargo	Fr. See It. S POLETO. Sunk by Allies at Tunis.
CARIMARE	4469	Cargo	Fr. See It. VERONA, sunk at Isle of Ustica 1/24/43.
CHAMPAGNE	9946	Tanker	Fr. Sometimes referred to as TRAPEZI. Converted to troop and cargo carrier with heavy dorrick sxidehips. Torpedoed by Polish S/M DZIK and beached near Pantia.
CHARLES LEBORGNE	1795	Cargo	Fr. Beached off Tunis 4/1/43.
CHATEAU YQUEM	2536	Cargo	Fr. Sunk by British S/M 7/27/43.
COLLEVILLE	2012	Cargo	Fr. Sunk. No date or position given.
DITMARSCHEN	1200	Cargo	Ger. Sunk by Torpedo Aircraft 9/23/43 near Milos.
DJEBEL NADOR	3168	Cargo	Fr. See It. NOTO. Sunk at Tunis.
ELSI	1400	Cargo	Ex. Greek. Sunk by mine near Argostoli 9/28/43.
ESTEREL	3100	Cargo	Fr. Sunk by S/M 3/12/43.
FORT de FRANCE	4279	Cargo	Fr. See It. HELLENO, scuttled at Tunisia 5/7/43.
FORT de SOUVILLE	5229	Cargo	Fr. See It. BENEVENTO, damaged, abandoned at Tunis 4/4/43.
GENERAL BONAPARTE	2796	Cargo	Fr. Sunk by HMS SPORTSMAN 5/19/43.
GEND	1700	Cargo	Ex. Dan., Ex Fr. ST. RAYMOND. Sunk by bombing 2/22/43.
GOUVERNEUR GENERAL GUEYDON	4513	Pasgr.	Fr. Destroyed at Bizerte.
HENRI DESPREZ	9895	Tanker	Fr. Sunk by HMS UNRUFFLED in Gulf of Euphemia 6/3/43.
HENRI ESTEVA	1904	Cargo	Fr. Sunk by bombing 3/7/43.
INGEBORG S.	1200	Cargo	Ex Fr. STE. MARTINE. Sunk March 43. No position given.

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ENCLOSURE (F)

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1 IRN-11(2)

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 49-44

MIS No. None
31 January 1944

List of Axis Controlled Merchant Vessels (other than Italian) Sunk in the Mediterranean. (continued).

Vessel	Tonnage	Type	Remarks
IPANEMA	4282	Cargo	Fr. See It. VILLAROSA. Scuttled by Germans at Naples Sept., 1943.
L'AUDE		Reagr.	Fr. Used asNaval Transports. Reported sunk in Toulon raid 11/24/43.
LISBOA	1799	Cargo	Ger. Torpedoed off Suda 1/31/43.
MARTINE	2700	Cargo	Ex. Neth. Sunk 11/11/42 between Homs and Benghazi by Torpedo A/C.
MASILIA	18480	Reagr.	Fr. Reported sunk by sabotage.
MAYENNE	2943	Cargo	Fr. See It. FABRIANO. Sunk 4/11/43.
MIN	7997	Cargo	Fr. See It. ORNEGLIANO. destroyed at Bizerte 5/7/43.
MONACO	5140	Cargo	Gr. See It. BOLOGNA. Sunk in Tyrrhenean Sea 5/21/43.
MYRTAGNE	4572	Cargo	Fr. Bombed and wrecked in Bastia Harbor Sept., 43.
MONTESQUIEU	3325	Cargo	Fr. See It. ENNA. Destroyed by explosion following bombardment of Naples 5/30/43.
MOSTAGANEM	1942	Cargo	Fr. Sunk by Torpedo Bombers 4/18/43.
NAVARRE	1798	Cargo	Fr. Sunk at Suda Nov., 1943.
OASIS	1327	Cargo	Fr. Sunk by British S/M 2/26/43.
OLYMPOS	852	Coaster	Ex. Gr. Sunk near D'Amorgos by HMS SIRIUS 10/7/43.
OMED SEROU II	2448	Cargo	Fr. See It. PISTOIA Sunk at Isle of Ustica 1/24/42.
PIM 12	3754	Cargo	Ex. Gr. renamed PAULA by Germans. Sunk near Stampalia. No date given.
PASCAL PAOLI	3200	Cargo	Fr. Scuttled at Genoa by Italians 9/9/43.
PATRIA	1341	Cargo	Nor. Ex. Fr. STE CHRISTINE. Reported sunk at Messina. No date given.
PENERF	2151	Cargo	Ger. Sunk off Antibes by HMS ULTOR 4/11/43.
PLUTO	1156	Cargo	Ex. Neth. sunk with P.L.M. 12 near Stampalia.
PRESIDENT. HERRERA URQUIJO	3104	Cargo	Damaged at Naples Date not given. 1910
REGENTE ROSA	3713 3145	Cargo Tanker	Sunk by Allies in Tunis. No date given. Ex. Neth. Sunk at Palermo. No date given.
ST. MARIN	6176	Cargo	Fr. Ex. Gr. AMERIGO CHANDRIS. See It. CAPANNA Sunk at Naples.
STE MARGUERITE	1854	Cargo	Fr. Sunk by British S/M [illegible]

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LIGURIA	1799	Cargo	Ger. Torpedoed off Sumo 1/31/43.
MARTINA	2780	Cargo	Ex. Neth. Sunk 11/11/42 between Rome and Benghazi by Torpedo A/C.
MASILIA	1[illegible]80	Passr.	Fr. Reported sunk by sabotage.
MAYENNE	2943	Cargo	Fr. See It. FABRIANO, sunk 4/11/43.
NUS	7957	Cargo	Fr. See It. CONEGLIANO, destroyed at Bizerte 5/7/43.
NEGRO	5440	Cargo	Ex. See It. BOLOGNA. Sunk in Tyrrhenean Sea 5/21/43.
NETTUNO	4572	Cargo	It. Bombed and wrecked in Bastia Harbor Sept., 43.
MONTESQUIEU	3325	Cargo	Fr. See It. ENNA, destroyed by explosion following bombardment of Naples 5/30/43.
NEVEGAVIER	1942	Cargo	Fr. Sunk by Torpedo Bombers 4/16/43.
NANTAISE	1788	Cargo	Fr. Sunk at Sedo Nov., 1943.
OASIS	1327	Cargo	Fr. Sunk by Erisith S/M 2/26/43.
OLYMPOS	852	Coaster	Ex. Gr. Sunk near D'Anorgea by HMS BIRKIN 10/7/43.
OUED SEBOU II	2448	Cargo	Fr. See It. PISTOIA Sunk at Isle of Ustica 1/24/42.
PAM 12	3754	Cargo	Ex. Gr. renamed PAULA by Germans. Sunk near Stampalia. No date given.
PASCAL PAOLI	3200	Cargo	Fr. Scuttled at Genoa by Italians 9/9/43.
PATRIA	1341	Cargo	Nor., Ex. Fr. STE CHRISTINE. Reported sunk at Messina. No date given.
PERERF	2151	Cargo	Ger. Sunk off Antibes by HMS ULTOR 4/14/43.
PLUTO	1156	Cargo	Ex. Neth. sunk with P.L.M. 12 near Stampalia.
PRESIDENT HERTGRAS OHMEIDT	9104	Cargo	Damaged at Naples Date not given. 1919
REMUS	3719	Cargo	Sunk by Allies in Tunis. No date given.
ROSA	3145	Tanker	Ex. Neth. Sunk at Palermo. No date given.
ST. MARIN	6176	Cargo	Fr. Ex. Gr. ADELFOI CHANDRIS. See It. CATANIA Sunk at Naples.
STE ANNUNTIATE	1554	Cargo	Fr. Sunk by Erisith S/M URSULA in Sicilian Channel 12/42.
SAN FRANCISCO	6013	Cargo	Fr. Reported Sunk. No date or position given.
SAN DIEGO	6013	Cargo	Fr. Beached afire near Cape Zebib 4/6/43.

ENCLOSURE (E)

IRN-11

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 49-44

MHP No. None
31 January 1944

List of Axis Controlled Merchant Vessels (other than Italian Sunk in the Mediterranean. (continued).

Vessel	Tonnage	Type	Remarks
SAN JOSE	6013	Cargo	Fr. Listed as probably sunk in Tunisian campaign. Other source reported sunk by aircraft near Cibia, no date given.
SANTA FE	4627	Passgr.	Fr. Reported sunk in Black Sea.
SANTORINI	700	Coaster	Gr. Gr. Sunk by plane near Crete 10/10/43.
SCHIAFFINO FRERES	3314	Cargo	Sunk in Palermo. No date given.
SIDI MABROUK	3900	Cargo	Fr. Beached at Bastia Harbor 10/3/43.
SIMFRA	4470	Cargo	Fr. Sunk by torpedo bombers off Suda. No date given.
SPICA	1385	Cargo	Ger. Sunk in Palermo. No date given.
STELLA	1394	Cargo	Ex. Den., Ex. Fr. STSAUVER. Sunk by aircraft off Reggia di Calabria August, 1943.
TAMISE	265	Cargo	Fr. See It. CALTANISETA. Sunk by Allies in Mediterranean.
TANA	5585	Cargo	Ex. Nor., Ex. Fr. STE SIMONE. Hit by bombs and set afire 5/24/43.
THISBE	1782	Cargo	Torpedoed and sunk in Black Sea. 9/4/43
THOFSHEIMER	9955	Tanker	Ex. Nor. Attacked by 30 aircraft off Tunisia and later blew up 2/21/43.
TIERRIADE	2696	Cargo	Sunk in Bastia Harbor. No date given.
TLEMCEN	4425	Cargo	Sunk in Catania. No date given.
TOMISLAV	5378	Cargo	Ex. Ys. See It. VENEZIA GIULIA. Sunk at Yokohama by Allies 1/9/42.
WACHTFELS	8457	Cargo	Ger. Sunk off Crete 11/42.
YALOU	8564	Cargo	Fr. See It. ROVERETO. sunk off Bizerte 4/6/43.

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			no date given.
SANTA FE	4627	Freight	Br. Reported sunk in Black Sea.
SANTORINI	700	Chester	Ex. Gr. Sunk by plane near Crete 10/10/43.
SCHIAFFINO KERRS	3314	Cargo	Sunk in Palermo. No date given.
SIDI MAEROUK	3900	Cargo	Fr. Beached at Bastia Harbor 10/3/43.
SINTRA	4470	Cargo	Fr. Sunk by torpedo bombers off Suda. No date given.
SPICA	1385	Cargo	Ger. Sunk in Palermo. No date given.
STELLA	1394	Cargo	Ex. Dan., Ex. Fr. SEMAUVER. Sunk by aircraft off Reggia di Calabria August, 1943.
TAMISE	265	Cargo	Fr. See It. CAIPENIGERA. Sunk by Allies in Mediterranean.
TANA	5585	Cargo	Ex. Nor., Ex. Fr. SIR SIMON. Hit by bombs and set afire 5/24/43.
THISBE	1782	Cargo	Torpedoed and sunk in Black Sea 9/4/43.
THORSHEIMER	9955	Tanker	Ex. Nor. Attacked by 30 aircraft off Tunisia and later blew up 2/21/43.
TIRRENIDE	2696	Cargo	Sunk in Bastia Harbor. No date given.
TLEMCEN	4425	Cargo	Sunk in Catania. No date given.
TOMISLAV	5378	Cargo	Ex. Ye. See It. VENEZIA GIULIA. Sunk at Yokohama by Allies 1/9/42.
WACHTFELS	8467	Cargo	Ger. Sunk off Crete 11/42.
YALOU	8564	Cargo	Fr. See It. RIVERETO. Sunk off Bizerte 4/6/43.

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IPW-11 (2)

ENCLOSURE (2)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 49-44

MIC No. None.
31 January 1944

List of Merchant Vessels (other than Italian) operated under Axis control in the Mediterranean and Black Seas.

Vessel	Tonnage	Type	Remarks
ADRIANA	4359	Cargo	German. On r un from Eastern Italy to Greece.
ALABAMA	5643	Cargo	Fr. Reported at Bordeaux. Possibly used as blockade runner to far East.
ALBA JULIA	5700	Cargo	Rumanian. Operating in Black Sea and Aegean. Last reported at Costanza 11/4/43.
ALICE ROBERT	3585	Cargo	Reported by one source to have been converted to Auxiliary Cruiser Sg 11. Other source reports her to be cargo vessel. Last reported in Marseilles from Genoa 11/19/43.
ANDORRE	3986	Cargo	Ex. Gr. MOUNT PRIONAS. Named ANCONA while in Italian hands, but after Armistice, believed to have re-assumed Fr. name.
ANDRE LEBON	19680	Passgr.	Reported at Toulon 12/1/43.
ANJOU	504	Coaster	Reported at Genoa July, 1943.
ARCHON	1964	Cargo	Reported in Axis service in Eastern Med. Ex. Greek.
ARGOAL	5695	Cargo	Rumanian. Reported arrived Costanza from Sebastopol with wounded troops 11/14/43.
ARTESIEN	9152	Cargo	One source reports inactive at Marseilles. Other source reports vessel used on regular Etang de Carante Toulon run.
ASIE	8600	Passgr.	Named ROSSANO while in Italian hands. Resumed French name after Armistice. Last reported in Genoa 11/30/43.
AZROU	2998	Cargo	Fr. Ceded to the Axis. No other Info.
BACCHUS	3000	Tanker	Described as German tanker about 3000 Tons. Arrived at Costanza for repairs 11/19/43. This could be same one listed as Dutch. 2235 G T
BALKAN	9898	Cargo	arrived Costanza from Russia 11/10/43.
BALTHUM	1000	Tanker	Not listed in available merchip records
BELLE ISLE	9600	Passgr.	Assigned to port of Bayonne. Reported used as Target Ship. Holed by practice torpedo. At Toulon 11/30/43.
BERTI			
BOURGAS	3078	Cargo	

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ANNA JULIA	5700	Cargo	Was reported at Bordeaux. Possibly used as blockade runner to Far East. Rumanian. Operating in Black Sea and Aegean. Last reported at Costanza 11/4/43.
ALICE ROBERT	2538	Cargo	Reported by one source to have been converted to Auxiliary Cruiser Sg 11. Other source reports her to be cargo vessel. Last reported in Marseilles from Genoa 11/19/43.
ANDORRE	3986	Cargo	Ex. Gr. MONT PRIMAS. Named ANCONA while in Italian hands, but after Armistice, believed to have re-assumed Fr. name.
ANDRE LEBON	13602	Passr.	Reported at Toulon 12/1/43.
ANJOU	504	Coaster	Reported at Genoa July, 1943.
ARCHON	1364	Cargo	Reported in Axis service in Eastern Med. Ex. Greek.
ARDEAL	5695	Cargo	Rumanian. Reported arrived Costanza from Sebastopol with wounded troops 11/14/43.
		Passgr.	
APTENSEEN	3152	Cargo	One source reports inactive at Marseilles. Other source reports vessel used on regular Steag de Corsota Toulon run.
ASIE	8600	Passgr.	Named ROSSANO while in Italian hands. Resumed French name after Armistice. Last reported in Genoa 11/30/43.
AZROU	2998	Cargo	Fr. Ceded to the Axis. No other Info.
BACCHUS	3000	Tanker	Described as German tanker about 3000 Tons. Arrived at Costanza for repairs 11/19/43. This could be same one listed as Dutch. 2255 G T
BALKAN	3898	Cargo	Arrived Costanza from Russia 11/10/43.
BANTRUM	1000	Tanker	Not listed in available merchip records
BELLE ISLE	9600	Passgr.	Assigned to port of Bayonne.
BENTV	3075	Cargo	Reported used as Target Ship. Holed by practice torpedo. At Toulon 11/30/43.
BOURGAS	2900	Cargo	French. Used in enemy service.
BURGES	2918	Cargo	Bulgarian. In enemy service in Aegean.
BROSEN	1800	Tanker	French. Runs from France to Barcelona. Is similar in appearance to SAUMUR.
BRUTT	1583	Cargo	Not listed in available merchip records Assigned to Port of Bayonne.
BORN	500	Hospital	Ex. Norwegian. Ex. Fr. ST MONIQUE. Operated in Med. under Gr. control. Formerly Yt. BRUNO CALZARI. Ex I-G Ship.

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ENCLOSURE (T)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 4944

MID No. Wcno.
31 January 1944

List of Merchant Vessels(other than Italian) operated under Axis control in the Mediterranean and Black Seas. (Continued).

Vessel	Tonnage	Type	Remarks
CAP BLANC	3317	Cargo	Fr. Operated in Med. Under Gr.control.
CAP CORSE	2444	Passgr.	Inactive at Marseilles.
CAP FERRATO	2611	Cargo	Operated in Med. under Gr. control.
CAPITAINE DAMIANI	4854	Cargo	Inactive at Marseilles.
CAPITAINE LE DIABAT	3107	Cargo	Operated in Med. under Gr. control.
CAPITAINE BURGI	3176	Cargo	Operated in Med. under Gr. control.
CAPITAINE PRIEUR	3387	Cargo	Damaged in air raid at Toulon 11/24/43.
CARAIBE	4048	Cargo	Fr. Operated in Med. under Gr. control.
CARBET	9689	Cargo	Fr. Operated " " " " "
CARONTE			Fr. At Martigues 12/15/43. Not listed in available merchip records.
CATHERINE SCHIAFFINO	1592	Cargo	Fr. Operated in Med. under Gr. control.
CELSIUS	300	Cargo	Ex. Spanish CRESPI. Operated in Eastern Med. Service under Gr. control.
CERES	2584	Cargo	Inactive at Marseilles.
CHATEAU LAROSE	2047	Cargo	Inactive at Marseilles.
CHEF MECANICIEN ARMAND HUARD	3070	Collier	Fr. Received two direct bomb hits at Leghorn, May, 1943.
CHEMCYCRAIN	14600	Passgr.	At Martigues 12/15/43.
CONDE	7292	Cargo	Named RAIDASSO while in Italian hands. Reassumed French name after Armistice.
CYPRES	2046	Cargo	Fr. Moored at La Ciotat 10/18. With severe torpedo damage to bow. Repair stopped due to shortage of Plate. Reported to have been converted to Auxiliary Cruiser 1943.
DALNY	5672	Cargo	Operated in Med. under Gr. control.
DAUPHINE	5716	Tanker	Converted to Tank and Personnel Carrier. Was called VOGHERA while in Italian hands. Siezed by Germans at Genoa after Armistice.
DIEPPE ARROW	2908	Cargo	Fr. At Marseilles 10/14/43.
DIESEL DIRA	2800	Cargo	Reported to have been damaged by mine or torpedo and touched 20 miles West of Bahia. Later reported under repairs at Marseilles.
DIESEL	8800	Passgr.	Used by Germans as repatriation ship. One source reportsvessel renamed FRIEDRICH by Germans, other reports vessel turned back to French for operation.
DRAGUIGNAN	5576	Tanker	

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CAPITAINE DARLAT	4854	Cargo	Inactive at Marseilles.
CAPITAINE LE DIABET	3107	Cargo	Operated in Med. under Gr. control.
CAPITAINE LUIGI	3176	Cargo	Operated in Med. under Gr. control.
CAPITAINE PRIEUR	3087	Cargo	Damaged in air raid at Toulon 11/24/43.
CARAIBE	4648	Cargo	Fr. Operated in Med. under Gr. control.
CARIBE	3689	Cargo	Fr. Operated " " " " "
CARONTE			Fr. At Martigues 12/15/43. Not listed in available merchip records.
CATHERINE SCHIAFFINO	2591	Cargo	Fr. Operated in Med. under Gr. control.
CELSIUS	500	Cargo	Fr. Spanish CRESPI. Operated in Eastern Med. Service under Gr. control.
CEPH			
CHATEAU LAROSE	2984	Cargo	Inactive at Marseilles.
CHEF MECANICIEN ARMAND BLANC	2047	Cargo	Inactive at Marseilles.
CHENONCEAUX	9970	Collier	Fr. Received two direct bomb hits at Lagbaum, May. 1943.
CONDE	14000	Reagr.	At Martigues 12/15/43.
CYPRUS	7202	Cargo	Named RANDAZZO while in Italian hands. Resumed French name after Armistice.
	2046	Cargo	Fr. Moored at La Ciotat 10/18, with severe torpedo damage to bow. Repair stopped due to shortage of Plate. Reported to have been converted to Auxiliary Cruiser #119.
DAINY	6672	Cargo	Operated in Med. under Gr. control.
DAUPHINE	9736	Tanker	Converted to Tank and Personnel Carrier. Was called VOGHERA while in Italian hands. Sized by Germans at Genoa after Armistice.
DERBY ARGUS	2908	Cargo	Fr. At Marseilles 10/14/43.
DIESEL DINA	2800	Cargo	Reported to have been damaged by mine or torpedo and beached 20 miles East of Ischia. Later reported under repairs at Marseilles.
DIANE	6800	Reagr.	Used by Germans as repatriation ship. One source reportsvessel renamed FRIEDRICH by Germans. Other reports vessel turned back to French for operation.
DRESDEN	5576	Reagr.	Reported to have arrived Bordeaux damaged by mine.
EDEA	3747	Cargo	At Marseilles 11/22/43.
EFFERTUZ	5000		Fr. Greek. Probably in Axis service in East Med. Not listed in available merchip records.

IN CLOSURE (F)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 49-44

MEC No. None.
31 January 1944

List of Merchant Vessels (other than Italian) operated under Axis control in the Mediterranean and Black Seas. (continued).

Vessel	Tonnage	Type	Remarks
EL DJEZAIR	5790	Cargo	Fr. Operated in Med under Gr. control.
EL KANTARA	5100	Passgr.	Fr. " " " " " " In Toulon 11/24/43.
EL MANSOUR	5800	Passgr.	Fr. Operated in Med under Gr. control. In Marseilles 11/19/43.
ELISABETH HENDRIK FISSER	5145	Cargo	Gr. Runs between Trieste and Greek ports.
ELLI	1114	Cargo	Ex. Greek operated in Med. by Gr.
ELSA ESSBERGER	6193	Cargo	At Bordeaux 12/6/43. German.
ESTE	7915	Cargo	Gr. At Bourgas 11/12/43.
ETHYLENE	1500	Tanker	Captured by enemy in Tunisia operated in Med. in enemy control. Not listed in available merchant records.
EXPLORATEUR GRANDIDIER	11300	Passgr.	Fr. At Martigues 12/19/43.
FINISTERRE	1158	Cargo	Fr. Operated in Med. under Gr. control.
FINUL	7327	Cargo	In Black Sea. Reported to have been damaged by torpedo 9/25/43.
FRONSAC	518	Cargo	Fr. Operated in Med. under Gr. control.
GARONNE	7113	Tanker	Ex Nor. Undergoing repairs at Toulon. 12/1/43.
GENERAL GASSOUIN	5000	Tanker	Fr. At Oneglia 11/30/43. Possibly damaged.
GERDA TOFT	1960	Cargo	Ex Fr. St ALAIN. At Piraeus 9/22/43.
GEISTERRICH	700	Cargo	Ex It. NEGHELLI. Entered Black Sea 11/24/43.
GONGEVILLE	2285	Cargo	Operated in Med. under Gr. control.
GOUVERNEUR GENERAL CAMBOK	3509	Passgr.	At Marseilles 12/15/43. Turned back to French for operation.
GOUVERNEUR GENERAL CHANZY	4397	Passgr.	At Marseilles 12/15/43.
GOUVERNEUR GENERAL GREVY	4565	Passgr.	Named AVELLA NO while in Italian hands. Renamed French name after Armistice. Reported arrived Joliette 12/8/43.
GOUVERNEUR GENERAL JONNART	4519	Passgr.	Inactive at Marseilles.
GOUVERNEUR GENERAL TIRMAN	3509	Passgr.	At Marseilles. Being converted to hospital ship and renamed TUBINGEN or KUNITZEN.
GUYANE	1794	Cargo	Operated in Med. under Gr. control.
HADRIAN	1600	Cargo	Ex Nor. Operated in East Med. under German control.
HERATA	1068		

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			In Toulon 11/24/43.
EL MANSOUR	5800	Pssgr.	Fr. Operated in Med. under Gr. control. In Marseilles 11/19/43.
ELISABETH HENDRIK FISSER	5145	Cargo	Gr. Runs between Trieste and Greek ports.
ELLY	1114	Cargo	Gr. Greek operated in Med. by Gr.
ELSA ESSBERGER	6109	Cargo	At Bordeaux 12/6/43. German.
ESTE	7915	Cargo	Gr. At Bourgas 11/12/43.
ETHELENE	1500	Tanker	Captured by enemy in Tunisia operated in Med. in enemy control. Not listed in available merchip records.
EXPLORATEUR GRANDIDIER	11300	Pssgr.	Fr. At Martiques 12/19/43.
FINISTERRE	1158	Cargo	Fr. Operated in Med. under Gr. control.
FISUS	7327	Cargo	In Black Sea. Reported to have been damaged by torpedo 9/25/43.
FROMSAC	518	Cargo	Fr. Operated in Med. under Gr. control.
GARONNE	7113	Tanker	Ex Nor. Undergoing repairs at Toulon, 12/1/43.
GENERAL GASSOUIN	5000	Tanker	Fr. At Ceaglia 11/30/43. Possibly damaged.
GERDA TOFT	1960	Cargo	Ex Fr. St ALAIN. At Piraeus 8/22/43.
GERMERICH	700	Cargo	Ex It. NERELLI. Entered Black Sea 11/24/43.
GONEVILLE	2285	Cargo	Operated in Med. under Gr. control.
GOUVERNEUR GENERAL CAMBON	3509	Pssgr.	At Marseilles 12/15/43. Turned back to French for operation.
GOUVERNEUR GENERAL CHANZY	4897	Pssgr.	At Marseilles 12/15/43.
GOUVERNEUR GENERAL GREVY	4585	Pssgr.	Named AVEZZA NO while in Italian hands. Reassumed French name after Armistice. Reported arrived Joliette 12/8/43.
GOUVERNEUR GENERAL JONNART	4513	Pssgr.	Inactive at Marseilles.
GOUVERNEUR GENERAL TIRMAN	3509	Pssgr.	At Marseilles. Being converted to hospital ship and renamed TUBINGEN or KUNIGEN.
GUYANE	1794	Cargo	Operated in Med. under Gr. control.
HADRIAN	1600	Cargo	Ex Nor. Operated in East Med. under German control.
HERMIA	1068	Cargo	Fr. Operated in Med. under Gr. control.
HOECHSTEMEER	2250	Cargo	Gr. Not listed in available merchip records. Makes frequent calls to Bayonne.
ILE DE BEAUTE	2600	Cargo	Fr. Operated in Med. under Gr. control.
IMERETHIE II	3719	Pssgr.	Ex. At Leghorn 9/43. Took part in Gr. evacuation of Corsica.

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ENCLOSURE (F)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 49-44

MIC No. None.
31 January 1944

List of Merchant Vessels (other than Italian) operated under Axis control in the Mediterranean and Black Seas. (continued).

Vessel	Tonnage	Type	Remarks
[illegible]	300	Coaster	Ex Span. Operated in East Med. under German control.
JACQUES SCHIAFFINO	1757	Cargo	Operated in Med. under Gr. control.
JEAN LABORDE	11600	Passgr.	At Martigues 12/15/43.
JOHANNES MAERSK	1190	Cargo	Ex Fr. STE. GISELLE. Operated in Aefsen under Gr. control.
JOHN KNUDSEN	9072	Tanker	Ex Fr., Ex Nor. Operated in Piraeus areas
KABYLE	1881	Cargo	Operated in Med. under Gr. control.
KAIROUAN	7800	Cargo	" " " " " "
KAROULIA	3723	Cargo	Fr. Operated in Med. under Gr. control.
KERCH	300	Coaster	Not listed in available merchip records. Ex Span. operated in Black Sea by Germans.
KEMTOSONO	9285	Cargo	Ex Dutch. Reported converted to Sub Depot Ship. Probably damaged. No position given.
KHERSON	300	Coaster	Not listed in available merchip records. Operated in Black Sea by Germans.
KONITZA	4000	Cargo	Not listed in available merchip records. Inactive at Marseilles.
KONISTRA	3587	Cargo	Ex Greek. Probably in German service.
KULMERLAND	7363	Cargo	Gr. Probably damaged 12/43. Position not given.
LA MARSA	1439	Cargo	Fr. Operated in Med. under Gr. control
LANCANGER	9215	Tanker	Ex Nor. Believed at Marseilles 12/1/43.
LEBARBRIZUK	934	Cargo	Operated in Med. under Gr. control.
LE GATINO		Cargo	Not listed in available merchip records. Arrived Marseilles from Genoa 11/19/43.
LILACS	7000	Cargo	Not listed in available merchip records. Arrived Marseilles from Genoa 11/20/43.
LILLOIS	3700	Cargo	Fr. At Marseilles 11/19/43.
LEVOIS	7500	Cargo	Reported at Marseilles 12/15/43. damaged by bombing. Other report states she was loading munitions 12/8. Apparently serviceable.
LUXEMBOURG	4700	Cargo	Ex Gr. CONSTANTINE LOULOUDIS. Operated in East Med. under German control.
MAGDA	300	Coaster	Not listed in available merchip records. Tanker barge working in Leg-

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JACQUES SCHIAFFINO	4757	Cargo	Operated in Med. under Gr. control.
JEAN LABORDE	11600	Passgr.	At Martigues 12/15/43.
JOHANNES MAERSK	1190	Cargo	Ex Fr. STE. GISELLE. Operated in Aefaen under Gr. control.
JOHN KNUDSEN	9071	Tanker	Ex Fr., Ex Nor. Operated in Piraeus areas.
KABYLE	1881	Cargo	Operated in Med. under Gr. control.
KAIROVAN	7800	Cargo	" " " " " "
KAKOULIMA	5723	Cargo	Fr. Operated in Med. under Gr. control.
KERCH	300	Coaster	Not listed in available merchip records. Ex Span. operated in Black Sea by Germans.
KERGOSSNO	9289	Cargo	Ex Dutch. Reported converted to Sub Depot Ship. Probably damaged. No position given.
KHERSON	300	Coaster	Not listed in available merchip records. Operated in Black Sea by Germans.
KONITZA	4000	Cargo	Not listed in available merchip records. Inactive at Marseilles.
KONISTRA	3567	Cargo	Ex Greek. Probably in German service.
KULMERLAND	7363	Cargo	Gr. Probably damaged 12/43. Position not given.
LA MARSA	1439	Cargo	Fr. Operated in Med. under Gr. control
LANGANGER	9215	Tanker	Ex Nor. Believed at Marseilles 12/1/43.
LEKARDRIEUX	934	Cargo	Operated in Med. under Gr. control.
LE GATINO		Cargo	Not listed in available merchip records. Arrived Marseilles from Genoa 11/19/43.
LILACS	7000	Cargo	Not listed in available merchip records. Arrived Marseilles from Genoa 11/20/43.
LILLOIS	3700	Cargo	Fr. At Marseilles 11/19/43.
LINOIS	7500	Cargo	Reported at Marseilles 12/15/43. damaged by bombing. Other report states she was loading munitions 12/8. Apparently serviceable.
LUXEMPOURG	4700	Cargo	Ex Gr. CONSTANTINE LOULOUDIS. Operated in East Med. under German control.
MAGDA	300	Coaster	Not listed in available merchip records. Tanker barge working in Leghorn harbor 10/10/43.
MARECHAL LYAUTEY	8300	Passgr.	Marseilles. Used as billet ship 12/1/43.
MARGUERITE FINALY	12309	Tanker	In Marseilles under repair for torpedo damage.
MARIETTE PACHA	12239	Cargo	At Martigues 12/15/43.
MARIUPOL		Cargo	Not listed in available merchip records. Operated in East Med. under German control. Ex Spanish.

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ENCLOSURE (F)

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SECRET
Serial: 49-44

MIS No. None.
31 January 1944

List of Merchant Vessels (other than Italian) operated under Axis control in the Mediterranean and Black Seas. (continued).

Vessel	Tonnage	Type	Remarks
MEDJERDA	4608	Cargo	At Toulon Nov.43. Turned back to French for operation.
MEKONG	746	Tanker	Arrived Costanza from Nicolaiev with two other oilers 11/11/43.
MILKA		Cargo	Not listed in available merchip records. Operated by Germans in Black Sea.
MILOS	800	Cargo	Probably in German service. Ex Greek.
MOTOGAZ		Tanker	Not listed in available merchip records. Under repairs at Spezia July 1943. Operated in Med. under Ger. control.
M.T. 3	400	Water Tanker	Not listed in available merchip records. Operated in East Med. under German control.
NICOLINE MAERSK	4000	Cargo	At Marseilles 12/1/43. Running to Spain. Reported ran aground near mouth of Rhone River to avoid interception with Fantasque. Further report states turned back to French for operation.
NIKOLAIEFF		Cargo	Ex Spanish. Not listed in available merchip records.
NOVOROSSISK		Cargo	Ex Spanish. Not listed in Available merchip records.
OENA	7000	Tanker	Ex British. Operating in the Piraeus area.
ORIA	2000		Ex Fr. STS JULIENNE. Operated in East Med. under German control.
ORION	1500	Cargo	Probably in German service. Ex Greek.
ORSURO	434	Cargo	Operated in the Med. under German control.
ORVIETO		Cargo	Fr. Arrived Marseilles from Genoa 11/19/43. Was attacked by sub on the way, but torpedo missed.
OSSAG	2793	Cargo	German. Operated in Black Sea.
OUED TIFLET	1194	Cargo	Fr. Operated in the Med. under German control.
OURANIA NIKOLAOU	8000	Cargo	Ex Greek. Probably in Axis service in East Med. (not listed in available merchip records.
P L M 16	3754	Cargo	Ex Fr. Probable [illegible]

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MEKONG	744	Tanker	for operation. Arrived Costanza from Nicolaiev with two other oilers 11/11/43.
MILKA		Cargo	Not listed in available merchip records. Operated by Germans in Black Sea.
MILOS	800	Cargo	Probably in German service. Ex Greek.
MOTOGAZ		Tanker	Not listed in available merchip records. Under repairs at Sparia July 1943. Operated in Med. under Ger. control.
M.T. 3	400	Water Tanker	Not listed in available merchip records. Operated in East Med. under German control.
NICOLITE MARSE	4000	Cargo	At Marseilles 12/1/43. Running to Spain. Reported ran aground near mouth of Ebro River to avoid interception with Fantasque. Further report states turned back to French for operation.
NIKOLAIEFF		Cargo	Ex Spanish. Not listed in available merchip records.
NOVOROSSIESK		Cargo	Ex Spanish. Not listed in Available merchip records.
OLNA	7000	Tanker	Ex British. Operating in the Piraeus area.
ORIA	2000		Ex Fr. STE JULIENNE. Operated in East Med. under German control.
ORION	1500	Cargo	Probably in German service. Ex Greek.
ORSURO	434	Cargo	Operated in the Med. under German control.
ORVIETO		Cargo	Fr. Arrived Marseilles from Genoa 11/19/43. Was attacked by sub on the way. but torpedo missed.
OSSAG	2793	Cargo	German. Operated in Black Sea.
OUED TIFLET	1194	Cargo	Fr. Operated in the Med. under German control.
OURANIA NIKOLAOU	8000	Cargo	Ex Greek. Probably in Axis service in East Med. (not listed in available merchip records.
P L M 16	3754	Cargo	Ex Fr. Probably renamed ELBE operated in the Med.
P L M 24	5391	Cargo	Operated in the Med under German control
PALLAS	5300	Tanker	At Etang de Berre 12/1/43.
PAINA		Cargo	Bulgarian. Not listed in available merchip records. At Bourgas 11/12/43.
PIERRE CLAUDE	1787	Cargo	Fr. Operated in the Med. under German control.

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ENCLOSURE (F)

SECRET

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SECRET

SECRET
Serial: 4944

MIS No. None.
31 January 1944

List of Merchant Vessels (other than Italian) operated under Axis control in the Mediterranean and Black Seas. (continued).

Vessel	Tonnage	Type	Remarks
PLATON	4550	Cargo	Assigned to service between St. Louis du Rhone and Cap Janet Base. Nov.43.
PLEVIGNE	9600	Tanker	Assigned to service between St. Louis du Rhone and Cap Janet Base.
PONTEI CANET	1176	Cargo	Fr. Operated in Med under Ger control.
PORT DU SOUC	1473	Tanker	Arrived Marseilles from Genoa 11/19/43
PRADO	997	Cargo	Arrived Marseilles from Toulon 11/20/43.
PRESIDENT DU PIAZ	4900	Passr.	At Marseilles 12/15/43.
PROVIDENCE	11900	Passr.	At Martigues 12/15/43.
PRODROMOS	977	Coaster	Ex Greek. Arrived Costanza 11/4/43.
QUERILY		Cargo	Fr. Not listed in available merchip records. At Martigues 12/15/43.
REGINA	9545	Tanker	Ex Nor. Torpedoed but reached Trieste 4/4/43. Seen at Leghorn Sept., 43.
RIDEL	550	Cargo	Ex Span. REAMUP. Operated in East Med. under German control.
RINGULY	5353	Cargo	Ex Br. STE MARTHE. Operated in Med. under German control.
ROKOS	8000	Cargo	Ex Gr. Not listed in available mer. ship records. Probably in German service in East Med.
RONALD	372	Cargo	Operated in Med under Ger. control.
ROUSSILLON	9967	Cargo	Fr. Torpedoed but towed into Leghorn. No date given.
RUHR	1029 or 5954	Cargo	Ger. Hit by bombs off Tunisia 1/22/43. Could be either of two German ships of same name listed.
SAHEL	2470	Cargo	Fr. Left Marseilles for Etang de Berre 11/19/43.
ST GRIEUG	461	Cargo	Fr. Operated in Med. under Ger. control.
SAINT CYRILLE	3975	Cargo	Inactive at Marseilles.
SAINT NAZAIRE	2900	Cargo	At Marseilles. Operated in Med under German control.
SAINTE HERMANDITE	1596	Cargo	Fr. Operated in Med under German control.
SALONIA	751	Cargo	Ex Gr. Operated in Med by Axis.
SAMPIERO CORSO	3929	Passr.	Named CANOSA while in Italian hands. Turned back to French for operation and French name reassumed.
SAN ANTONIO	6013	Cargo	Fr. Operated in Med under German control.

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			du Rhone and Cap Janet Base.
PONTET CANET	1176	Cargo	Fr. Operated in Med under Ger control.
POPT DU BOUC	473	Tanker	Arrived Marseilles from Genoa 11/29/43
PRADO	397	Cargo	Arrived Marseilles from Toulon 11/23/43.
PRESIDENT DU REAU	4900	Passr.	At Marseilles 12/15/43.
PROVIDENCE	11900	Passr.	At Martigues 12/15/43.
PROMETHEE	977	Coaster	Ex Greek. Arrived Castarna 11/4/43.
QUISIRI		Cargo	Fr. Not listed in available merchip records. At Martigues 12/15/43.
REGINA	9545	Tanker	Ex Nor. Torpedoed but reached Trieste 4/4/43. Seen at Leghorn Sept., 43.
RIDEL	550	Cargo	Ex Span. REAMUR. Operated in East Med. under German control.
RINGULT	5153	Cargo	Ex Fr. STE MARTHE. Operated in Med. under German control.
ROKOS	8000	Cargo	Ex Gr. Not listed in available merchip records. Probably in German service in East Med.
ROMAIN	372	Cargo	Operated in Med under Ger. control.
ROUSSILLON	9967	Cargo	Fr. Torpedoed but towed into Leghorn. No date given.
RUHR	1029 or 5954	Cargo	Ger. Hit by bombs off Tunisia 1/22/43. Could be either of two German ships of same name listed.
SAHEL	2470	Cargo	Fr. Left Marseilles for Etang de Berre 11/19/43.
ST BRIEUC	461	Cargo	Fr. Operated in Med. under Ger. control.
SAINT CYRILLE	3475	Cargo	Inactive at Marseilles.
SAINT NAZAIRE	2900	Cargo	At Marseilles. Operated in Med under German control.
SAINTE BERNADETTE	1596	Cargo	Fr. Operated in Med under German control.
SALONGA	751	Cargo	Ex Gr. Operated in Med by Axis.
SAMPIERO CORSO	3823	Passr.	Named CANOSA while in Italian hands. Turned back to French for operation and French name reassumed.
SAN ANTONIO	6013	Cargo	Fr. Operated in Med under German control.
SAN PEDRO	5947	Cargo	Fr. Turned back to French for operation.
SAUMUR	3080	Cargo	On Marseilles/Barcelona run. Reported by one source to be disguised as Spanish, with rafts painted with Spanish colors.
SCHRAUBER		Cargo	Ger. Not listed in available merchip records. At Bourgas 11/16/43.

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SECRET

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SECRET

SECRET
Serial: 43-44

MKG No. None.
31 January 1944

List of Merchant Vessels (other than Italian) operated under Axis control in the Mediterranean and Black Seas. (continued).

Vessel	Tonnage	Type	Remarks
SEABOSE		Cargo	Ger. Not listed in available merchip Records. Arrived Costanza 11/19/43.
SEASCOTLAND		Cargo	Ger. Not listed in available mer ship records. Arrived Bourgas 11/16/43.
SEINEVILLE	4578	Cargo	Inactive at Marseilles.
SETI ATEMA	2506	Cargo	" " "
SIDI OKBA	2824	Cargo	Named CASSERTA while in Italian hands. Damaged by Allies at Naples. Presumed still under Ger. control.
SIFNOS	315	Coaster	At Saloniki 11/29/43.
SINAIA	8620	Passgr.	Used by Germans as repatriation ship. At Martigues 12/15/43. Taken from Italian control and turned back to French for oper ation.
SIPHNOS	800	Cargo	Ex Gr. Not listed in available mer-ship records. Operated in East Med. under German control.
SKOTROS	1445	Cargo	Ex Fr. SPE. LUCILLE. Operated in Med under German control.
S M A 9	2713	Cargo	Not listed in available merchip Records. At Piraeus Sept/43.
SOCOMEL	1646	Cargo	Operated in Med under Axis control.
SONIA	2700	Collier	Ex Ger. Operated in East Med under German control.
SPERBER	889	Cargo	Ger. Makes frequent calls to Genoa.
SPHINX	11407	Passgr.	Reported at Marseilles being armed as Auxiliary Cruiser. 8/43. At Genoa 11/30/43. Named SUBIACO while in Italian hands.
STOA	208	Coaster	At Split 10/1/43. Under Ger control.
STRABON	4600	Cargo	At Marseilles 12/15/43 damaged by bombing. Repairs evidently completed. Assigned to St Louis Du Rhone/Cog. Janet service.
SUZANNE	550	Coaster	Operated in East Med under Ger control.
TAMARA	3747	Cargo	Operates out of Marseilles. Reported turned back to Fr. for Operation.
TANAIS	1500	Cargo	Ex Gr. Operated in East Med by Axis.
TARN	6854	Tanker	At Genoa 11/11/43.
TELL	1439	Cargo	Fr. Operated in med under Ger control.
THESEE	2088	Cargo	Fr. " " " " " "
TSAR FERDINAND	2400	Cargo	Bulgarian at Bourgas 11/11/43.
VENDEMIAIRE	9200	Tanker	At Etang de Berre 12/2/43.

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SERENGETI		Cargo	Ger. Not listed in available mer ship records. Arrived Bourgar 11/16/43.
SERENVILLE	4578	Cargo	Inactive at Marseilles.
SIDI AISSA	2586	Cargo	" " "
SIDI OMRA	2824	Cargo	Named CASERTA while in Italian hands. Damaged by Allies at Naples. Presumed still under Ger. control.
SIFNOS	215	Coaster	At Salonika 11/28/43.
SIRATA	8600	Pass.	Used by Germans as repatriation ship. At Martigues 12/15/43. Taken from Italian control and turned back to French for operation.
SLIFNOS	800	Cargo	Ex Gr. Not listed in available merchship records. Operated in East Med. under German control.
SKOTFOSS	1465	Cargo	Ex Fr. STE. LUCILLE. Operated in Med. under German control.
S N A 9	2733	Cargo	Not listed in available merchip records. At Piraeus Sept/43.
SOCOMEL	1446	Cargo	Operated in Med under Axis control.
SONJA	2700	Collier	Ex Gr. Operated in East Med under German control.
SPERRER	889	Cargo	Ger. Makes frequent calls to [illegible]
SPHINX	13400	Pass.	Reported at Marseilles being [illegible] Auxiliary Cruiser. 8/43. At Genoa 11/30/43. Named SUBIACO while in Italian hands.
STON	208	Coaster	At Split 10/1/43. Under Ger control.
STRABON	4600	Cargo	At Marseilles 12/15/43 damaged by bombing. Repairs evidently completed. Assigned to St Louis Du Rhone/Cap Janet service.
SULMONE	550	Coaster	Operated in East Med under Ger control.
TAMARA	5747	Cargo	Operates out of Marseilles. Reported turned back to Fr. for Operation.
TANAIS	1500	Cargo	Ex Gr. Operated in East Med by Axis.
TARN	6850	Tanker	At Greece 11/11/43.
TELL	1439	Cargo	Fr. Operated in med under Ger control.
THEBES	2088	Cargo	Fr. " " " " " "
TSAR FERDINAND	2000	Cargo	Bulgarian at Bourgas 11/11/43.
VENDEMIAIRE	9200	Tanker	At Etang de Berre 12/1/43.
VILLE D'ALGER	10200	Pass.	At Port de Bouc 12/1/43. Turned back to Fr. for operation.
VILLE DE BASTIA	1531	Cargo	Under repairs at Marseilles Nov. 43.

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ENCLOSURE (E)

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