

ACC

10000/124/72

FLEET,  
JUNE 49

10000/124/72 FLEET, DISPOSITION OF  
JUNE 45 - OCT. 46

IRN-9

# SUBJECT NUMBER

- 1 Status of Italian Navy
- 2 Newspaper Articles in Italian Ships
- 3 Royal Italian Naval Tanker IETE
- 4 Italian Naval Vessels - Status of
- 5 Dredger ABRUZZO and Hopper Barge.
- 6 Eritrea and Carabinieri Return to Italy.
- 7 State of Italian Fleet at 1 September 1945
- 8 Release of Naval Store Carrier
- 9 Laying up of Italian Naval Vessels
- 10 List of Italian Ships
- 11 Hospital Ships Toscana and Principessa Giovanna.
- 12 Unemployment of Castellamare
- 13 Italian Fleet Fortnightly State Forwarding of
- 14 Disposal of N.S.C. (L) 34
- 15 Disposal of N.S.C. (L)s 36 & 37

1093

Office of Naval Officer in Charge,  
Naples.  
c/o 15 Base Army Post Office.  
U. S. N. P.

1st Counter, 1944.

No. 132/170.

THE CHIEF NAVAL OFFICER (ITALY)  
MINISTRY OF NAVY  
MILITARY SECRETARY (ITALY)

(Copy for: The Commander-in-Chief, Mediterranean.  
The Flag Officer, Division Italy, Rome.  
The Navy and Coast Guard Headquarters  
United States.)

Article of N.M.C. (Nos. 36 & 37.

Herewith 3 copies of certificate of taking  
over of the slave vessel.

2. Copies of the certificate are also forwarded to  
the other authorities for their information and any necessary  
action.

*K. L. Harris.*

RE. CHIEF, N.M.C.,  
For N.M.C., Naples.

(15)

IRN-7

1092

# TRANSLATION

## CERTIFICATE OF TAKING OVER

Referring to orders from MARITIME-C.R.A.'s Office-Rome, contained in letter N.45298 of the 17th September 1946, the undersigned Lieutenant(E) Francesco ULIANA - Autonomous Administrator of "SURLIPS", Naples, declares to have received for custody from the Naval Officer in Charge (N.O.I.C.) Naples Area, the Motor lighters H.S.C.(L) 36 and 37 mentioned in Order RN/82 enclosed to a/n letter.

The lighters consist of 4 assembled sections of following weights:

| Section No. | (Stern to Frame 45) | Weight    |
|-------------|---------------------|-----------|
| " 1         | " 32                | 95.5 tons |
| " 2         | " 32                | 37.5 "    |
| " 3         | " 16                | 44.0 "    |
| " 4         | " Bow               | 75.0 "    |

Total weight of lighter, excluding liquid weights - ballast - crew and paying load .... 252.0 tons

Length overall

Beam ..... 48.00 metres

Draught at 1/2 load (corresponding

to a displacement of approx. 430 tons. 1.96 "

Paying load (approx.) ..... 300 tons

## Division into compartments

From fwd. Ramp to Frame 48 - 49  
" Frame 49 to " 60  
" " 60 " Stern

- Hold
- Engine
- Crew, captain and tiller.

On deck, from Frame 53 to Frame 63 there is a deck house containing - counting from fwd. - following compartments:

Wheelhouse

- Galley and Pantry (1stb.)
- Officer's quarters P.I.
- W.C. and Shower (P.I.)

On the roof of the deck house there is a small open bridge. Double bottoms suitable for carrying water-ballast exist for the whole length of the ship, except under the engine room. Lateral cofferdams are extending from the fwd. Ramp, on stb. and port, to Frame 49 and are used for the following:

|   |   |   |           |   |    |     |   |      |   |
|---|---|---|-----------|---|----|-----|---|------|---|
| " | " | 2 | (Frame 45 | " | "  | 32) | " | 37.5 | " |
| " | " | 3 | (         | " | "  | 16) | " | 44.0 | " |
| " | " | " | (         | " | 16 | "   | " | 75.0 | " |

Total weight of lighter, excluding liquid weights - ballast - crew and paying load .... 252.0 tons

Length overall ..... 48.00 metres

Breadth at 1/2 load (corresponding to a displacement of appr. 430 tons. 1.96 "

Paying load (approx.) ..... 300 tons

Division into compartments

|                                 |                             |
|---------------------------------|-----------------------------|
| From fwd. Ramp to Frame 48 - 49 | - Hold                      |
| " Frame 49 to " 60              | - Engine                    |
| " " 60 " Stern                  | - Crew, captain and tiller. |

On deck, from Frame 53 to Frame 63 there is a deck house containing - counting from fwd. - following compartments:

- Wheelhouse
- Galley and Lantry (stb.)
- Officer's quarters P.T.
- W.C. and Shower (P.T.)

On the roof of the deck house there is a small open bridge. Double bottoms suitable for carrying water-ballast exist for the whole length of the ship, except under the engine room. Lateral cofferdams are extending from the fwd. Ramp, on stb. and port, to Frame 49 and are used for the following purposes:

|                                          |    |
|------------------------------------------|----|
| - Sea-water ballast from Ramp to Frame 5 | 15 |
| - Fresh water " Frame 5 " "              | 41 |
| - Sea-water ballast " " 15 " "           | 41 |
| - Motor fuel " " 41 " "                  | 49 |

1090

Equipment and rigging

- a) Counting from fwd., below deck:
- 1 Collapsible Ramp, complete with gear consisting of 2 hand worked winches, rope, chains etc.
  - 1 Safety door (Frame 5)
  - 4 Wash basins for crew (port)
  - 2 W.C.'s (stb.)
  - 2 Fresh water tanks for crew (stb. and port)

- 1 Provisory crew quarters built in wood and covered by tent.
  - 1 Electric ballast pump serving double bottoms and side cofferdams, placed in engine room (5 HP.- 20 tons capacity - 2.0 metres asp.)
  - 1 Electric motor with reducing gear for capstan.
  - 1 Miller and rudder.
- b) Counting from fwd., on deck:
- 2 wire slings for towing
  - 4 Bitts (stb. and port)(NSCL 37) 2 Bitts (NSCL 36)
  - 4 Fair-leads (stb. and port).
  - 4 Fair-leads with one roller each (stb. and port)
  - 2 Fair-leads.
  - 2 Hand worked small winches (stb. and port) for mooring purposes, each fitted with abt. 200 metres wire-size sht. 2.5 centimetres, one of these wires shackled to an anchor (Hall type) of abt. 500 Kilograms.
  - 1 Davit (port)
  - 1 Capstan.
  - 1 Control wheel and bar for same.
  - 4 Bitts (2stb. and 2 port)(NSCL 37) 2 Bitts (NSCL 36)
  - 4 Fair leads.
  - 1 Cat davit (on stern, port side).
  - 1 Anchor chock at the stern.
- c) Deck house, counting from fwd.:
- Steering room.
  - 1 Steering wheel complete with gear.
  - 1 Compass
  - 2 Speaking tubes
  - 1 Engine room double telegraph leading to side engines.
  - 1 " " single " " central engine.
  - 1 Galley
  - 1 Coal burning range
  - 1 Coal container
  - 1 Locker
  - W.C. (Officers)
  - 1 Basin
  - C.O. quarters
  - 1 Berth with 2 drawers and 2 lockers.
  - 1 Cupboard
  - 1 Collapsible board
- d) On roof of deck house:
- 1 Mast with stays, mast lights, signal balliard.
  - 1 Compass ) on the
  - 1 Steering table )

- 4 Fair-leads with one reeler each (stb. and port)
- 2 Fair-leads.
- 2 Hand worked small winches (stb. and port) for mooring purposes, each fitted with abt. 200 metres wire-size abt. 2.5 centimetres, one of these wires shackled to an anchor (Hall type) of abt. 500 Kilograms.

- 1 Davit (port)
- 1 Capstan.
- 1 Control wheel and bar for same.
- 4 Bitts (2stb. and 2 port)(NSCL 37) 2 Bitts (NSCL 36)
- 4 Fair leads.
- 1 Cat davit (on stern, port side).
- 1 Anchor check at the stern.

c) Deck house, counting from fwd.:

- Steering room.
- 1 Steering wheel complete with gear.
- 1 Compass
- 2 Speaking tubes
- 1 Engine room double telegraph leading to side engines.
- 1 " " single " " central engine.
- 1 Galley
- 1 Coal burning range
- 1 Coal container
- 1 Locker
- W.C. (Officers)
- 1 Basin
- C.O. quarters
- 1 Berth with 2 drawers and 2 lockers.
- 1 Cupboard
- 1 Collapsible board

d) On roof of deck house:

- 1 Mast with stays, mast lights, signal halyard.
- 1 Compass ) on the
- 1 Charting table ) open bridge
- 1 Speaking tube )
- 1 Sea-water tank for S.O.
- 1 Drinking water tank for galley placed above a/m tank.
- 1 Signal flag holder.
- 1 Big case for ammunition.
- 2 Ready-use storages for ammunition

1089

The ship is fitted with two watertight bulkheads limiting the engine room. At Frame 60 there is a watertight door. Access to cargo hold and quarters is effected from the deck through two ladders; entrance to the stern is also from deck and from this room a watertight door leads through the bulkhead (at Frame 60) to the engine room, which can be entered also

through a circular hatch placed fwd. of house deck.

All other compartments are fitted with not watertight doors. In total there are 8 cowls and 2 sky-lights for the engine rooms. 2 Portholes are fitted in crew's quarters stern compartment.

All tanks for fresh water, salt water and for fuel oil are connected by means of appropriate piping fitted with intercepting valves. The ballast pipes are serviced from the electric pump in the engine room, water and fuel pipes by small hand pumps of the "Excelsior" type (1 for water, 1 for fuel oil).

The craft is also fitted with electromagnet circuit running from stern to bow and with 2 wooden rubbing strakes.

Besides, on the deck there is an iron stern taffrail.

Machinery and connected Auxiliary Machinery

The propelling machinery consists of 3 internal gradual combustion motors of identical type, to each of which by means of reducing gear the propeller shaft is connected. The revolutions of the shaft are estimated to be at most 1000.

Characteristic of motors

|                                             |                   |
|---------------------------------------------|-------------------|
| Diesel, 4 stroke, with mechanical injection | ..... 1.          |
| Cylinders arranged w/v shaft                | ..... 1300 - 1400 |
| Revol. P. min.                              | ..... 500 HP      |
| Power                                       |                   |

By means of appropriate levers grouped at the centre of the compartment each motor can be independently disconnected, started and inverted.

Starting is done by an electric motor fitted to each engine and powered from the batteries stored in the compartment. A generator also is fitted on each engine to supply when running, power to the a/m storage batteries and to the various electric circuits of the ship.

Furthermore there are in the same compartment 2 power units of 15 Kw - 220 V per unit, each driven by a 3 cyl. Diesel motor (1100 rev.).

The batteries are divided into 2 groups in parallel (port and starboard) of 12 elements each, tension 24 V. total capacity 300 Ah.

For the various electrical services there are 2 control boards fixed on the port side of the aft partition of the compartment.

The propelling machinery consists of 3 internal combustion engines of identical type, to each of which by means of reducing gear the propeller shaft is connected. The revolutions of the shaft are estimated to be at most 1000.

#### Characteristic of motor:

|                                             |             |
|---------------------------------------------|-------------|
| Diesel, 4 stroke, with mechanical injection | 11          |
| Cylinders arranged w/v shaft                | 1300 - 1400 |
| Revol. p. min.                              | 500 HP      |
| Power                                       |             |

By means of appropriate levers grouped at the centre of the compartment each motor can be independently disconnected, started and inverted.

Starting is done by an electric motor fitted to each engine and powered from the batteries stored in the compartment. A generator also is fitted on each engine to supply when running, power to the a/m storage batteries and to the various electric circuits of the ship.

Furthermore there are in the same compartment 2 power units of 15 Kw - 220 V per unit, each driven by a 3 cyl. Diesel motor (1100 rev.).

The batteries are divided into 2 groups in parallel (port and starboard) of 12 elements each, tension 24 V. total capacity 300 A/h.

For the various electrical services there are 2 control boards fixed on the port side of the aft partition of the compartment.

#### Stores

- 1 Dinghy (2 oars) (missing in MSCL 37)
- 1 Small wooden life raft.
- 1 Small cork life raft.
- 6 Lifebuoys.
- 1 Patent log (complete)
- 1 Clock.
- 5 Foam extinguishers.
- 200 metres (approx) hemp ropes (used)
- 1 Signal lamp with battery.
- 1 Admiralty pattern anchor (only MSCL 37)
- 1 Chain stopper and 1 wire stopper.
- 2 Iron leading blocks (MSCL 36 only one)

- 2 Navigation lights.
- 1 Redding light
- 2 Red "no control ship" lights.
- 1 claxon.
- 1 Megaphone.
- 1 Wash basin.
- 1 Barometre.
- 1 Azimuth circle.
- 4 Lengths of hose (60mm)
- 4 Fenders.
- 1 Clamp.
- 1 Hand pump Excelsior type (NSCL 27 only).
- 4 Tents for hatches (2 missing for completing the set).

Conditions of Maintenance and Efficiency

Hull: of robust construction - bad maintenance conditions (much rust).

Stores and Nautical Equipment: In good and fair conditions.

Engine, auxiliary machinery and electric plant: Good maintenance and efficiency.

The two NSCL's have been given in temporary custody to G.N.S.

Made in 6 copies to be used as per regulations.

Naples, 27th September 1946

Sgd. Francesco ULLANA Lt. (2)  
Administrator

Office of Naval Officer in Charge,  
Naples.  
c/o 15 Base Army Post Office.  
U. S. F.

27th September, 1946.

No. 171/17.

THE CHIEF CONSUL'S OFFICE (ITALY)  
MINISTRY OF SUPPLY  
RITTORE EXCELSIOR ROAD.

(Copy to:- The Commander-in-Chief, Mediterranean Station.  
The Flag Officer, Italian Italy, Rome.  
The Navy Sub Commission Headquarters,  
United States.)

RECEIVED AT N.S.C. (S) 24.

Enclosed with 5 copies of Certificate of Taking  
over of the above vessel.

2. Copies of the Certificate are also forwarded  
to the other addressees for their information and any  
necessary action.

*K. L. Harris* x

LT. COMMANDER, U.S.N.  
For N.S.C., Naples.

IRN-7 (14)

1085

TRANSLATION

CERTIFICATE OF TAKING OVER

Referring to orders from MARISMA-C.R.A.'s Office-Rome, contained in letter N°39444 of the 11th August 1946, the undersigned Lieutenant (I) Francesco ULLANA-Autonomous Administrator of "SURIUS", Naples, declares to have received for custody from the Naval Officer in Charge (N.O.I.C.)-Naples Area, the motor lighter N.S.C.(L) 34 mentioned in order NN/77 enclosed to a/m letter.

Said lighter, manned by Italian Navy personnel, is now moored to berth 71-Port of Naples-and has been handed over for temporary keeping to the Commandant of the "Group of Auxiliary ships Naples" Lt. Cdr. Under- to MANACORDA, awaiting dispositions from A.R.A.R. regarding sale of a/m craft.

The lighter consists of 4 assembled sections of following weights:

|                    |    |             |        |           |   |      |   |      |   |
|--------------------|----|-------------|--------|-----------|---|------|---|------|---|
| Section No1 (Stern | to | Frame 45)   | weight | 95.5 tons |   |      |   |      |   |
| "                  | "  | 2 (Frame 45 | "      | 32)       | " | 37.5 | " |      |   |
| "                  | "  | 3 ( "       | "      | 16)       | " | 44.0 | " |      |   |
| "                  | "  | 4 ( "       | "      | 16        | " | Bow  | ) | 75.0 | " |

Total weight of lighter, excluding

liquid weights-ballast-crow and laving load:...252.0 Tons

Length overall.....48.00 metres

Beam " ..... 9.30 "

Draught at 1/2 load (corre-

sponding to a displacement

of approx. 430 tons) ..... 1.96 "

Laving load.....(approx.) 300 tons-

Division into compartments

1084

From fwd. Ramp to Frame 36 & 37

-Hold (decked)

" Frame 36-37 " Frame 49

-Off. & Crew's quarters

71-Port of Naples-and has been handed over for temporary keeping to the Commandant of the "Group of Auxiliary ships Naples" Lt. Cdr. Umber- to MANACORDA, awaiting dispositions from A.R.A.R. regarding sale of a/m craft.

The lighter consists of 4 assembled sections of following weights:

| Section No | 1 (stern      | to | Frame 45) | weight | 95.5 tons |
|------------|---------------|----|-----------|--------|-----------|
| "          | " 2 (Frame 45 | "  | " 32)     | "      | 37.5 "    |
| "          | " 3 ( "       | "  | " 16)     | "      | 44.0 "    |
| "          | " 4 ( "       | "  | " Bow     | )      | 75.0 "    |

Total weight of lighter, excluding

liquid weights-ballast-crew and paying load:....252 .0 Tons

Length overall.....48.00 metres

Beam " ..... 9.30 "

Brought at 1/2 load (corre-

sponding to a displacement

of approx. 430 tons) ..... 1.96 "

Paying load.....(approx.) 300 tons-

1084

#### Division into compartments

|                |               |               |                         |
|----------------|---------------|---------------|-------------------------|
| From fwd. Ramp | to            | Frame 36 & 37 | -Hold (decked)          |
| "              | Frame 36-37 " | Frame 49      | -Off. & Crew's quarters |
| "              | " 49 "        | " 60          | -Engine                 |
| "              | " 60 "        | " Stern       | -Crew, constant Tiller- |

On deck, from Frame 53 to Frame 63 there is a deck house containing the following compartments:

- Wheelhouse
- Galley & Pantry (Stb)
- W.C. & Shower (Pt)

On the roof of the deck house there is a small open bridge-

2 m

Double bottoms suitable for carrying water-ballast exist for the whole length of the ship, except under the engine room.

Lateral cofferdams are extending from the fwd. tank, on stb. and port, to Frame 49 and are used for following purposes:

|                              |    |           |
|------------------------------|----|-----------|
| -Sea-water ballast from Ramp | to | Frame 5   |
| -Fresh water                 | "  | Frame 5 " |
| -Sea water ballast           | "  | 15 "      |
| -Motor fuel                  | "  | 41 "      |

#### Equipment & Rigging

##### a)-Counting from fwd. below deck:

- 1 Collapsible Ramp, complete with gear consisting of 2 hand worked winches, rope, chains & S.O.
- 2 Showers for crew (Midship)
- 1 Safety door (Frame 5)
- 4 Wash basins for crew (port)
- 2 W.C.'s (stb)
- 2 Fresh water tanks for crew (stbd & port)
- 2 Iron lockers used for keeping material-
- 1 Officer's cabin (stb) with wooden partitions, furnished with 2 berths, 1 wash basin and other furniture & various items.

- 1 Petty Officers cabin also with wooden partitions, with 1 iron double cot.

- 4 Double iron cots in crew quarters aft of two a/m bottoms & side cofferdams, placed in engine room (5 HP-20 tone capacity-2.0 me-tern ast.)

- 2 Double iron cots in stern room.

- 1 Electric motor with reducing gear for capstan.

- 1 Tiller and rudder.

##### b- Counting from fwd. on deck.

- 1 Slip-hook with wire sling for towing.

- 4 Bitts (stb & port)

- 2 Fair-leads (stb & port)

winches, rope, chains & s.s.

- 2 Showers for crew (midship)
  - 1 Safety door (Frame 5)
  - 4 Wash basins for crew (port)
  - 2 W.C.'s (stb)
  - 2 Fresh water tanks for crew (stbd & port)
  - 2 Iron lockers used for keeping material--
  - 1 Officer's cabin (stb) with wooden partitions, furnished with 2 berths, 1 wash basin and other furniture & various items.
  - 1 Petty Officer's cabin also with wooden partitions, with 1 iron double cot.
  - 4 Double iron cots in crew quarters aft of two s/m bottoms & dike
  - cafferdams, placed in engine room (5 HP-20 tons capacity--2.0 me-- tons asp.)
  - 2 Double iron cots in stern room.
  - 1 Electric motor with reducing gear for capstan.
  - 1 Tiller and rudder.
- b- Counting from fwd. on deck.
- 1 Slip-hook with wire sling for towing.
  - 4 Bitts (stb & port)
  - 2 Fair-leads (stb & port)
  - 1 Transversally fitted holed pipe connected to ballast piping, for deck washing.
  - 1 Electric blower of abt. 1 HP, servicing through various branchings all compartments.
  - 2 Hand worked small winches (stb & port) for mooring purposes, each fitted with abt 200 metres wire--size abt. 2.5 centimetre one of these wires shackled to an anchor (ALL-rite) of abt. 1000 kilos.
  - 1 Capstan.

b) Control wheel & bar for main.  
4 Fitts ( 2 std. & 2 port)

2 Fair leads.

1 Small davit ( on stern, port side)

1 Anchor chock at the stern.

c)- Deck house, counting from fwd.

1 Steering room.

1 Steering wheel complete with gear.

1 Compass.

2 Speaking tubes.

2 Engine room telegraphs leading to side engines.

- Galley.

1 Coal burning range ( in very bad conditions)

1 Table & locker.

→ W.C. (Officers)

1 Basin.

1 Shower.

d)- On roof of deck house -

1 Mast with stays, mast-light, signal balliard, also signalling  
lamp with battery.

1 Compass.

1 Charting table.

2 Speaking tubes.

1 Control board for centre engine.

1 Sea water tank for F.G.

1 Drinking water tank for galley placed above a/m tank.

1 Flag staff.

1 Signal flag holder, complete with 1 series signalling flags.

on the open bridge

The ship is fitted with only one watertight bulkhead without  
doors at frame 40 (dividing crew's quarters from engine room)

Access to cargo hold and quarters is effected through two water-  
tight hatches; entrance to the stern room is also from the fore

Engine room telegraphs leading to side engines.

- Galley.

- 1 Coal burning range ( in very bad conditions)
- 1 Table & locker.
- W.C. (Officers)
- 1 Basin.
- 1 Shower.

d)- On roof of deck house -

- 1 Mast with stays, mast-light, signal balliard, also signalling lamp with battery.
- 1 Compass.
- 1 Charting table.
- 2 Speaking tubes.
- 1 Control board for centre engine.
- 1 Sea water tank for W.C.
- 1 Drinking water tank for galley placed above a/m tank.
- 1 Flag staff.
- 1 Signal flag holder, complete with 1 series signalling flags.

on the open bridge

The ship is fitted with only one watertight bulkhead without doors at frame 48 (dividing crew's quarters from engine room)

Access to cargo hold and quarters is effected through not watertight hatches; entrance to the stern room is also from the engine room. A not watertight door leads through the bulkhead (at frame 50) to the engine room.

1807

All other compartments are fitted with not watertight doors. Furthermore all rooms are fitted with one or more cowls or mushroom headed ventilators, the engine room also with a skylight.

Portholes are fitted as follows:

- 2 in hold.
- 4 " crew's quarters.

2 in crew's quarters stern compartment.

7 in bulwarks of deck house.

All tanks for fresh water, salt water and for fuel oil are connected by means of appropriate piping fitted with intercepting valves. The ballast pipes are serviced from the electric pump in the engine room; water and fuel pipes by small hand pumps of the "Excelsior" type (2 for water, 1 for fuel oil).

The craft is also fitted with anti-magnetic circuit running from stern to bow and with two wooden rubbing strakes.

Besides, on the deck there is an iron tailrail interrupted in some places; the handrails on the bow are in a very bad condition.

#### Engines & connected Auxiliary Machinery -

The propelling machinery consists of 3 internal gradual combustion motors of identical type, to each of which by means of reducing gear the propeller shaft is connected. The revolutions of the shaft are estimated to be at most 1000-

#### Characteristics of motor:

|                                              |            |
|----------------------------------------------|------------|
| Diesel, 4 stroke, with mechanical injection- |            |
| Cylinders-arranged W" shape.....             | 12         |
| Revol.p. min.....                            | 1300./1400 |
| Power .....                                  | 500 HP     |

By means of appropriate levers grouped at the centre of the compartment-each motor can be independently disconnected, started and inverted.

Starting is done by an electrical motor fitted to each engine and powered from the batteries stored in the compartment.

A generator also is fitted on each engine to supply when running, power to the a/m storage batteries and to the various electric circuits of the ship.

1079  
in the same compartment 2 power units

Engines & connected Auxiliary Machinery -

The propelling machinery consists of 3 internal gradual combustion motors of identical type, to each of which by means of reducing gear the propeller shaft is connected. The revolutions of the shaft are estimated to be at most 1000-

Characteristics of motor:

Diesel, 4 stroke, with mechanical injection-  
Cylinders-arranged "V" shape.....12  
Revol.p. min.....1300./1400  
Power ..... 500 HP

By means of appropriate levers grouped at the centre of the compartment-each motor can be independently disconnected, started and inverted.

Starting is done by an electrical motor fitted to each engine and powered from the batteries stored in the compartment.

A generator also is fitted on each engine to supply when running, power to the a/m storage batteries and to the various electric circuits of the ship.

Furthermore there are in the same compartment 2 power units of 15 Kw-220 V per unit, each driven by a 3 cyl. Diesel motor (1100)-

The batteries are divided into 2 groups in parallel (port & starboard) of 16 elements each, tension 24 V. Total capacity 390 A/h.

For the various electrical services there are 2 control boards fixed on the port side of the aft partition of the compartment.

Stores :

- 1 Dingy (2 cars)
- 2 Small wooden life rafts
- 2 Lifebuoys.
- 1 Patent log (complete--)
- 1 Clock.
- 2 Cots (iron, single)
- 3 Foam extinguishers.
- 1 Spare propeller.

200 metres (approx) Hemp ropes (used)

1 Binoculars.

1 Parallel rule.

1 Dividers.

1 Series charts (Brit.)

Four items bracketed, being British chart stores, were withdrawn at time of hand-over.  
H. S. Harris - Lieut Col R.M.A.

for H.O.C. Naples

Conditions of Maintenance & Efficiency :

Hull: of robust construction -- good maintenance conditions.

Stores & Nautical Equipment: -- Ramp gear and galley excepted, in good and fair conditions.

Engines, auxiliary machinery & electrical plant: --

Good maintenance & efficiency conditions (at present port engine is overhauling)

Made in four copies to be used as per regulations.

Naples, August 26th 1946

Signature of:

Francesco ULIANA, Lt.(S) 1078  
Administrator

NSC/5440

13 September 1946

MEMORANDUM TO COMMANDER TERRY

SUBJECT : Italian Fleet Fortnightly State - Forwarding of.

Enclosure : (A) Copy of Subject publication.

1. Enclosure (A) is forwarded herewith for your information.

C. P. MEYER,  
CAPTAIN, U. S. NAVY,  
FOR REAR ADMIRAL,  
CHIEF, NAVY SUB-COMMISSION, A.C.

R

IRN-7

16 SEP 1946  
1076

(13)

C. IN C. MED (R) NAVY SUB COMMISSION ROME,  
FOTALT, SNOWIT.

NOIC NAPLES.

RESTRICTED.

REFERENCE NAVY SUB COMMISSION ROME 111544 AND C. IN C. MED 141404.  
TORREDO BOAT CALLIOPE NOW IN HAND AT CASTELLAMARE.  
SCIFIONE AFRICANO EXPECTED END OF JUNE MY 111550 REFERS.  
CORVETTE CANNOT BE ACCEPTED WITHOUT DETRIMENT TO BOILER CLEANING  
BENTHS. CONSIDER THAT THESE COMMITMENTS TOGETHER WITH SS. NIRVO FULLY  
OCCUPY REPAIR FACILITIES.

151755D. JUNE.

DIST. 3,7,7A,9,9A,10,11.

REF. UNEMPLOYMENT AT CASTELLAMARE.

T.P. P.L.

T.O.R. 2325/15.

(12)

1075

16/6/45.  
www  
0

Office of the Commander-in-Chief,  
Mediterranean Station,  
29th January, 1946.

No. 367/Sec. 16/596/17/2  
THE SECRETARY OF THE ADMIRALTY.

(Cordons to: The Principal Sea Transport Officer, Mediterranean.  
The Navy Sub-Commission, H.Q. Allied Commission.)

HOSPITAL SHIP "MOSCONA" AND "TRIESTE" STOWAWAY

Do please to inform their Lordships that the Italian Ministry of Marine has requested that the former Italian Hospital ship "MOSCONA" be returned to the Italian flag, and has undertaken that the vessel, upon restoration, will be employed under the same conditions as the "Argentine" - viz. with Italian staff of registry, flag and crew, but under British control and administration and with British medical personnel as advisors.

2. This vessel is at present under British registry and means the Red Ensign. She is crewed by an Italian admiral and carried by an Italian crew on British licence of subvention. She is managed by the British India Steam Navigation Co. Ltd., who have one of their ships returned and a runner on board to look after their interests, this runner being styled "Staff Captain" and acting, solely in an advisory capacity. The medical staff is provided by the Royal Army Medical Corps and has nothing to do with the running of the ship.

3. It has been found that crew troubles and petty disputes are common amongst in the case of the "Argentine" which is also caused by the British India Steam Navigation Co. Ltd., and operated in the same way as the "Argentine" - viz. with Italian staff of registry, flag and crew, but vessel should now revert to the Italian flag and registry, being employed under the same conditions as the "Argentine".

4. It is understood that the Italian Hospital ship "MOSCONA" has already reverted to Italian registry and flag.

(Sd.) H. A. PACKER

Be pleased to inform their Lordships that the Italian Ministry of Marine has requested that the former Italian Hospital ship "Piemonte" be returned to the Italian flag, and has undertaken that the vessel, upon redemption, will be employed under the same conditions as the "Argentina" - viz. with Italian staff of registry, flag and crew, but under British control and administration and with British medical officers as advisors.

2. This vessel is at present under British registry and wears the Red Ensign. She is commanded by an Italian admiral and crewed by an Italian crew on British Articles of Agreement. She is managed by the British India Steam Navigation Co. Ltd., who have one of their ship masters and a master on board to look after their interests, this master being styled "Staff Captain" and acting solely in an advisory capacity. The medical staff is provided by the Royal Army Medical Corps and has nothing to do with the running of the ship.

3. It has been found that crew troubles and wage disputes are far less numerous in the case of the "Argentina" which is also managed by the British India Steam Navigation Co. Ltd., and operated in the same way as the "Piemonte" - viz. with Italian staff of registry, flag and crew, but under the same conditions as the "Argentina".

4. It is understood that the Italian Hospital ship "Tosca" has already reverted to Italian registry and flag.

(Sgt) H. A. PACKER

For ADMIRAL 1074

(11)

HEADQUARTERS ALLIED COMMISSION  
Navy Sub-Commission APO 394

MSC/4400  
9 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Commander-in-Chief, Mediterranean.  
Subject: Hospital Ships "TOSCANA" and "PRINCIPESSA GIOVANNA".  
Reference: (a) CINC MED ltr Med.45/596/17/2 of 2 November 1945.

1. In connection with reference (a), the Ministry of Marine has confirmed to the Navy Sub-Commission "the request formerly made for the hospital ship "PRINCIPESSA GIOVANNA" to be returned to the Italian flag and notifies its agreement that the vessel, upon restitution, shall be employed under the same conditions as the "ARGENTINA", that is to say with Italian Port of Registry, flag and crew, but under British control and administration and with British medical officers as hitherto".

2. The Ministry of Marine further reports that the hospital ship "TOSCANA" has already been returned to the Italian flag.

H. W. ZIROLL,  
COMMODORE, U. S. NAVY,  
FOR REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC,  
For CHIEF COMMISSIONER.

10 JAN 1946

1073

From: MINISTRY OF MARINE (Cabinet)  
To : A.C. - N.S.C.  
Date: 4th January 1946  
Ref.: 3394

Subject: Hospital Ships "PRINCIPESSA GIOVANNA" and "TOSCANA".

Reference is made to the Navy Sub Commission's letter No. NSC/3993 of 4th November 1945.

This Ministry confirms the request formerly made for the Hospital Ship "PRINCIPESSA GIOVANNA" to be returned to the Italian flag (in the case of the "TOSCANA" this has already been effected) and notifies its agreement that the vessel, upon restitution, shall be employed under the same conditions as the "ARGENTINA" that is to say with Italian Port of Registry, flag and crew, but under British control and administration and with British Medical Officers as hitherto.

The Navy Sub Commission's reply is awaited.

By direction  
CHIEF OF CABINET

GGE/P.



Be/4.

MINISTERO DELLA MARINA

GABINETTO  
UFFICIO TRATTATI

Indirizzo telegrafico: Marina - Roma

Prot. N. 339/UT

Allegati

ARGOMENTO: Navi ospedale PRINCIPESSA GIOVANNA e TOSCANA.

Si fa riferimento al foglio di codesta Sotto commissione NSC/3993 del 4 Novembre 1945.

Questo Ministero nel confermare la richiesta a suo tempo avanzata che la nave ospedale "PRINCIPESSA GIOVANNA" sia restituita alla bandiera italiana (per il TOSCANA ciò è già avvenuto), comunica di accettare che l'unità, a restituzione avvenuta, sia impiegata alle stesse condizioni dell' "Argentina" e cioè: con Registro, bandiera ed equipaggio italiani me con controllo, amministrazione, e ufficiali medici britannici, come fatto fin' ora.

Si resta in attesa della risposta di codesta Sotto commissione.

d'ordine  
IL CAPO DI GABINETTO  
G. di V. G. MARINI

*Mani*

A/ LA COMMISSIONE ALLEATA

- Sotto commissione Navale -

4 GEN 1949

Si fa riferimento al foglio di codesta Sottocommissione NSC/3993 del 4 Novembre 1945.

Questo Ministero nel confermare la richiesta a suo tempo avanzata che la nave ospedale "PRINCIPessa GIOVANNA" sia restituita alla bandiera italiana (per il TOSCANO ciò è già avvenuto), comunica di accettare che l'unità, a restituzione avvenuta, sia impiegata alle stesse condizioni dell' "Argentina" e cioè: con Registro, bandiera ed equipaggio italiani ma con controllo, amministrazione, e ufficiali medici britannici, come fatto finora.

Si resta in attesa della risposta di codesta Sottocommissione.

d'ordine  
IL CAPO DI CABINETTO  
C. di V. G. MARINI

1071

HEADQUARTERS ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/3993  
14 November 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Ministry of Marine, Rome.  
Subject: Italian Hospital Ships "TOSCANA" and "PRINCIPESSA GIOVANNA".

1. With reference to Ministry of Marine letter 1514/U.T. of 2 August 1945, the Commander-in-Chief, Mediterranean has requested that the Ministry of Marine confirm that it is the intention for the "Principessa Giovanna" and "Toscana" to be operated under the same conditions as the "Argentina", viz. Italian Registry, Italian flag, Italian crew, and British control and management, and with R.A.M.C. medical staff as hitherto.

2. It should be noted that the crews of the "Principessa Giovanna" and "Toscana" are Italian and not British as stated by the Ministry of Marine in their No. 1514/U.T. of 2nd August, 1945.

✓

(Sgd) G. L. WALKER

REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AG.

Copy to:  
CINC MED  
FOIL

(Distribution not shown on original)

17 NOV 1945

1070



Office of Commander-in-Chief,  
Mediterranean Station,  
MALTA.

2nd November, 1945.

Med.45/596/17/2.  
THE NAVY SUB. COMMISSION,  
HEADQUARTERS ALLIED COMMISSION.

HOSPITAL SHIPS "TOSCANA" AND  
"PRINCIPESSA GIOVANNA"

With reference to your No.NSC/3199 of 9th August, 1945, it is requested that you will confirm with the Ministry of Marine that the intention is for the "PRINCIPESSA GIOVANNA" and "TOSCANA" to be operated under the same conditions as the "ARGENTINA", viz. Italian Registry, Italian flag, Italian crew, and British control and management, and with R.A.M.C. medical staff as hitherto.

2. It should be noted that the crews of the "PRINCIPESSA GIOVANNA" and "TOSCANA" are Italian and not British as stated by the Ministry of Marine in their No.1514/U.T. of 2nd August, 1945.

  
for ADMIRAL

1069

HOSPITAL SHIPS "TOSCANA"  
AND "PRINCIPESSA GIOVANNA".  
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(The Navy Sub-Commission's HSC/3199 dated 9th August, 1945 and The Commander in Chief, Mediterranean's Med.45/00600/4 minute II dated 17th August, 1945.)  
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III.

Ref: 4/23/SF

THE COMMANDER IN CHIEF, MEDITERRANEAN, NAPLES.  
(Copy to: The Navy Sub-Commission, Headquarters  
Allied Commission.)

Before submitting further comment it is requested that I may be advised whether it is desired that the above mentioned vessels fly the Italian flag whilst remaining under British registry, or whether complete change to Italian registry is proposed.

Office of Principal Sea  
Transport Officer,  
Mediterranean, A.F.H.Q.,  
C.M.F.  
9th October, 1945.

  
COMMANDER, R.N.U.R.  
For COMMODORE, R.N.

HEADQUARTERS ALLIED COMMISSION  
Navy Sub-Commission APO 394

REG/3734  
8 October 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Ministry of Marine, Rome.  
Subject: Hospital Ships TOSCANA and PRINCIPESSA GIOVANNA.

1. With regard to Ministry of Marine letter 2317 U.T. dated 5 October 1945, the Navy Sub-Commission is not at present in a position to reply to the request contained in the last paragraph of the Ministry's letter No. 1514 U.T. of 2 August 1945. However, it is felt that very shortly a decision will be reached by Commander-in-Chief, Mediterranean and its content will be forwarded immediately.

(Sgt. G. L. VANDERBILT)

REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC.

11 OCT 1945

1067

From : THE MINISTRY OF MARINE (Cabinet)  
To : A.C. - N.S.C.  
Date : 5th October 45  
Ref. : 2317 - U.T.

Subject : Italian Hospital Ships "Toscana" & "Principessa Giovanna".

It would be appreciated if an early reply could be given in respect of the request contained in the last paragraph of this Ministry's letter no. 1514/UT of 2nd August 1945, having regard to the return to the Italian Flag of the Italian Hospital-ships "TOSCANA" and "PRINCIPESSA GIOVANNA", both of them having been placed under the British flag for employment in the Allied Medical service.

THE MINISTER.

GGE.

" 5 ottobre 1945



Lab/d.

## MINISTERO DELLA MARINA

GABINETTO  
UFFICIO TRATTATI

Indirizzo telegrafico: MARINA - ROMA

Protocollo N. 2317-ut

Allegati

ARGOMENTO: Navi ospedale italiane "TOSCANA" e "PRINCIPESSA GIOVANNA".

Si prega sollecitare un cortese riscontro alla richiesta formulata nell'ultimo capoverso del foglio di questo Ministero n. 1514/UT del 2 agosto c.a. concernente il ritorno alla bandiera nazionale delle navi ospedale italiane "TOSCANA" e "PRINCIPESSA GIOVANNA" ambedue passate alla bandiera inglese per il servizio sanitario alleato.

IL MINISTRO

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/3636  
24 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.  
To : Commander-in-Chief, Mediterranean.  
Subject: Hospital Ships Toscana and Principeissa Giovanna.

1. It would be appreciated if a reply could now  
be given to Navy Sub-Commission letter NSC/3199 of 9 August  
1945.

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

18N-7

23 SEP 1945

1064

B

HOSPITAL SHIPS "TOSCANA" AND "PRINCESSA  
GIOVANNA".  
(The Navy Sub-Commission's NSC/3199, dated  
9th August, 1945).

II.

Med. 45/00600/4. V  
THE PRINCIPAL SEA TRANSPORT OFFICER,  
MEDITERRANEAN.  
(Copy to:- The Navy Sub-Commission,  
Headquarters Allied Commission).

Forwarded for remarks.

MEDITERRANEAN.  
17th August, 1945.

Sgd. M. B. LAINO  
For ADMIRAL

1063

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/3199  
9 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.  
To : Commander-in-Chief, Mediterranean.  
Subject: Hospital Ships Toscana and Principessa Giovanna. **FILE**  
Enclosure: (A) Ministry of Marine ltr. 1514/U.T. dated  
2 August 1945 and 4 enclosures thereto.

1. Enclosure (A), which contains the request of the Italian Minister of Marine that subject two vessels now should revert to the Italian flag, is forwarded for the decision of Commander-in-Chief, Mediterranean.

H. W. ZIROLI,  
COMMODORE, U. S. NAVY,  
FOR REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC.  
for CHIEF COMMISSIONER.

Copy to:  
COMNAVNAW, w/o Encl.  
F.O.I.L., w/o Encl.



B  
WWW

10 AUG 1945  
1062

From: MINISTRY OF MARINE (Cabinet)  
To : N.S.C. - A.C.  
Date: 2 August, '45  
Ref.: 1514/U.T.

Subject: Italian Hospital-ships "TOSCANA" and  
"PRINCIPESSA GIOVANNA".

In November 1943 F.O.L.I. informed the undersigned that as there were doubts concerning the German attitude towards the Italian Hospital-ships "TOSCANA" and "PRINCIPESSA GIOVANNA", it was desirable that these vessels should formally appear as British or American hospital ships. Naturally, this required a change of flag, and subsequently also of the Italian crew, which, it was feared, might be taken prisoner by the Germans. (Enclosures 1, 2, 3, and 4).

In consideration of the reasons advanced the Ministry agreed to F.O.L.I.'s request and the two vessels, while remaining in pool, were employed as hospital-ships with British crews and wearing the British flag.

As the motives for the change of flag and crews of the two vessels no longer exist, it is requested that they should revert to the Italian flag, it being understood that they will continue to be employed in their present duties.

(Sgd) THE MINISTER

GGE/P.



MINISTERO DELLA MARINA

GABINETTO

UFFICIO TRATTATI

Indirizzo telegrafico: MARINA - ROMA

Prot. N. 1514/UM

Allegati quattro

Roma 2 Agosto 1945

ALLA COMMISSIONE ALLEATA

SOTTOCOMMISSIONE NAVALE

ARGOMENTO: Navi ospedale italiane "TOSCANA" e "PRINCIPESSA GIOVANNA".

Nel novembre 1943 il F.O.L.I. comunicava allo scrivente che esistendo dubbi circa l'atteggiamento tedesco verso le navi-ospedale italiane "TOSCANA" e "PRINCIPESSA GIOVANNA", era opportuno che tali navi figurassero formalmente come navi ospedale britanniche o americane. Ciò naturalmente richiedeva il passaggio di bandiera ed eventualmente anche dell'equipaggio italiano per il quale esisteva il timore che fosse catturato dai tedeschi (allegato 1, 2, 3 e 4).

Questo Ministero tenendo conto delle ragioni adottate aderiva alla richiesta del F.O.L.I. e le due unità, restando in pool, erano impiegate come navi-ospedale con bandiera ed equipaggi britannici.

Essendo venute meno le ragioni che hanno consigliato il cambiamento di bandiera e dell'equipaggio delle due navi, si chiede che esse tornino alla bandiera nazionale nell'intesa che, ove ritenuto conveniente, esse continueranno ad essere impiegate nel loro attuale servizio.

0173

Nel novembre 1943 il T.O.I.I. comunicava allo scrivente che esistendo dubbi circa l'atteggiamento tedesco verso le navi-ospedale italiane "TOSCANA" e "PRINCIPESSA GIOVANA", era opportuno che tali navi figurassero formalmente come navi ospedale britanniche o americane. Ciò naturalmente richiedeva il passaggio di bandiera ed eventualmente anche dell'equipaggio italiano per il quale esisteva il timore che fosse catturato dai tedeschi (allegato 1, 2, 3 e 4).

Questo Ministero tenendo conto delle ragioni adottate aderiva alla richiesta del T.O.I.I. e le due unità, restando in pool, erano impiegate come navi-ospedale con bandiera ed equipaggi britannici.

Essendo vanute meno le ragioni che hanno consigliato il cambiamento di bandiera e dell'equipaggio delle due navi, si chiede che esse tornino alla bandiera nazionale nell'intesa che, ove ritenuto conveniente, esse continueranno ad essere impiegate nel loro attuale servizio.

IL MINISTRO



1080

From: MINISTRY OF MARINE (Cabinet)  
To : F.O.L.I.  
Date: 26th December '43  
Ref.: 6480/S

Subject: Hospital Ships "TOSCANA" and "PRINCIPESSA GIOVANNA".

I refer to your letters Nos. TA582/1 dated 30th ultimo and 11th instant.

Your proposal in regard to allowing the above vessels to continue in their employment as hospital ships is approved. Therefore, they may hoist an Allied Flag, and, if deemed necessary, they may be manned by British personnel or American rather than by Italian - with the sole object of guaranteeing their immunity which might otherwise be questioned by the Germans.

The remainder of your remarks are fully understood; namely, that this procedure will not in any sense prejudice the acknowledgement of Italian ownership of the ships.

As you are aware, the PRINCIPESSA GIOVANNA will only be ready to sail for U.K. on completion of a few works in connection with boiler transformation.

The TOSCANA will be able to leave, likewise, on completion of repairs to boilers and after carrying out proposed voyages between North Africa and Taranto.

(Sgd) THE MINISTER

DG/.

Enc. 1059

COPIA

XXX, 26 dicembre 1943

*alleg. 4*

MINISTERO DELLA MARINA  
- Gabinetto -  
Ufficio Trattati

AL F.O.L.I.

Prot.n. 6480/S

ARGOMENTO: Navi Ospedale TOSCANA e PRINCIPESSA GIOVANNA.-

Mi riferisco ai vo tri fogli T.A. 582/1 del 30 novembre u.  
s. e dell'11 dicembre.

Si aderisce alla vostra proposta, intesa a permettere che  
le navi in argomento possano continuare ad essere impiegate  
come navi ospedale. Pertanto esse potranno alzare bandiera al  
leata e, se ritenuto necessario, saranno armate da personale  
inglese od americano anzichè italiano - ciò al solo scopo di  
garantire loro l'immunità che altrimenti potrebbe essere dai  
tedeschi contestata.

Resta inteso quanto voi stesso mi avete scritto, ossia che  
tale provvedimento non pregiudica in alcun modo la decisione  
circa l'appartenenza all'Italia delle navi.

Come è noto il PRINCIPESSA GIOVANNA sarà pronto a partire  
per l'Inghilterra soltanto dopo effettuati alcuni lavori di  
trasformazione alle caldaie.

Il TOSCANA potrà partire anch'esso dopo riparate le caldaie  
e dopo effettuati i previsti viaggi tra il Nord-Africa e Taran-  
to.-

IL MINISTRO  
F.to DE COURTEN

1058

(4)

*alleg. 3*COPIA

FLAG OFFICER LIAISON ITALY,  
AREA COMBINED HEADQUARTERS,  
TARANTO.

11th December, 1943.

No. T.A. 582/1.

MINISTER OF MARINE,  
MARISTAT,  
PALAZZO RESTA,  
TARANTO.

HOSPITAL SHIPS TOSCANA AND PRINCIPESSA GIOVANNA.-

Further to my letter No. T.A. 582/1 dated 30th November, it is now confirmed after consultation between the British and United States Governments that no reliance can be placed on the Germans treating the Toscana and Principessa Giovanna as Hospital Ships until they have been notified as such under British or United States registration. Until this has been done they cannot with safety pursue their work in the Mediterranean.

2. To implement the decision it will be necessary to sail both ships in convoy to England. The Italian Medical Staff should be disembarked before departure and the red cross markings painted out. It is decided to sail the Principessa Giovanna in a fast convoy for which purpose she should be at Augusta not later than 23rd December. It is requested it may be confirmed that the ship will be ready and that she has a declared speed of at least 14 knots. Any completion of overhaul required would be carried out in the United Kingdom.

3. The Toscana is at present allocated to the evacuation of 1000 Italian sick from Algiers to Taranto for which two voyages will be necessary. On completion of this assignment it is intended that she should prepare for passage to the United Kingdom in the same manner as Principessa Giovanna.

4. I would further point out as I have remarked in my former letter that for technical reasons it may be necessary for these ships to be manned by British or United States personnel, and that this matter is under consideration.

5. I shall be grateful for your early confirmation of your acceptance of these proposals.-

1057  
F.to REAR-ADMIRAL

ENC.

3

C O P Y

Encl. n.2

DISCUSSION BETWEEN H.E. DE COURTEN AND ADMIRAL Mc. GRIGOR ON  
1st DECEMBER 1943.

.....

5. Admiral McGrigor raises the subject of the Italian hospital ships (TOSCANA PRINCIPESSA, GIOVANNA).

It appears that Germany does not mean to recognise the legal status of the Italian Hospital Ships. The United Nations had considered placing these vessels under the British or American flag,, leaving them fully manned by Italian crews. However, Allied legal experts are of the opinion that this would be impracticable, too, as the Italian personnel would be liable to capture by the Germans. Therefore it will probably be necessary to provide Anglo-American crews, it being clearly understood that the two vessels will be used for all Italian needs.

H.E. De Courten takes note of this.

.....

GGE/P.

Enc. # 2  
1056

*alleg. 2*

COPIA

COLLOQUIO FRA L'ECC. DE COURTEN E L'AMM. Mc. GRIGOR DEL GIORNO  
1° DICEMBRE 1943

.....  
5. - L'Ammiraglio Mc. Grigor mette in rilievo la situazione giuridica delle navi ospedale italiane (TOSCANA - PRINCIPESSA GIOVANNA).

La Germania, a quanto pare, non intende riconoscere la legittimità delle navi ospedale italiane. Le Nazioni Unite avevano pensato di porre tali navi sotto bandiera britannica od americana, lasciandole armate al completo con personale italiano. Ma i giuristi alleati ritengono che anche tale soluzione non sia attuabile, poichè esporrebbe il personale italiano alla cattura da parte dei germanici. Sarà quindi probabilmente necessario anche armare le due navi ospedale con personale anglo-americano, fermo restando che le due navi saranno impiegate per tutte le necessità italiane.

L'Ecc. De Courten prende atto.

.....

*alleg. 1*COPIA

30th November, 1943

FLAG OFFICER LIAISON, ITALY,  
COMBINED HEADQUARTERS,  
TARANTO.

No. T.A. 582/1.

MINISTER OF MARINA,  
MARISTAT, PALAZZO RESTA,  
TARANTO.

HOSPITAL SHIPS TOSCANA AND PRINCIPESSA GIOVANNA.--

The British Admiralty have been considering the status of the Hospital Ships TOSCANA and PRINCIPESSA GIOVANNA which do not at present come under the protection of the Geneva convention, and they feel that no reliance can be placed on the Germans treating them as such.

2. It seems probable that to regularise their status it may be necessary before notifying them as Hospital Ships to transfer ~~the~~ them to the British or American Flag. If this is done it is hoped that no legal objection will arise for these ships to be manned by Italians as at present and this is under consideration, but it may prove necessary for technical reasons to man them with British or United States crews.

3. I would point out that the intention to change the flag of these ships is dictated solely by practical necessity to secure their impunity and does not prejudice in anyway the ultimate decision as to the future of the ships.

4. I should be grateful if you would inform me when PRINCIPESSA GIOVANNA is likely to be ready for service.--

,P.to REAR-ADMIRAL

1054

Ex. # ①

From: MINISTRY OF MARINE (Cabinet)  
To : N.S.C. - A.C.  
Date: 19th January 1946  
Ref.: 161/U.T. - Encl. No.1

Subject: List of Italian ships.

One list of Italian ships with full information  
thereon is forwarded as requested in your letter NSC/4165  
dated 5th December 1945

By direction  
CHIEF OF CABINET

GGE/P.

(10)

Italian Royal Naval StaffBattleship

Impero : On 8th September 1943 was at Trieste 77% completed (inclusive of protective armament). No news is to hand concerning its present condition.

Cruiser

Ciano : Was never laid down, nor construction commenced.

Venezia : Was never laid down, nor construction commenced.

Etna : Construction begun for the Siamese Govt. On 8th September 1943 was at Trieste, 54% completed. Is now moored at Zaule (Trieste), gradually sinking.

Vesuvio : Construction begun for the Siamese Govt. On 8th September 1943 was at Trieste, 55% completed. No news to hand concerning its present state.

Caio Mario : Construction was suspended in 1942. On 8th September 1943 was at La Spezia with out its prow which had been taken away to be placed on the Attilio Regolo, the latter's having been lost as a result of a torpedo hit. It was found sunk at La Spezia on the day of the liberation (of that town)

Paolo Emilio : Construction commenced by Ansaldo, Genoa -Sestri, then suspended and subsequently broken up.

Vespasiano Agrippa : Construction begun at the Cantiere del Tirreno ("Tyrrhenian Shipyards"), Genoa, then suspended; afterwards broken up.

Giulio Germanico : Sunk by the Germans at Castellammare, the wreck has been salvaged and is being broken up.

.....

-2-

Claudio Druso

- : Construction begun at the Cantiere del Tirreno, Genoa, then suspended, afterwards broken up.

Destroyers

Zeno

- : Scuttled at La Spezia on 8th September 1943. Can not be usefully salvaged.

Pontiere

- : Does not exist

Carrista

- : On 8th September 1943 was 66% completed was demolished on the slip at Leghorn by the Germans.

Sebenico (Beograd)

- : Taken over by the Germans at Venice upon the date of the armistice. Is now sunk at Trieste.

Baroni

- : On 8th September 1943 was 15% completed was demolished on the slip at Leghorn by the Germans.

Margottini

- : On 8th September 1943 was on the slip at Leghorn, 15% completed. Has been found in two sections at La Spezia.

Borsini

- : On 8th September 1943 was on the slip at Leghorn, 13% completed. Demolished on the slip at Leghorn by the Germans.

Fontana

- : Was to have been constructed by the O.T.O. Co., Leghorn; at the date of the armistice it had not been laid down.

Dell'Anno

- : On 8th September 1943 was on the slip at Ancona, 16% completed. Is now being broken up.

Casana

- : On 8th September 1943 was on the slip at Ancona, 16% completed. Is now being broken up.

Toscano

- : On 8th September 1943 was under construction at Riva Trigoso, being 12% completed. Work is now suspended.

De Cristoforo

- : On 8th September 1943 was under construction at Riva Trigoso, being 12% completed. Work is now suspended.

1051

.....

-3-

Torpedo boats

Insidioso

- : Taken over by the Germans at the time of the armistice. Information is that she was sunk off the Istrian Coast in 1944.

Dezza

- : Scuttled at Fiume at the time of the armistice. No information to hand.

Papa

- : Taken over by the Germans at Genoa on 9th September 1943 and subsequently sunk at Imperia to block the harbour.

Casnino

- : Scuttled at La Spezia on 8th Sept. '43.

Monsone

- : Sunk at Naples as a result of air attack on 1st March 1943.

Stella Polare

- : On 8th September 1943 was under construction at Fiume, being 82% completed, Sank at Faresina after hitting a mine in September 1944.

Irrequieto

- : Does not exist.

Alabarda

- : On 8th September 1943 was under construction at Trieste, being 49% completed. Taken over by the Germans in 1944.

Daga

- : On 8th September 1943 was under construction at Trieste, being 65% completed. Taken over by the Germans in 1944.

Pugnale

- : On 8th September 1943 was under construction at Trieste, being 62% completed. Taken over by the Germans in 1944.

Spada

- : On 8th September 1943 was under construction at Trieste, being 72% completed. Found sunk in Trieste harbour.

Lancia

- : On 8th September 1943 was under construction at Trieste, being 52% completed. Found sunk in Trieste harbour.

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Balestra

- : On 8th September 1943 was under construction at Fiume, being 43% completed. No information is held concerning its present condition.

Fionda

- : On 8th September 1943 was under construction at Fiume being 47% completed; it was sunk there in March 1945 by Allied air attack.

Corvettes

Alce

- : On 8th September 1943 was under construction at Leghorn, being 80% completed. Demolished by the Germans.

Cicogna

- : Sunk off Messina on 24th July 1943 by Allied Air Attack.

Capriolo

- : on 8th September 1943 was under construction at Leghorn being 94% completed. Demolished by the Germans.

Carabina

- : Is sunk at Venice.

Cervo

- : On 8th September 1943 was under construction at Leghorn, being 55% completed. Demolished by the Germans.

Clava

- : Was to have been constructed by Breda Co. at Venice. Had not been laid down at the time of the Armistice.

Cocciniglia

- : Was to have been constructed by Navalmeccanica at Castellammare. At the time of the armistice it had still not been laid down.

Colubrina

- : On 8th September 1943 was under construction at the Breda Co., Venice, being 90% completed. It was sunk there, where it is still lying.

Crisalide

- : On 8th September 1943 was under construction at Castellammare, where it is still lying on the slip, 25% completed.

Daino

- : On 8th September 1943 was under construction at Leghorn, being 60% completed. It was destroyed on the slip by Allied Air Attack.

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|            |                                                                                                                                    |
|------------|------------------------------------------------------------------------------------------------------------------------------------|
| Euridice   | : On 8th September 1943 was under construction at Monfalcone, 43% completed. It was destroyed by bombing from the air in May 1944. |
| Farfalla   | : On 8th September 1943 was under construction at Castellammare, 12% completed. Its position remains unchanged.                    |
| Gazzella   | : Sunk as a result of hitting a mine, West of Sardinia on 5th August 1943.                                                         |
| Maggiolino | : Was to have been constructed by the Naval meccanica Shipyard at Castellammare. On 8th September 1943 it had not been laid down.  |
| Scure      | : On 8th September 1943 was under construction at the Breda Co., Venice, being 20% completed. Is at present on the slip.           |
| Stambecco  | : On 8th September 1943 was under construction at Leghorn, where it was destroyed by Allied air attack.                            |
| Tersicone  | : On 8th September 1943 was under construction at Monfalcone, being 48% completed. Sunk by Allied air attack in March 1944.        |
| Zagaglia   | : Was to have been constructed by the Breda Shipyards, Venice; at the time of the Armistice it had still not been laid down.       |
| Bombarda   | : Salvaged at Venice                                                                                                               |
| Berenice   | : On 8th September 1943 was being fitted at Monfalcone, 88% completed, sunk by the Germans at Trieste on 9th Sept. '43.            |
| Marangone  | : On 8th September 1943 was under construction at Genoa, being 66% completed. No further information is held.                      |
| Partigiana | : Does not exist. Name was changed to Baionetta; is at present in service.                                                         |
| Calabrone  | : Sunk by the Germans at Castellammare on 8th September 1943. Subsequently salvaged and broken up, upon Allied instructions.       |

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|                   |                                                                                                                        |
|-------------------|------------------------------------------------------------------------------------------------------------------------|
| Cicala            | : Sunk at Castellammare by the Germans, after the armistice.                                                           |
| Grillo            | : Sunk at Castellammare by German saboteurs, after the armistice.                                                      |
| Libellula         | : Sunk by the Germans at Castellammare on 8th September 1943. Subsequently salvaged and demolished upon Allied orders. |
| Lucciola          | : Sunk at Castellammare by German saboteurs after the armistice.                                                       |
| <u>Submarines</u> |                                                                                                                        |
| Bausan            | : Erased from the I.R.N. lists on 18th May 1942 as obsolete.                                                           |
| Des Ganey's       | : Erased from the I.R.N. lists on 22nd May 1942 as obsolete.                                                           |
| Serpente          | : Scuttled 20 miles South of Ancona on 12th Sept. '43 to avoid capture by the Germans.                                 |
| Sirena            | : Scuttled at La Spezia on 8th Sept. '43.                                                                              |
| Ametista          | : Scuttled 2 miles South of Ancona on 12th Sept. '43 to avoid capture by the Germans.                                  |
| Tazzoli           | : Sunk in Atlantic on 30th June 1943.                                                                                  |
| Ambra             | : Scuttled at La Spezia on 9th Sept. 1943.                                                                             |
| Millelire         | : Erased from the I.R.N. lists on 15th May 1941.                                                                       |
| Pierarosca        | : Erased from the I.R.N. lists on 10th April 1941.                                                                     |
| Argo              | : Scuttled at Monfalcone on 11th Sept. '43. Salvaged and broken up by the Germans.                                     |
| Ferro             | : On 8th September 1943 was under construction at Monfalcone. Demolished by the Germans.                               |
| Bajamonti (Smeli) | : Sunk by the Germans on 8th Sept. 1943 at Bonifacio.                                                                  |

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|           |                                                                                                                        |
|-----------|------------------------------------------------------------------------------------------------------------------------|
| Volframio | : Scuttled at La Spezia on 8th Sept. 1943.                                                                             |
| Anguilla  | : Does not exist.                                                                                                      |
| Gorgo     | : Sunk in the Mediterranean on 17th June 1943.                                                                         |
| Nautilo   | : On 8th Sept. 1943 was at Venice with defects. Taken over by the Germans. Sunk at Pola by air attack in January 1944. |

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Rome, 10th January 1945.

GGE/P.



## MINISTERO DELLA MARINA

GABINETTO  
Ufficio Trattati

In Helzo telegrafico: MARINA - ROMA

Prot. N. 161/UT Allegati UNO

Roma, 19 GEN 1948

Alla COMMISS. ALLEATA  
- Sottocommissione Navale

ARGOMENTO: Elenco navi italiane.

Un elenco delle navi italiane completa-  
to di notizie, che si rimette come richiesto  
dal foglio NSC/4165 di codesta Sottocommissio-  
ne in data 5 dicembre 1945.

d'ordine  
IL CAPO DI GABINETTO  
C. di V. G. MARINI

1045

Corazzate  
IMPERO

L'8 Settembre 1943 si trovava a Trieste con una percentuale di avanzamento del 77% (nella percentuale è compresa la protezione).  
Non si hanno notizie sullo stato attuale.

Incrociatori

CIANO

Non è stato mai impostato né preparata la costruzione.  
Non è stato mai impostato né preparata la costruzione.

VENEZIA

ETNA

Costruzione iniziata per conto del Governo Siamese.  
L'8 Settembre 1943 si trovava a Trieste con una percentuale di avanzamento del 54%. Attualmente si trova a Zaulle (Trieste) ormeggiato, in progressivo affondamento.

VESUVIO

Costruzione iniziata per conto del Governo Siamese.  
L'8 Settembre 1943 si trovava a Trieste con una percentuale di avanzamento del 55%.  
Non si hanno notizie sullo stato attuale.

CAIO MARIO

La costruzione era stata sospesa nel 1942. L'8 Settembre 1943 si trovava a La Spezia senza la prora che era stata asportata per applicarla all'Attilio Regolo che l'aveva perduta per siluramento. Il giorno della liberazione è stato trovato affondato a La Spezia.

PAOLO EMILIO

Costruzione iniziata presso l'Ansaldo a Genova-Sestri poi sospesa e successivamente demolito.

VESPASIANO AGRUPPA

Costruzione iniziata presso il Cantiere del Tirreno di Genova, poi sospesa; successivamente demolito.

GIULIO GERMANICO

Affondato dai tedeschi a Castellammare, è stato recuperato il relitto che è in demolizione.

CLAUDIO DRUSO

Costruzione iniziata presso il Cantiere del Tirreno di Genova, poi sospesa; successivamente demolito.

Cacciatorpediniere

ZENO

Autoaffondato a La Spezia l'8 Settembre 1943.  
Non utilmente recuperabile.

PONTIERE

Non esiste.

CARRISTA

L'8 Settembre 1943 si trovava con una percentuale di avanzamento del 66%. Fu demolito sullo scalo a Livorno dai tedeschi.

SEBENICO (Beograd)

Occupato dai tedeschi a Venezia alla data dell'armistizio. Risulta attualmente affondato a Trieste.

BARON

L'8 Settembre 1943 si trovava con una percentuale di

CAIO MARIO

tuale di avanzamento del 55%.  
Non si hanno notizie sullo stato attuale.

La costruzione era stata sospesa nel 1942. L'8 Settembre 1943 si trovava a La Spezia senza la prora che era stata asportata per applicarla all'Attilio Regolo che l'aveva perduta per siluramento. Il giorno della liberazione é stato trovato affondato a La Spezia.

PAOLO EMILIO

Costruzione iniziata presso l'Ansaldo a Genova-Sestri poi sospesa e successivamente demolito.

VESPASIANO AGRUPPA

Costruzione iniziata presso il Cantiere del Tirreno di Genova, poi sospesa; successivamente demolito.

GIULIO GERMANICO

Affondato dai tedeschi a Castellammare, é stato recuperato il relitto che é in demolizione.

CLAUDIO DRUSO

Costruzione iniziata presso il Cantiere del Tirreno di Genova, poi sospesa; successivamente demolito.

CacciatorepediniereZENO

Autoaffondato a La Spezia l'8 Settembre 1943.  
Non utilmente recuperabile.

PONTIERE

Non esiste.

CARRISTA

L'8 Settembre 1943 si trovava con una percentuale di avanzamento del 66%. Fu demolito sullo scalo a Livorno dai tedeschi.

SEBENICO (Beograd)

Occupato dai tedeschi a Venezia alla data dell'armistizio. Risulta attualmente affondato a Trieste.

BARONI

L'8 Settembre 1943 si trovava con una percentuale di avanzamento del 15%. Fu demolito sullo scalo a Livorno dai tedeschi.

MARGOTTINI

L'8 Settembre 1943 si trovava sullo scalo di Livorno con una percentuale di avanzamento del 15%. E' stato trovato in due tronconi a La Spezia.

1044

BORSINI

L'8 Settembre 1943 si trovava sullo scalo di Livorno con una percentuale di avanzamento del 13%. Demolito sullo scalo a Livorno dai tedeschi.

FONTANA

Doveva essere costruito dalla ditta O.T.O di Livorno. All'armistizio non era stato ancora impostato.

DELL'ANNO

L'8 Settembre 1943 si trovava sullo scalo di Ancona con una percentuale di avanzamento del 16%. Attualmente in demolizione.

CASANA

L'8 Settembre 1943 si trovava sullo scalo di Ancona con una percentuale di avanzamento del 16%. Attualmente in demolizione.

TOSCANO

L'8 Settembre 1943 si trovava in costruzione a Riva Tri- goso con una percentuale di avanzamento del 12%. Attual- mente sospesa la costruzione.

DE CRISTOFORO

L'8 Settembre 1943 si trovava in costruzione a Riva Tri- goso con una percentuale di avanzamento del 12%. Attual- mente sospesa la costruzione.

#### Torpediniere

INSIDIOSO

Occupato dai tedeschi all'armistizio. Risulta affondato sulla costa istriana nel 1944.

DEZZA

Autoaffondata a Fiume all'armistizio. Non si hanno notizie.

PAPA

Occupata dai tedeschi a Genova il 9.9.43 e in seguito af- fondata ad Imperia per ostruire il Porto.

CASCINO

Autoaffondata a La Spezia l'8 Settembre 1943.

MONSONE

Affondata a Napoli per bombardamento aereo il 1° Marzo '43.

STELLA POLARE

L'8 Settembre 1943 si trovava in costruzione a Fiume con una percentuale di avanzamento dell'82%. Affondata a Fare- sina per urto contro mina, nel Settembre 1944.

IRREQUIETO

Non esiste.

ALABARDA

L'8 Settembre 1943 si trovava in costruzione a Trieste con una percentuale di avanzamento del 49%. Occupato dai tedeschi nel 1944.

DAGA

L'8 Settembre 1943 si trovava in costruzione a Trieste con una percentuale di avanzamento del 65%. Occupato dai tedeschi nel 1944.

PUGNALE

L'8 Settembre 1943 si trovava in costruzione a Trieste con una percentuale di avanzamento del 62%. Occupato dai tedeschi nel 1944.

1043

L'8 Settembre 1943 si trovava in costruzione a Trieste

TOSCANO

L'8 Settembre 1943 si trovava in costruzione a Riva Tri-  
goso con una percentuale di avanzamento del 12%. Attual-  
mente sospesa la costruzione.

DE CRISTOFORO

L'8 Settembre 1943 si trovava in costruzione a Riva Tri-  
goso con una percentuale di avanzamento del 12%. Attual-  
mente sospesa la costruzione.

Torpediniere

INSIDIOSO

Occupato dai tedeschi all'armistizio. Risulta affondato  
sulla costa istriana nel 1944.

DEZZA

Autoaffondata a Fiume all'armistizio. Non si hanno notizie.

PAPA

Occupata dai tedeschi a Genova il 9.9.43 e in seguito af-  
fondata ad Imperia per ostruire il Porto.

CASCINO

Autoaffondata a La Spezia l'8 Settembre 1943.

MONSONE

Affondata a Napoli per bombardamento aereo il 1° Marzo '43.

STELLA POLARE

L'8 Settembre 1943 si trovava in costruzione a Fiume con  
una percentuale di avanzamento dell'82%. Affondata a Fare-  
sina per urto contro mina, nel Settembre 1944.

IRREQUIETO

Non esiste.

ALABARDA

L'8 Settembre 1943 si trovava in costruzione a Trieste  
con una percentuale di avanzamento del 49%. Occupato dai  
tedeschi nel 1944.

DAGA

L'8 Settembre 1943 si trovava in costruzione a Trieste  
con una percentuale di avanzamento del 65%. Occupato dai  
tedeschi nel 1944.

FUGNALE

L'8 Settembre 1943 si trovava in costruzione a Trieste  
con una percentuale di avanzamento del 62%. Occupato dai  
tedeschi nel 1944.

SPADA

L'8 Settembre 1943 si trovava in costruzione a Trieste  
con una percentuale di avanzamento del 72%. Trovata af-  
fondata nel Porto di Trieste.

LANCIA

L'8 Settembre 1943 si trovava in costruzione a Trieste  
con una percentuale di avanzamento del 52%. Trovata af-  
fondata nel Porto di Trieste.

BALESTRA

L'8 Settembre 1943 si trovava in costruzione a Fiume  
con una percentuale di avanzamento del 43%. Non si hanno  
notizie sullo stato attuale.=

segue: Torpediniere

FIONDA

L'8 Settembre 1943 si trovava in costruzione a Fiume con una percentuale di avanzamento del 47%, e ivi affondata nel marzo 1945 per azione aerea Alleata.

Corvette

ALICE

L'8 Sett. 1943 si trovava in costruzione a Livorno con una percentuale di avanzamento dell'80%. Demolita dai tedeschi.

CICOONA

Affondata davanti a Messina il 24/7/43 per bombardamento aereo.

CAPRIOLO

L'8 Sett. 1943 si trovava in costruzione a Livorno con una percentuale di avanzamento del 94%. Demolita dai tedeschi.

CARABINA

Trovata affondata a Venezia.

CERVO

L'8 Sett. 1943 si trovava in costruzione a Livorno con una percentuale di avanzamento del 56%. Demolita dai tedeschi.

CLAVA

Doveva essere costruita dalla ditta Breda di Venezia. All'armistizio non era stata ancora impostata.

COCCINIGLIA

Doveva essere costruita dalla Navalmeccanica di Castellammare. All'armistizio non era stata ancora impostata.

COLUBRINA

L'8 Sett. 1943 si trovava in costruzione presso la ditta Breda di Venezia con una percentuale di avanzamento del 90%. Ivi è stata affondata e trovata tuttora.

CRISALIDE

L'8 Sett. 1943 era in costruzione a Castellammare, dove trovata tuttora sullo scalo con una percentuale di avanzamento del 25%.

DAINO

L'8 Sett. 1943 si trovava in costruzione a Livorno con una percentuale di avanzamento del 60%. Venne distrutta sullo scalo da bombardamento Alleato.

EURIDICE

L'8 Sett. 1943 si trovava in costruzione a Monfalcone con una percentuale di avanzamento del 43%. Distrutta da bombardamento aereo nel maggio 1944.

FARFALLA

L'8 Sett. 1943 si trovava in costruzione a Castellammare con una percentuale di avanzamento del 12%. Si trova tuttora nelle stesse condizioni.

GAZZELLA

Affondata per urto contro mina a W della Sardegna il 5 Agosto 1943.

MAGGIOLINO

Doveva essere costruita dal Cantiere Navalmeccanica di Castellammare. L'8 Settembre 1943 non era stata ancora impostata.

aereo.

CAPRIOLO L'8 Sett. 1943 si trovava in costruzione a Livorno con una percentuale di avanzamento del 94%. Demolita dai tedeschi. Trovasi affondata a Venezia.

CARABINA L'8 Sett. 1943 si trovava in costruzione a Livorno con una percentuale di avanzamento del 56%. Demolita dai tedeschi. Doveva essere costruita dalla ditta Breda di Venezia. All'armistizio non era stata ancora impostata.

CERVO Doveva essere costruita dalla Navalmeccanica di Castellammare. All'armistizio non era stata ancora impostata.

CLAVA L'8 Sett. 1943 si trovava in costruzione presso la ditta Breda di Venezia con una percentuale di avanzamento del 90%. Ivi è stata affondata e trovata tuttora.

COCCINIGLIA L'8 Sett. 1943 era in costruzione a Castellammare, dove trovata tuttora sullo scalo con una percentuale di avanzamento del 25%.

COLUBRINA L'8 Sett. 1943 si trovava in costruzione a Livorno con una percentuale di avanzamento del 60%. Venne distrutta sullo scalo da bombardamento Alleato.

CRISALIDE L'3 Sett. 1943 si trovava in costruzione a Monfalcone con una percentuale di avanzamento del 43%. Distrutta da bombardamento aereo nel maggio 1944.

DAINO L'8 Sett. 1943 si trovava in costruzione a Castellammare con una percentuale di avanzamento del 12%. Si trova tuttora nelle stesse condizioni.

FARFALLA Affondata per urto contro mina a W della Sardegna il 5 Agosto 1943.

GAZZELLA Doveva essere costruita dal Cantiere Navalmeccanica di Castellammare. L'8 Settembre 1943 non era stata ancora impostata. 1042

MAGGIOLINO L'8 Settembre 1943 si trovava in costruzione presso la Ditta Breda di Venezia con una percentuale di avanzamento del 20%. Attualmente sullo scalo.

SCURE L'8 Sett. 1943 si trovava in costruzione a Livorno, dove fu distrutta per bombardamento aereo alleato.

STAMBECCO L'8 Settembre 1943 si trovava in costruzione a Monfalcone con una percentuale di avanzamento del 48%. Affondata per bombardamento aereo alleato nel marzo 1944.

TERSICORE

Segue: Corvette

ZAGAGLIA

Doveva essere costruita dai Cantieri Breda di Venezia. All'armistizio non era stata ancora impostata.

BOMBARDA

Ricuperata a Venezia.

BERENICE

L'8 Settembre 1943 si trovava in allestimento a Monfalcone con una percentuale di avanzamento dell'88%. Affondata dai tedeschi a Trieste il 9/9/1943.

MARANGONE

L'8 Sett. 1943 si trovava in costruzione a Genova con una percentuale di avanzamento del 66%. Non si hanno ulteriori notizie.

PARTIGIANA

Non esiste. Ha cambiato nome in Baionetta; si trova attualmente in servizio.

CALABRONE

Affondata dai tedeschi a Castellammare l'8 Settembre 1943. Successivamente recuperata e demolita per ordine degli Alleati.

CICALA

Affondata a Castellammare dai tedeschi, dopo l'armistizio.

GRILLO

Affondata a Castellammare dai sabotatori tedeschi, dopo l'armistizio.

LIBELLULA

Affondata dai tedeschi a Castellammare l'8 Settembre 1943. Successivamente recuperata e demolita per ordine degli Alleati.

LUCCIOIA

Affondata a Castellammare dai sabotatori tedeschi, dopo l'armistizio.

Sommergibili

BAUSAN

Radiato dal Quadro del R. Naviglio il 18 Maggio 1942 per vetustà.

DES GENEYS

Radiato dal Quadro dal R. Naviglio il 22 Maggio 1942 per vetustà.

SERPENTE

Autoaffondato a 20 mg. a Sud di Ancona il 12 Settembre 1943 per sfuggire alla cattura dei tedeschi.

SIRENA

Autoaffondato a La Spezia l'8 Settembre 1943.

ALMETISTA

Autoaffondato a 2 mg. a Sud di Ancona il 12 Settembre 1943 per sfuggire alla cattura dei tedeschi.

TAZZOLI

Affondato il Atlantico il 30/6/1943.

AMBRA

Autoaffondato a La Spezia il 9 Settembre 1943.

MILLELIRE

Radiato dal Quadro del R. Naviglio il 15/5/1941.

FIERAMOSCA

Radiato dal Quadro del R. Naviglio il 10/11/1941.

1041

CALABRONE

CICALA

GRILLO

LIBELLULA

LUCCIOLA

Sommergibili

BAUSAN

DES GANEYS

SERPENTE

SIRENA

AMETISTA

TAZZOLI

AMBRA

MILLELIRE

FIERAMOSCA

ARGO

FERRO

BAJAMONTI (SAELI)

mente in servizio.

Affondata dai tedeschi a Castellammare l'8 Settembre 1943. Successivamente recuperata e demolita per ordine degli Alleati.

Affondata a Castellammare dai tedeschi, dopo l'armistizio. Affondata a Castellammare dai sabotatori tedeschi, dopo l'armistizio.

Affondata dai tedeschi a Castellammare l'8 Settembre 1943. Successivamente recuperata e demolita per ordine degli Alleati.

Affondata a Castellammare dai sabotatori tedeschi, dopo l'armistizio.

Radiato dal Quadro del R.Naviglio il 18 Maggio 1942 per vetustà.

Radiato dal Quadro del R.Naviglio il 22 Maggio 1942 per vetustà.

Autoaffondato a 20 mg. a Sud di Ancona il 12 Settembre 1943 per sfuggire alla cattura dei tedeschi.

Autoaffondato a La Spezia l'8 Settembre 1943.

Autoaffondato a 2 mg. a Sud di Ancona il 12 Settembre 1943 per sfuggire alla cattura dei tedeschi.

Affondato il Atlantico il 30/6/1943.

Autoaffondato a La Spezia il 9 Settembre 1943.

Radiato dal Quadro del R.Naviglio il 15/5/1941.

Radiato dal Quadro del R.Naviglio il 10/4/1941.

Autoaffondato a Monfalcone l'11 Settembre 1943. Ricuperato e demolito dai tedeschi.

L'8 Settembre 1943 si trovava in costruzione a Monfalcone. Demolito dai tedeschi.

Affondato dai tedeschi l'8 Settembre 1943 a Bonifacio.

segue: Sommergibili

VOLFRAMIO

Autoaffondato a La Spezia l'8 Settembre 1943.

ANGUILLA

Non esiste.

GORGIO

Affondato in Mediterraneo il 17/6/1943.

NAUTILO

L'8 Sett. 1943 si trovava a Venezia in avaria. Occupato dai tedeschi. Affondato a Pola per azione aerea nel Gennaio 1944.

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Roma, 1110 Gennaio 1945

HEADQUARTERS ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/4165  
5 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Ministry of Marine, Rome.  
Subject: Italian Naval Vessels - Data on.  
Enclosure: (A) List Italian Naval Vessels.

1. It is requested that the Ministry of Marine furnish the Navy Sub-Commission with data on the present status of the Italian Naval vessels listed in enclosure (A) or a brief statement as to the conditions under which any of the vessels listed were destroyed or lost. In the case of vessels which were under construction, information is desired as to the present state of completion.

(Sgd) G. L. WARREN

REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC.

6 DEC 1945

1039

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

1st January, 1946.

No.F.O.I.L.1044/12.

COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.  
(Copy to:- Navy Sub Commission, H.Q. Allied Commission.)

LAYING UP OF ITALIAN NAVAL VESSELS.

The Ministry of Marine reports that orders are being given for the laying up of the Submarines "OTARIA" and "ATROPO", in addition to those listed in the enclosure to my letter No.F.O.I.L.1044/12, dated 11th November 1945.

(signed) S. N. BLACKBURN

for REAR-ADMIRAL.

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1038

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

11th November, 1945.

No.F.O.I.L.1044/12.

COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.

(Copy to:- Navy Sub-Commission, H.Q., Allied Commission).

LAYING-UP OF ITALIAN NAVAL VESSELS.

Further to my signal timed 25.1202A/September and the Commander-in-Chief, Mediterranean Station's signal timed 15.0918A/October, a translation of a letter received from the Ministry of Marine, together with the list of vessels to be laid up, is forwarded herewith.

Signed G. L. WARREN.

REAR-ADMIRAL.

Enclosure:-

Ministry of Marine's letter No.18659/O.A.  
dated 2nd November, 1945 and enclosure.

1037

From: MINISTRY OF MARINE (Maristat)  
To : F.O.I.L. - Rome  
Date: 2nd November 1945  
Ref.: 18659/O.A.

Subject: Laying-up of Naval Craft.

Reference is made to your letter No.1044/12 dated  
22nd October 1945.

Forwarded attached is the list of submarines, torpedo-  
boats and M.A.B. the laying-up of which is being ordered, assuring  
that the names of other vessels subsequently selected to be taken  
out of commission will be communicated as the necessity presents  
itself.



for CHIEF OF STAFF

OGG/P.

1131-7  
1036

LIST OF VESSELS FOR WHICH ORDERS ARE BEING GIVEN THAT  
THEY SHALL BE LAID UP

Submarines

C.B. 9 - C.B. 10 - C.B. 11 - C.B. 12.

H. 2 - H. 4.

BRAGADINO - CORRIBONI - PISANI - SETTIMO - SQUALO -

MENOTTI - MANARA - BANDIERA - ZORA.

DIASPRO - JALSA = one crew for both of them.

Torpedo boats

MOGTO - GIOVANNINI

1 Torpedo boat of Fabrizi type.

M.A.S.

433 = 434 = 510 = 515 = 519 = 543 =

520 = 523 = 545. (Except for alterations which may possibly  
be necessary).

Rome, 30th October 1945.

GGZ/P.

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

13th November, 1945.

No.F.O.I.L. 1110/3.

HAVY SUB COMMISSION,  
HO. ALLIED COMMISSION.

RELEASE OF NAVAL STORE CARRIERS.

The attached copy of the Commander-in-Chief, Mediterranean Station's letter No.45/910/5/11 dated 3rd November, 1945, is forwarded for information.

2. The Mediterranean Shipping Board's letter referred to in paragraph one has not been received by the Flag Officer, Italy and Liaison.

*G. H. H. H. H. H.*

FOR REAR ADMIRAL.

Enclosure:-

Commander-in-Chief, Mediterranean Station's  
letter No.45/910/5/11 of 3rd November, 1945.

1034

~~CONFIDENTIAL~~

Office of the Commander-in-Chief,  
Mediterranean Station.  
3rd November, 1945.

Med.45/910/5/11.

THE CHAIRMAN, MEDITERRANEAN SHIPPING BOARD.

RELEASE OF NAVAL STORE CARRIERS

With reference to your No. JHH/1/09.0 dated 12th September 1945, it has been decided that the store carriers GIUSEPPE MESSINA, TURHILU and BALTIC can be released from service with the Royal Navy forthwith. It is requested that you will advise the arrangements to be made for their transfer.

2. In view of Naval requirements it is not expected that any further releases will be possible for some time but you will be notified when the position changes.

3. It is observed that MONTE CUCCO and MONTE GRAPPA are Naval auxiliaries, the property of the Italian Ministry of Marine, to which authority it is considered they must be released when release is practicable.

4. The Italian Ministry of Marine has requested the return to them of the vessel GIUSEPPE MESSINA as it has not proved possible to accede to a previous request put forward by them for the release of MONTE CUCCO and MONTE GRAPPA. It is understood that the original status of GIUSEPPE MESSINA was a merchant ship and as stated above, she is being released to the Mediterranean Shipping Board. It is however requested that the Flag Officer, Italy and Liaison may be informed when she becomes redundant to your requirements so that she may be taken over by the Italian Ministry of Marine.

1033

*Peter Caplan*

RELEASE OF NAVAL STORE CARRIERS

With reference to your No. JHH/1/09.0 dated 12th September 1945, it has been decided that the store carriers GIUSEPPE MESSINA, TURKIN and BALIC can be released from service with the Royal Navy forthwith. It is requested that you will advise the arrangements to be made for their transfer.

2. In view of Naval requirements it is not expected that any further releases will be possible for some time but you will be notified when the position changes.

3. It is observed that MONTE CUOCO and MONTE CRAPPA are Naval auxiliaries, the property of the Italian Ministry of Marine, to which authority it is considered they must be released when release is practicable.

4. The Italian Ministry of Marine has requested the return to them of the vessel GIUSEPPE MESSINA as it has not proved possible to accede to a previous request put forward by them for the release of MONTE CUOCO and MONTE CRAPPA. It is understood that the original status of GIUSEPPE MESSINA was a merchant ship and as stated above, she is being released to the Mediterranean Shipping Board. It is however requested that the Flag Officer, Italy and Liaison may be informed when she becomes redundant to your requirements so that she may be taken over by the Italian Ministry of Marine.

1033

*Peter Caplan*

for ADMIRAL

*100-7*

## HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: 8002/37/EC.

7<sup>th</sup> November 45.

SUBJECT: State of Italian Fleet at 1 September 45.

TO : Navy Sub-Commission.

1. Reference your NSC/3926 dated 5 November 45, enclosing extract from Informational Memo No. 303 dated 8 September 45 from Ministry of Marine.

2. This was sent to you for information, and no action is required on your part. Your enclosure is returned herewith as requested.

*T.H. Cleary 21.10.45*  
*Jr*  
NORMAN E. FISKE  
Colonel Cav  
Deputy Executive Commissioner

Incl.

1032

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/3926  
5 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.  
To : Executive Commissioner, Hq. Allied Commission.  
Subject: State of Italian Fleet at 1 September 1945.  
Enclosure: (A) Extract from Informational Memo. No. 303,  
dated 6 September 1945 from Ministry of  
Marine.

1. Enclosure (A) was forwarded to the Navy Sub-Commission by the Executive Commissioner without comment. Information is requested whether any action was contemplated or is required. The return of enclosure (A) is requested.

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

6 NOV 1945

1031

PARIS, le 6 Septembre 1945

MINISTERE DE LA MARINE

ETAT-MAJOR GENERAL

2ème Bureau

*Mary S.C.  
Rendu par C.V. Houllet  
11 octobre 1945  
8*

- E X T R A I T -

- DE LA NOTE DE RENSEIGNEMENTS N°303 -

O B J E T : Situation de la Flotte Italienne  
au 1er Septembre 1945 -

-----0000000&0000000-----

D.-

Bâtiments qui se trouvaient sous contrôle  
ennemi après septembre 1943 et sur lesquels on ne  
possède aucun renseignement-

| Noms                              | date d'a-<br>chévement | tonnage | Observations                                                                                    |
|-----------------------------------|------------------------|---------|-------------------------------------------------------------------------------------------------|
| 1° - <u>Cuirassés</u><br>IMPERO / | inachevé               | 35.000  | Etait en construction à<br>MONFALCONE -                                                         |
| 2° - <u>Croiseurs</u><br>CIANO /  | inachevé               | 8.000   | Lancé en 1940 à CASTELLAMARE<br>(prés de NAPLES)                                                |
| VENEZIA /                         | "                      | 8.000   | Etait en 1940 en construction<br>à TRIESTE<br><i>Cantiere Rinaldo del Adriatico (San Marco)</i> |
| ETNA /                            | "                      | 4.208   | En construction pour le SIAM<br>Lancé en 1940 à MONFALCONE                                      |
| VESUVIO /                         | "                      | 4.208   | En construction pour le SIAM<br>Lancé en 1941 à MONFALCONE                                      |
| CAIO MARIO                        | "                      | 3.362   | Etait en construction à<br>LIVOURNE                                                             |

- 2 -

| Noms                                | date d'ache-<br>vement | tonnage | Observations                                                                        |
|-------------------------------------|------------------------|---------|-------------------------------------------------------------------------------------|
| PAOLO EMILIO                        | inachevé               | 3.362   | Etait en construction à<br>SESTRI Ponente                                           |
| MESENIO<br>VIPSANIO AGRIPPA         | "-                     | 3.362   | Etait en construction à GENES                                                       |
| CLAUDIO DRUSO                       | "-                     | 3.362   | Etait en construction à GENES                                                       |
| GIULIO GERMANICO                    | "-                     | 3.362   | ? Etait en construction à GENES                                                     |
| 3° - <u>Contre-torpi-<br/>leurs</u> |                        |         |                                                                                     |
| ZENO                                | 1930                   | 1.628   |                                                                                     |
| PONTIERE                            | 1943?                  | 1.620   |                                                                                     |
| CARRISTA                            | 1943?                  | 1.620   |                                                                                     |
| SEBENICO (ex<br>BEOGRAD )           | 1939                   | 1.210   | avait été submergé par les Allemands en Avril 1945<br>Etait à TRIESTE en Janvier 45 |
| BARONI                              | inachevé               | 2.100   | Etait en construction à<br>LIVOURNE                                                 |

1028

- 3 -

| Noms                  | date d'ache-<br>vement | tonnage | Observations                         |
|-----------------------|------------------------|---------|--------------------------------------|
| BERGOTTINI            | inachevé               | 2.100   | Etait en construction à<br>LIVOURNE  |
| BORSINI               | "-                     | 2.100   | - " -                                |
| FONTANA               | "-                     | 2.100   | - " -                                |
| DELL'ANNO             | "-                     | 2.100   | Etait en construction à ANCONA       |
| CASANA                | "-                     | 2.100   | - " -                                |
| TOSCANA               | "-                     | 2.100   | Etait en construction à GENES        |
| CRISTOFORO            | "-                     | 2.100   | - " -                                |
| 4° <u>Torpilleurs</u> |                        |         |                                      |
| INSIDIOSO             | 1913                   | 542     |                                      |
| DEZZA                 | 1916                   | 615     | 1027<br>Etait à POLA en Janvier 1945 |

- 4 -

| Noms          | Date d'ache-<br>vement    | tonnage | Observations                             |
|---------------|---------------------------|---------|------------------------------------------|
| PAPA          | 1922                      | 635     |                                          |
| CASCINO       | 1922                      | 635     |                                          |
| MONSONE       | (Entre<br>1941 et<br>1943 | 600     |                                          |
| STELLA POLARE | "-                        | 600     |                                          |
| IRREQUIETO    | "-                        | 600     |                                          |
| ALABARDA      | "-                        | 600     | Etait en armement pour essais<br>en 1944 |
| DAGA          | "-                        | 600     | - " -                                    |
| PUGNALE       | "-                        | 600     | - " -                                    |
| SPADA         | "-                        | 600     | - " -                                    |

- 5 -

| Noms                  | Date d'ache-<br>vement      | Tonnage | Observations                             |
|-----------------------|-----------------------------|---------|------------------------------------------|
| LANCIA                | (entre<br>1941 et<br>1943 ) | 600     | Etait en armement pour essais<br>en 1944 |
| BALESTRA              | inachevé                    | 600     | Etait en construction en 1943            |
| FRONDA                | -"-                         | 600     | - " -                                    |
| 5° - <u>Corvettes</u> |                             |         |                                          |
| ALCE                  | Postérieure<br>à 1942       | 560     |                                          |
| CICOGNA               | -"-                         | 560     |                                          |
| CAPRIOLO              | -"-                         | 560     |                                          |
| CARABINA              | -"-                         | 560     |                                          |
| CERVO                 | -"-                         | 560     |                                          |
| CLAVA                 | -"-                         | 560     |                                          |

1025

- 6 -

| Noms        | Date d'ache-<br>vement  | Tonnage | Observations |
|-------------|-------------------------|---------|--------------|
| COCCINIGLIA | (Postérieure<br>à 1942) | 560     |              |
| COLUBRINA   | "                       | 560     |              |
| CRISALIDE   | "                       | 560     |              |
| DAINO       | "                       | 560     |              |
| EURIDICE    | "                       | 560     |              |
| FARFALLA    | "                       | 560     |              |
| GAZZELLA    | "                       | 560     |              |
| MAGGIOLINO  | "                       | 560     |              |
| SCUBE       | "                       | 560     |              |
| STAMBECCO   | "                       | 560     |              |

- 7 -

| Noms       | Date d'ache-<br>vement | Tonnage | Observations                              |
|------------|------------------------|---------|-------------------------------------------|
| TERSICORE  | Postérieure<br>à 1942  | 560     |                                           |
| MAGAGLIA   | "-                     | 560     |                                           |
| BOMBARDA   | "-                     | 560     | Etait en construction en                  |
| BERENICE   | "-                     | 560     | - " -                                     |
| MARANGONE  | "-                     | 560     | - " -                                     |
| PARTIGIANA | "-                     | 560     | - " -                                     |
| CALABRANO  | "-                     | 560     | Etait en construction à<br>NAPLES en 1943 |
| CAVALIETTA | "-                     | 560     | - " -                                     |
| CICALA     | "-                     | 560     | - " -                                     |

1023

- 8 -

| Noms                  | Date d'ache-<br>vement | Tonnage | Observations                              |
|-----------------------|------------------------|---------|-------------------------------------------|
| GRILLO                | inachevé               | 560     | Etait en construction à<br>NAPLES en 1943 |
| LIBELLULA             | "                      | 560     | "                                         |
| LUCCIOLA              | "                      | 560     | "                                         |
| 6° <u>Sous-Marins</u> |                        |         |                                           |
| BAUSAM                | 1928                   | 791     |                                           |
| DES CENFYS            | 1928                   | 791     |                                           |
| SERFENTE              | 1932                   | 599     |                                           |
| SIRENA                | 1933                   | 591     |                                           |
| AMETISTA              | 1933                   | 591     | Etait à FIUME en novembre ?               |
| TAZZOLI               | 1936                   | 1.332   |                                           |

1022

- 9 -

| Noms              | Date d'ache-<br>vement   | Tonnage | Observations                          |
|-------------------|--------------------------|---------|---------------------------------------|
| AMBRA (ou ARADAM) | 1937                     | 620     |                                       |
| WILLELIRE         | 1927                     | 1.360   |                                       |
| PIERAMOSCA        | 1931                     | 1.340   |                                       |
| ARGO              | 1937                     | 689     | Etait à Venise en Novembre            |
| BAIAMONTI         | (Entre 1941<br>et 1943 ) | 714     | Etait à LA SPEZIA en Novembre<br>1944 |
| FERRIO            | -"-                      | 714     |                                       |
| VOLFRAMIO         | inachevé                 | 714     | Etait en construction en              |
| ANGUILLA          | -"-                      | 714     | - " -                                 |
| GORCO             | -"-                      | 714     | - " -                                 |
| NAUTILO           | -"-                      | 714     | - " -                                 |

1021

C O P Y.

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

19th October, 1945.

No.F.O.I.L. 1044/11.

MINISTRY OF MARINE, ROME.

EPITPEA AND CARABINIERE -  
RETURN TO ITALY.

With reference to the Ministry's letter No.15384/O.A. of 17th September, requesting that "EPITPEA" should be permitted to remain on the East Indies Station with a view to repatriating Italian Service Personnel in the Far East, I have to inform you that the Commander-in-Chief, East Indies has, in fact, decided to employ "EPITPEA" for this purpose; and she is shortly to proceed to Singapore and possibly also Batavia.

2. The destroyer "CARABINIERE" is to-day due at Suez on her way to Italy.

Signed G. BRAYDEN.

PEAR-ADMIRAL.

1020

(6)

ENTRETA AND CARABINIERE - RETURN TO ITALY.  
(Flag Officer, Italy and Liaison's letter No.F.O.I.L.1044/11,  
dated 19th October, 1945.)

---

II.

No.F.O.I.L.1044/11(a).

NAVY SUB COMMISSION, ALLIED COMMISSION.

For information. A copy of the Ministry  
of Marine's letter No.15384/OA of 17th September, 1945,  
is enclosed.

ROME,  
19th October, 1945.

*Albani*

REAR-ADMIRAL.

Enclosure:-

Ministry of Marine's letter No.15384/OA,  
dated 17th September, 1945.

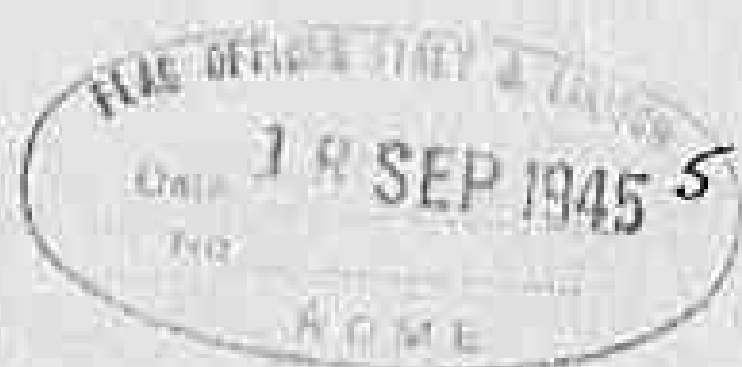
FROM: MINISTRY OF MARINE (Maristat)  
To : F.O.I.L. - Rome  
Date: 17th September 1945  
Ref.: 15384/C.A.

Subject: Delayed passage of ERITREA.

With reference to the information concerning the expected repatriation in the near future of the "ERITREA" and the "CARABINIERI", enquiry is made whether the ERITREA may bring to Italy part of the Italian service personnel who are to return to Italy from the Far East.

In this case the ship could delay its sailing to wait for these men.

for CHIEF OF STAFF



GGE/P.

1018

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

6th October, 1945.

No.F.O.I.L.422/9.

MINISTRY OF MARINE, ROME.

(Copies to: Navy Sub-Commission, H.Q. Allied  
Commission.  
Commodore-in-Charge, Taranto.)

DREDGER "ABRUZZO" AND HOPPER BARGE.

The dredger "ABRUZZO" and hopper barge were temporarily released to the Italian Ministry of Public Works on the 18th June, 1945.

2. There is now no further Allied requirement for this dredger and hopper and they may permanently remain under Italian control, arrangements for their operation and administration being made by the Ministry in conjunction with the Ministry of Public Works. They are, at present, working at FAMO under the direction of SERVIZIO ESCAVAZIONE PORTI.

(Signed) S.N. BLACKBURN

for REAR-ADMIRAL.

⑤

1017

CITE L/C TARANTO (R) NSC., A.C.

NOEL (2)

UNCLAS INFO

YOUR 1152A SEPTEMBER BEING PASSED TO N.S.C., A.C.  
CHART ARE TO BE RETURNED PERMANENTLY TO MAJAN CONTROL AND  
ADMINISTRATION IN ACCORDANCE WITH PARAGRAPH 2 OF C. M. C. HUGHES  
LETTER NO: 45/100-12/6 OF 30TH JULY NOT TO N.S.C. BY LETTER  
NO: WOEL 422/9 OF 6TH OCTOBER, 1945, REFERS.

.....061721A OCTOBER.....

REF...DRUGGER ABELZZO AND HOFFER.

DIST...C-5 13 16 14-25 NSC/MAC.

T/P

2/4

100...1730

RCD

6/10

1016

NSC

ROME CCO

UNCLASSIFIED

HEREWITH CDR I/C TARANTO'S 241152A SEPTEMBER. BEGINS:--  
ADDRESSED FOIL FROM CDRE I/C TARANTO.

UNCLASSIFIED

YOUR 091225B. AUGUST. DREDGER ABRUZZO AND HOPPER HAD BEEN WORKING  
UNDER ALLIED CONTROL UNTIL 18TH JUNE '45 AND SINCE THAT DATE HAVE BEEN  
TEMPORARILY LEASED TO THE ITALIAN PUBLIC WORKS MINISTRY.  
2. CRAFT ARE AVAILABLE FOR RETURN TO ITALIANS PERMANENTLY AND ARE TO  
PRESENT WORKING AT WANO UNDER DIRECTION OF SERVIZIO ECAVAZIONE PORT.

.....241152A SEPTEMBER.....E N D S

FOIL'S 061721A OCTOBER REFERS.

.....061727A OCTOBER.....

DIST...2 NSC (4) LOG

HAND

P/L

FOR...I/T

RCE10156/10

HEADQUARTERS ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/3718  
5 October 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Senior United States Naval Liaison Officer, ITALY.

Subject: Italian Naval Vessels - Status of.

Enclosure: (A) One Copy list of Italian Naval Vessels,  
with copy Translation Comments.

1. Enclosure (A) is forwarded herewith for information.

FOR REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC.

8 OCT 1945

1 B N-7

(1)

1014

HEADQUARTERS ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/3704  
4 October 1945

CONFIDENTIAL

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Chief of Naval Operations.  
Subject: Italian Naval Vessels - Status of.  
Enclosure: (A) One Copy List of Italian Naval Vessels,  
with copy Translation Comments.  
1. Enclosure (A) is forwarded herewith for information.

H. W. ZEROLL,  
COMMANDER, U. S. NAVY,  
FOR REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:  
COMNAVEU (w/c Encl. A)  
COMNAVNAV (w/c Encl. A)

8 OCT 1945

1013

SECRET

HEADQUARTERS ALLIED COMMISSION  
Navy Sub-Commission APO 394NSC/3704  
3 October 1945From: Navy Sub-Commission, Hq. Allied Commission.  
To: Commander-in-Chief, Mediterranean.

Subject: Italian Naval Vessels - Status of.

Enclosure: (A) Four Copies List Italian Naval Vessels,  
with copy Translation Comments.

1. In compliance with Commander-in-Chief letter Med.45/00100/  
22A of 29 July 1945, four copies of a list of the status of Italian Naval  
vessels is forwarded herewith as enclosure (A).

(Sgt) G. L. WARDEN

REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC,  
for CHIEF COMMISSIONER.Copy to:  
FOIL, w/c Enclosure (A).4 OCT 1945  
1012

(4)

HEADQUARTERS ALLIED COMMISSION  
Navy Sub-Commission APO 394

NBC/3501  
7 September 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Commander-in-Chief, Mediterranean.  
Subject: Royal Italian Naval Tanker ISTE.

1. With reference to Commander-in-Chief, Mediterranean  
letter Med.45/0060/10 of 7 August 1945 (not to NSCO Bari), the Italian  
Ministry of Marine advises that the subject tanker was returned to Ital-  
ian Navy control on 27 August 1945.

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

Copy to:  
FOIL  
NSCO BARI

③

1011

IRN-7

8 SEP 1945

From: MINISTRY OF MARINE (Cabinet)  
To : N.S.C.  
Date: 5 September 1945  
Ref.: SM.18367

Subject: Tanker "LETE".

Reference is made to your letter No.3247 dated  
14th August 1945.

You are informed that the above tanker was restored to  
the I.R.N. on 27th August.

for CHIEF OF STAFF

GGE/P.

1010

0 2 2 9

785020

Mod 40



O Roma 25 SET. 1946

Stato Maggiore della R. Marina → NAVY SUB COMMISSION

Rip. OPERAZ. Uff. NAV.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Rel. A. 8m/18367 Allegato

ARGOMENTO Cisterna LETE -

Riferimento foglio di codesta Sotto  
Commissione Navale N. 3247 in data 14 ago-  
sto c.s.

Si informa che in data 27 agosto la  
cisterna in argomento è stata riconsegna-  
ta alla R. Marina.

IL CAPO DI STATO MAGGIORE

1009

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/3247  
14 August 1945. **FILE**

From: Navy Sub-Commission, Hq. Allied Commission.  
To : Ministry of Marine, Rome.  
Subject: Royal Italian Naval Tanker *LEITE*.

1. The Navy Sub-Commission has been informed by the Commander-in-Chief, Mediterranean that no further use by the Royal Navy exists for the Royal Italian Navy tanker *LEITE* now in Bari. Therefore, the Commander-in-Chief, Mediterranean desires that the vessel be returned to the Italian Ministry of Marine.

2. It is requested that representatives of the Ministry of Marine take possession of the vessel at the earliest possible date and that the Navy Sub-Commission be informed when its return to Italian Navy control has been effected.

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

Copy to:  
CINCPAC  
FOIL  
RNO, Bari.

(Distribution not shown on original)



14 AUG 1945

29 AUG 1945  
F.149/352

Office of the Commander-in-Chief,  
Mediterranean Station,  
Allied Force Headquarters.  
7th August, 1945.

Med.45/0060/10  
THE NAVY SUB COMMISSION, HEADQUARTERS,  
ALLIED COMMISSION.  
(Copies to:  
The Flag Officer, Italy and Liaison.  
The Resident Naval Officer, Bari).

ROYAL ITALIAN NAVAL TANKER "LETE".

No further use by the Royal Navy exists for the  
Royal Italian Naval Tanker LETE now in Bari.

2. It is requested that you will arrange for the return  
of this vessel to the Italian Ministry of Marine.

*J. H. [Signature]*

FOR ADMIRAL

1007

OFFICE OF FLAG OFFICER LIAISON ITALY, ROME.  
(Naval Sub Commission)

STAFF MINUTE SHEET.

Subject

*Press.*

Pack No.

Referred to

*Referred to*

*Secy. p*

*CSO.*

*N.S.C.*

*Com. de Zucchi*

"ITALIAN SHIPS CEDED TO RUSSIA?"

London, 24 July

(U.P.) - The Exchange Telegraph Agency has received the following communication from Zurich :

We are informed from Milan that according to the terms of the Armistice the Italian Government must deliver three torpedo-boats and three destroyers to the Russians.

It is said that delivery has already been effected in an Italian port and that the six vessels have sailed for their new bases wearing the Soviet flag."

(*IL TEMPO 25.7.45*)

After action circulation

GGE/P.

II.

"NO ITALIAN SHIP HAS CHANGED ITS FLAG"

The Ministry of Marine has stated to the ANSA Agency that the item of news contained in certain newspapers concerning the delivery of Italian ships to Russia, which was said to have taken place already in an Italian Port, is without any foundation whatsoever.

No Italian Warship has changed its flag since the Armistice and the Armistice terms do not provide for any transfer of Italian Ships to one or other of the United Nations. Eventually it will be possible to deal with questions relative to the future of Italian ships at the Peace Conference.

For the present the Italian Navy is engaged in taking its part at the side of the Navies of the United Nations in the fight against Japan."

(*"Il Tempo" - 26.7.45.*)

B. U.

GGE/P.

Continue, if necessary, on BACK.

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 384

NSC/2588  
7 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.  
To : Liaison Division, Hq. Allied Commission.  
Subject: Status of Italian Navy.

1. Receipt is acknowledged of Liaison Division, A. C. letter 320/BC(L) of 5 June 1945, which enclosed a communication from the office of the French Representative to the Allied Commission on the subject of the status of the Italian Navy.

2. It is requested that the French Representative to the Allied Commission be informed that the status of the Italian Navy is unchanged since the ending of the war in Europe and that the Navy Sub-Commission has, as of the present date, no knowledge of any changes in its status that may be impending.

(Sgd) G. L. [illegible]

REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, A.C.

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ALLIED [REDACTED] COMMISSION  
INTER-OFFICE MEMORANDUM  
LIAISON DIVISION

SUBJECT: Status of Italian Navy

FILE No. 820/EC(L)

TO : Navy Sub-Commission

5 June 1945

1. Enclosed 5 June letter XS/SM no. 2.143 from French Representative to A.C. requests information whether cessation of hostilities in Europe has brought about any change in status of Italian Navy.

2. It will be appreciated if you will advise what reply is to be made to this inquiry.

Encl: Letter from the French Representative  
dtd 5 June 1945

*W. Newland*  
Officer in Charge  
Liaison Division

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COPY

HEADQUARTERS ALLIED COMMISSION  
Office of the French Representative  
AFO 394

Rome, June 5th 45  
XS/SM no. 2-144

MEMORANDUM  
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TO : Liaison Division  
SUBJECT : Italian Navy

Major General DE SEVIN, French Representative in A.C. would very much appreciate to know whether the ending of the war in Europe will bring any modification or any alteration in the status of the Italian Marine.

s/s DE SEVIN  
Maj. Gen.

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