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Declassified E.O. 12065 Section 3-402/HNDG NO.

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10000/124/90

SALVAGE
APR. 45

10-004

785020

10000/124/90

SALVAGE
APR. 45 - JAN. 47

IRN-19

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From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 22nd May 1946
Ref.: 27808

Subject: Salvage of Ships sunk in Naples harbour

With reference to letter 4853/NSC of 4th April 1946.

1. The Commanding Officer of the Port of Naples has informed us that the order No.6 of 9th March was made, following demands, even from the local Allied Authorities, for the greatest possible use of berthing space and refers only to those parts of the harbour returned to Italian administration, for the salvage of ships and wrecks sunk in those districts.

2. The Commander of the port has confirmed that the salvage order does not refer to those ships being used as quays but that all ships in general will be given priority in relation to their claim, which will be investigated with fairness, as stated by Article 2 of the above-mentioned order.

3. It has been agreed that the order does not apply to foreign ships, especially Allied ships, without the approval of the Ministry.

for CHIEF OF STAFF

JLP/P.
27

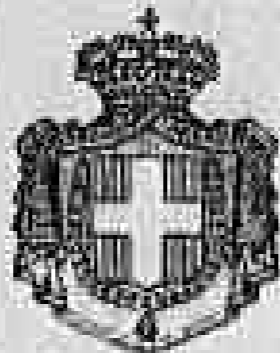
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IRN-19

IRN-19.



Stato Maggiore della R. Marina

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

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 4809 Allegati

Roma 11 Maggio 1946

AL NAVY SUB COMMISSION

ARGOMENTO: Rimozione di Navi affondate nel porto di Napoli.

Riferimento al foglio 4853/NSC del 4 aprile 1946.

1. - Il Comandante del Porto di Napoli ha precisato che l'ordinanza n.6 del 9 marzo u.s. fu emanata in seguito a premure anche da parte delle locali Autorità Alleate per la maggiore possibile utilizzazione delle banchine e si riferisce soltanto alle zone portuali restituite all'Amministrazione Italiana, per il recupero delle Navi e dei relitti affondate nelle zone stesse.
2. - Il predetto Comandante di Porto ha confermato che l'ordine di recupero non si riferisce alle Navi attualmente trasformate in pontili e che, tuttavia, per tutte le Navi in genere, in relazione a particolari situazioni di fatto regolarmente accertate, saranno concesse singole preroghe agli interessati, come previsto dall'art.2 dell'ordinanza sopracitata.
3. - E' stato disposto che l'ordinanza stessa non abbia corso nei riguardi di Navi estere e particolarmente di quelle appartenenti agli Alleati, senza il benestare del Ministero.

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IL CAPO DI STATO MAGGIORE

Calamita

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775020

NSC/4853
4 April 1946

From: Navy Sub-Commission, Hq. Allied Commission.
 To : Ministry of Marine (Maristat), Rome.
 Subject: Removal of Ships Sunk in the Harbor of Naples.
 Reference: (a) Ministry of Marine (Maristat) letter SM/17172,
 dated 28 March 1946.

1. It is requested that the Ministry of Marine furnish the Navy Sub-Commission with a copy of the instructions that will be issued to the Naples Port authorities, as indicated in Reference (a), clarifying Article II of the Port Regulations effecting the removal of ships sunk in Naples Harbor.

R

G. F. MENTZ,
 CAPTAIN, U. S. NAVY,
 FOR REAR ADMIRAL
 CHIEF, NAVY SUB-COMMISSION, AC.

6 APR 1946

6239

NSC/4855
4 April 1946

From: Navy Sub-Commission, Hq. Allied Commission.
 To : Greek Delegation to the Advisory Council for Italy.
 Subject: Greek Ships in the Harbor of Naples.
 Reference: (a) Greek Delegation to the A.C.I. letter 1180
 dated 11 March 1946.
 Enclosure: (A) Commanding Officer, Port of Naples, Order No. 6.

1. A copy of the regulations effecting the removal of ships sunk in Naples Harbor issued by the Naples Port authorities is forwarded herewith as Enclosure (A) for information.
2. It is noted that Article 2 of Enclosure (A) leaves room for exceptions to the basic regulation where units involved are under foreign ownership. The Ministry of Marine is instructing the Naples Port authorities to clarify Article 2.
3. It is suggested therefore that any difficulties regarding the salvage of the two Greek ships mentioned in Reference (a) can be removed by discussion of the problem with the Naples Port authorities.

G. F. MENTZ,
 CAPTAIN, U. S. NAVY,
 FOR
 REAR ADMIRAL
 CHIEF, NAVY SUB-COMMISSION, QC.

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6236

6 APR 1946

From : MINISTRY OF MARINE (Maristat).
 To : N.S.C.
 Date : 28th March, 1946.
 Ref. : SM/17172.

Subject : Removal of ships sunk in the harbour of Naples.

Reference letter NSC/4741 of 15th March, 1946.

1. The Captainty of the Port of Naples, has issued a warning regulation that will oblige owners of craft sunk in the port of Naples to either salvage their craft or relinquish their claim to them.
2. Although it has not been clearly specified, Art.2 of the regulation leaves room for modifications and exceptions regarding units under foreign ownership which will be considered case by case.
3. This Ministry will, in any case, instruct the Captainty of the Port of Naples to add the necessary clarifications to the regulation in question.
4. A copy of the regulation is attached.

for CHIEF OF STAFF.

(GGE/P.)

AAH/P/P.
 30.

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ORDER NO. 6.

The undersigned Colonel (di Porto), Commanding Officer of the Port of Naples, observing the need of salvaging and removing as soon as possible the hulls of ships and craft sunk in the harbour, and observing the impossibility of informing all the individual owners of the said ships and craft of the orders regarding salvage and clearance of the harbour bottom, the identity of several ships and craft being unknown, as well as the names and addresses of many of the owners, despite public notices in the press; having considered the signal of the Ministry of Marine, the Director General of the Mercantile Marine's number 5644 dated 6th December, 1945; having considered also articles 81 and 1174 of the Navigation Act approved by Royal Decree of the 30th March, 1942, number 327, and having considered article 176 of the Mercantile Marine Act approved by Royal Decree of the 24th October, 1877, number 4146 (Series number II) and article 871 of the Relative Regulations :

orders

Article 1.

Within two months of the coming into force of the order all the owners of ships and craft sunk in the port of Naples and in the adjacent waters shall have salvaged those ships and craft, and shall clear the harbour bottom of existing wrecks at their own expense.

For the time being exception is made in the case of ships now authorised for use as berths and such others whose salvage might cause in the opinion of the Port Authority serious interference to the daily course of traffic in the port.

Article 2.

In the case of exceptional circumstances duly verified, certain concessions might be made in respect of the above terms.

Article 3.

At the end of the period laid down in article 1 it will be assumed that those ships and craft which have not been salvaged nor cleared from the harbour bottom, have been left to the State, and their removal will be effected by the competent authority; where the value of the salvaged craft does not meet the expense involved, payment of the difference will be charged against the owners according to the rate fixed by laws in force.

Article 4.

The written permission of the Port Authority must be obtained before any salvage operation whatsoever is undertaken.

Article 5.

Those contravening this order will be punished according to the law.

623-1

Article 6

- 2 -

Article 6.

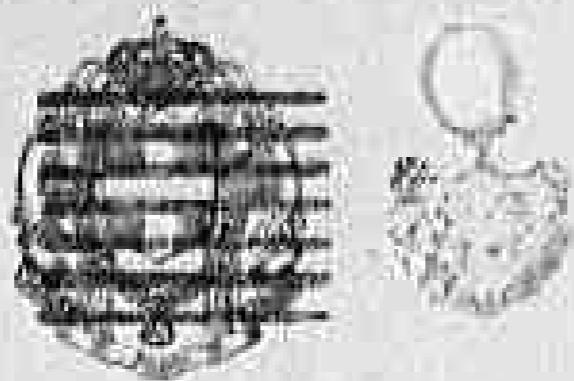
This order enters into force ten days after the date it bears.

Naples 9 March, 1946.

(Signed) E. SARTI
Colonel Commanding the Port.

6233

Mod. 39



28 MAR. 1946

Roma. 19 A

Stato Maggiore della R. Marina

NAVY SUB COMMISSION

Rep. M.D.S. *Uff* B.D.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Pub. N. *hm 17172 Allegati*

ARGOMENTO: Rimozione di navi affondate nel porto di Napoli.

Riferimento al foglio NSC/4741 del 15 marzo c.a.

1. - Il Comando della R. Capitaneria di Porto di Napoli ha effettivamente emanato un bando intimidatorio per obbligare gli armatori e proprietari di natanti affondati nel porto di Napoli ad interessarsi del recupero o dell'abbandono delle loro navi.
2. - Quantunque non sia chiaramente specificato, l'art. 2 del bando lascia adito di applicare per le unità di proprietà straniera varianti ed eccezioni da stabilire caso per caso.
3. - Questo Maristat, ad ogni modo, interesserà la Capitaneria di Porto di Napoli affinché siano apportate le opportune precisazioni al bando in parola.
4. - Si allega copia del bando.

IL CAPO DI STATO MAGGIORE

E. ACCORDETTI

6232

1. CAPITANERIA DI PORTO DI NAPOLI

ORDINANZA N°. 6

Il sottoscritto Colonnello di Porto Comandante del Compartimento Marittimo di Napoli:

Considerata la necessità di provvedere al più presto al ricupero e, comunque allo sgombero degli scafi di navi e galleggianti sommersi in porto;

Considerata la impossibilità di provvedere alla notifica delle ingiunzioni di ricupero e sgombero dal fondo marino a tutti i singoli proprietari delle predette navi e galleggianti, sconoscendosi malgrado gli avvisi pubblicati a mezzo della stampa i nominativi di parecchie navi e galleggianti, nonché i nominativi e i recapiti di molti dei relativi proprietari.

Visto il dispaccio del Ministero della Marina - Dir. Gen. della Marina Mercantile n. 5644 del 6 dicembre 1945;

Visto gli art. 81 e 1174 del Cod. della Navigazione approvato con R.D. 30 marzo 1942, n. 327;

Visti gli art. 176 del Codice della Marina Mercantile approvato con R.D. 24 ottobre 1877, n. 4146 (Serie II) e 871 del Relativo Regolamento:

ORDINA

Art. 1

Nel termine di mesi 2 dall'entrata in vigore della presente ordinanza tutti i proprietari di navi e galleggianti sommersi nel porto di Napoli e nelle acque adiacenti dovranno provvedere al ricupero delle navi e galleggianti stessi, e, comunque, allo sgombero dal fondo marino dei relitti esistenti a loro cura e spese.

E' fatta per il momento eccezione nei riguardi di quelle navi attualmente autorizzate come banchina e di quelle altre il cui ricupero possa arrecare nella odierna situazione, a giudizio della Autorità Marittima, grave intralcio al normale svolgimento del traffico.

Art. 2

In relazione a particolari situazioni di fatto debitamente accertate, potranno essere concesse singole proroghe al termine predetto.

Art. 3

Trascorso il termine di cui all'art. 1 gli scafi per i quali non sarà stato provveduto al ricupero e, allo sgombero dal fondo marino, si intenderanno abbandonati allo Stato, e, sarà, quindi, provveduto di Uff. alla estrazione degli ingombri e, nel caso in cui il valore del ricupero non basti a coprire le spese incontrate, ne sarà promesso il pagamento della differenza a carico dei proprietari, secondo le modalità stabilite dalle Leggi in vigore.

6231

Art. 4

Prima di iniziare qualsiasi operazione di ricupero dovrà richiedersi ed ottenersi la prescritta autorizzazione dall'Autorità Marittima.

Art. 5

I contravventori saranno puniti a norma di Legge.

Art. 6

La presente ordinanza entra in vigore 10 giorni dopo la sua data.

Napoli 9 marzo 1946

IL COLONNELLO DI PORTO COMANDANTE
F° E. SARTI)

NSC/4742
15 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Naval Representative to the Greek Delegation
to the Advisory Council for Italy.

Subject: Greek Ships in the Harbor of Naples.

1. Your letter 1180 of 11 March 1946 has been received and inquiries made.
2. Further information is requested as to who specifically gave the two months notice which you mention in paragraph (2) of your letter 1180.
3. Upon receipt of the above information, necessary steps will be taken.

G. E. MENTZ,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

16 MAR 1946

IRN-19

6230

NSC/4741
15 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Removal of Ships sunk in the port of Naples.

1. A recent communication from the Greek Delegation to the Advisory Council for Italy indicates that port Authorities in Naples have given two months notice for the removal of ships sunk in the port of Naples, after which the individuals or persons having rights to said vessels will be considered as having abandoned such rights.

2. The Navy Sub-Commission is unaware of any such notice on the part of the port Authority of Naples. Information is therefore requested regarding this matter.

G. F. MENZ,
CAPTAIN, U. S. NAVY,
FORREAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

16 MAR 1946

IRM-19

6229

GREEK DELEGATION
TO THE
ADVISORY COUNCIL
FOR ITALY

URGENT

Ref. N°II80

Rome, 11th March 1946

Subject : Greek Ships in the Harbour of Naples

To : Naval Sub-Commission,
ALLIED COMMISSION,
R o m e.

1. I have the honour to bring to your knowledge the following :

2. The Italian Port Authorities in Naples have given (or are considering to give) a two months notice for the removal of ships sunk in the Port of Naples.

3. Individuals or legal persons having rights on ships sunk thereon will be considered as having abandoned them and lost all their rights which will be automatically transferred to the Port Authorities. These will refloat them to their sole profit.

4. Amongst the ships sunk the Greek Government have two Greek boats (ADELFI HANDRI & TASSIA) which could not be refloated so far on account of the fact that they were used by the Allied Authorities as wharves for the unloading of Liberty ships.

5. In view of the above, I would be much obliged if you would kindly give the necessary instructions for the cancellation of the above measure taken by the Italian Port Authorities in Naples enabling thus the Greek Authorities to proceed with the arrangements made for the removal of the a/m two Greek boats.

For the Greek Delegation on the A.C.I.

6228
C.C. Vatikioty
C.C. VATIKIOTY
Deputy Representative

URGENT

Ref. N°1130

Rome, 11th March 1946

Subject : Greek Ships in the Harbour of Naples

To : Naval Sub-Commission,
ALLIED COMMISSION,
R o m e.

1. I have the honour to bring to your knowledge the following :

2. The Italian Port Authorities in Naples have given (or are considering to give) a two months notice for the removal of ships sunk in the Port of Naples.

3. Individuals or legal persons having rights on ships sunk thereon will be considered as having abandoned them and lost all their rights which will be automatically transferred to the Port Authorities. These will refloat them to their sole profit.

4. Amongst the ships sunk the Greek Government have two Greek boats (ADELFI HANDEI & TASSIA) which could not be refloated so far on account of the fact that they were used by the Allied Authorities as wharves for the unloading of Liberty ships.

5. In view of the above, I would be much obliged if you would kindly give the necessary instructions for the cancellation of the above measure taken by the Italian Port Authorities in Naples enabling thus the Greek Authorities to proceed with the arrangements made for the removal of the a/m two Greek boats.

For the Greek Delegate on the A.C.I.

6227

G.C. VATIKIOTTY
Deputy Representative

Ref. ST/609

From: Naval Technical Adviser
 Greek Delegation to the A.C.I.

Date: March 20th 1946

To : Headquarters Allied Commission
 Navy Sub-Commission

Subject: Greek ships in Naples

Reference to your letter NSC/4792/15/3/1946, I acknowledge to you that the notice was issued in the newspaper " GLOBO " of the 6/3/46.

I enclose you herewith a copy of the notice.

Naval Technical Adviser



Captain P. CONSTAS

COPY

PER IL RECUPERO DI NAVI AFFONDATE
(Nostro servizio telefonico)

NAPOLI, 5.

La Capitaneria di Porto emetterà un'ordinanza con la quale si fa invito agli armatori ed ai proprietari di piroscafi e di natanti affondati nello specchio d'acqua del porto stesso, a provvedere nel termine di due mesi all'inizio dei lavori di recupero degli scafi.

Fissato tale termine le navi ed i relitti si intenderanno abbandonati dai legittimi proprietari, ed al loro recupero si provvederà da parte delle autorità portuali.

" GLOBO " 6/3/1946



6225

IN 446

CITY MTOUSA

INCOMING MESSAGE

NUMBER :
PERSON :
DATED : 2/25/47
RECEIVED : 2/26/47

FROM : MTOUSA
TO : AGWAR
TO : USMC NAPLES
TO : PBS

FOR ACTION
FOR INFORMATION

SUBJECT IS CARGO ABOARD THE SS CHARLES HENDERSON
SUNK AT BARI.
US MARITIME COMMISSION NAPLES, HAS BEEN INFORMED
THAT THE CARGO ABOARD SUBJECT VESSEL IS ABANDONED
BY THE US ARMY.

*Further correspondence in
17B files - IRN-19/N*

copy

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6224

ORIGINAL INCOMING CABLE ROUTED TO Mc Kenney
COPY TO : Conroy
COPIED BY : Olsen
Sweeney
X

FOR ACTION

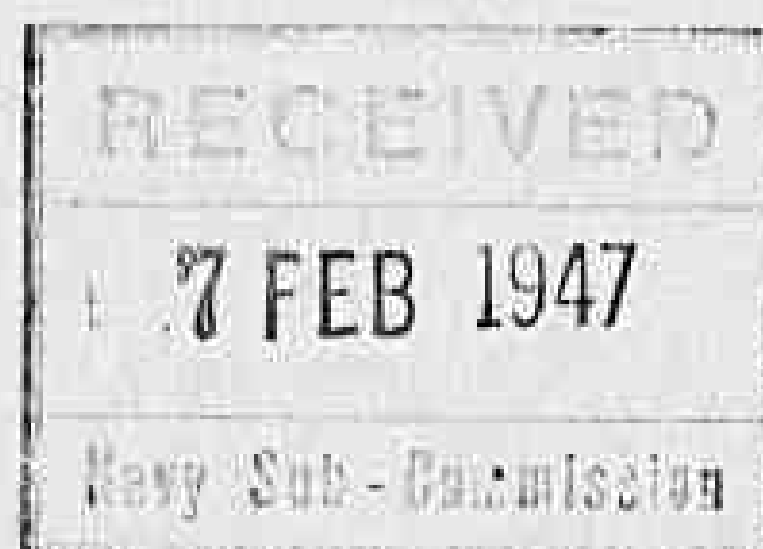
b/n

From: MINISTRY OF MERCANTILE MARINE (State Property and Ports Service).
To : N.S.C. - H.Q., A.C. Rome.
Date: 5th February, 1947.
Ref.: 1406/P.

Subject: S.S. CHARLES HENDERSON sunk in the port of Bari.

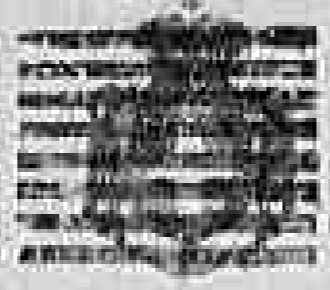
With reference to your letter NSC/5860, dated 11th January, 1947, you are informed that your letter NSC/5734, dated 5th December, 1946, was answered by our letter 807/P, dated 18th January, 1947.

(Sgd.) for THE MINISTER.



JLE/G
7.

6223



Roma 5 FEB 1947

Ministero della Marina

DIREZIONE GENERALE
DELLA NAVIGAZIONE MAREMILITARE

Servizio Demanio e Porti

Direzione 11
Tel. N. 1406/P

COMMISSIONE ALLEATA
Sottocommissione Navale
ROMA

Risposta al f. del 11/1/47
N.S.C. 5860

OGGETTO: Piroscalo Charles Henderson affondato
nel porto di Bari. =

Con riferimento alla lettera sopraindicata si comunica, che al foglio N.S.C. 5734 del 5 dicembre scorso è stato risposto con nota del 10 gennaio u.s. n. 807/P.

IL MINISTRO
Jo. V. di Marchino

F/G.A.

6222

REC/5907
28 January 1947.

From: Navy Sub-Commission, Headquarters Allied Commission.
 To: United States Maritime Commission.
 Subject: Salvage of the S.S. CHARLES HENDERSON in Bari.
 References: (a) Headquarters MTOUSA ltr. AG 400.93/110 D-C of
 28 November 1946.
 Enclosure: (A) Ministry of Mercantile Marine ltr. 807/P of 18
 January 1947.

1. Enclosure (A) is forwarded herewith for appropriate action in accordance with reference (a) which states that all matters relative to the removal or salvage of the wreck of the CHARLES HENDERSON must be arranged with the United States Maritime Commission.

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

29 JAN 1947

281230h
JMS

MSC/5905
28 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Mercantile Marine.
Subject: Salvage of the SS CHARLES HENDERSON in Bari.
Reference: (a) Ministry of Mercantile Marine ltr. 807/P of 18 January 1947.
(b) Headquarters MTOUSA ltr. AG.400.93/110 D-0 of 28 November 1946 and Navy Sub-Commission endorsement thereto for the Chief Commissioner.

1. Reference (a) has been forwarded to the United States Maritime Commission, Via Roma 123, Naples, in accordance with the final paragraph of reference (b).
2. The attention of the Ministry of Mercantile Marine is invited to the fact that reference (b) was addressed to the Ministry via the Chief Commissioner, Allied Commission and did not originate in this office.
3. The attention of the Ministry is further invited to the fact that it is the Italian Naval authorities who desire to have the subject vessel removed and that the United States Military authorities provided for Italian port officials to arrange for the removal of the cargo of bombs under certain minimum practical conditions indicated in reference (b).

FRANK ZIMMEL,
COMMODORE, U. S. NAVY,
FOR
REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

281030/1
WRS

28 JAN 1947

6220

From: MINISTRY OF MERCANTILE MARINE.
To : N.S.C. - H.Q., A.C. - Rome.
Date: 18th January, 1947.
Ref.: 807/P.

Subject: Removal of S.S. CHARLES HENDERSON, sunk in the port of Bari.

1. Reference is made to the N.S.C.'s letters No. NSC/5626, dated 8th November, 1946, and NSC/57341, dated 5th December, 1946.
2. In the first of the above letters, the N.S.C. informed us that the Allied Authorities would not provide for the salvage of the wreck of the S.S. CHARLES HENDERSON, sunk in the port of Bari, and in the subsequent letter, that the American Authorities are allowing the Italian Government to provide for the removal of the bombs contained inside the above vessel, provided that the bombs are sunk, that the U.S. Government is exonerated from every responsibility in case of explosion or other incident, which might happen during the removal and sinking of the explosives in question, and that the removal and sinking of the bombs should take place under the supervision of U.S. personnel.
3. With reference to the above, the Ministry of Mercantile Marine is not concerned with the removal of explosives on board the above vessel, as these operations will be carried out by the person or the firm to whom the American Authorities will sell the wreck.
4. The removal of the S.S. CHARLES HENDERSON, as you have already been informed, is indispensable in order to begin reconstruction work of the quay along which the ship is sunk, and the N.S.C. is therefore requested, if possible, to hasten the American Authorities for the sale of the wreck, informing the Ministry of Marine of the name and address of the buyer so that they also may be hastened to carry out the clearance.
5. The opportunity is also taken to request you, so that the Italian Administration may effectively supervise the removal of the explosives, to approach the competent American Authority for the loading plan of the vessel, should it still be available, and to provide all the information in its possession regarding the types of bombs (i.e. whether aircraft bombs, depth-charges, or others, and whether they are fitted with fuzes, etc.) and the nature of the explosive which they contain.

6219

THE MINISTER.

RECEIVED

24 JAN 1947

Key Sub-Commission

JLE/G
24.

Ministero
della Marina Mercantile

18 GEN. 1947

Per 194

Al la COMMISSIONE ALLEATA
Settecommissione navale -
R O M A

Divisione IV^a Sez.
Prot. N.° 807/P. Allegati

Risposta al Foglio del
Dir. Sez. N.°

OGGETTO Pirescafo "Charles Henderson" affondato nel porto di Bari.-
Rimozione.-

- 1.- Si fa riferimento alle lettere di codesta Commissione dell'8 novembre s. n. NSO 5626 e del 5 dicembre s. n. N.S.C. 5734I.
- 2.- Con la prima delle sopraindicate lettere codesta Commissione rendeva noto che le Autorità Alleate non avrebbero provvedute alla rimozione del relitte del pirescafo "Charles Henderson" affondato nel porto di Bari, e con la lettera successiva che le Autorità Americane consentono che il Governo Italiano provveda alla rimozione delle bombe contenute nel relitte del pirescafo sopraindicato a condizione che le bombe vengano affondate, che il Governo degli Stati Uniti venga esonerato da ogni responsabilità in caso di esplosione e di altro incidente che possa accadere in conseguenza della rimozione ed affondamento degli ordigni in parola e che le operazioni di rimozione ed affondamento delle bombe avvenga sotto il controllo del personale statunitense.
- 3.- Date quante precede, questo Ministero ritiene opportuno di disinteressarsi delle operazioni di rimozione degli ordigni esplosivi giacenti a bordo del pirescafo sopraindicato, inquanto tali operazioni potranno essere compiute dalla persona e dalla Ditta alla quale le Autorità Americane venderanno il relitte di cui trattasi.
- 4.- A tale riguardo, poichè come è già state fatte presente, la rimozione del "Charles Henderson" è indispensabile per poter iniziare i lavori di ricostruzione della banchina lunge la quale la nave è affondata, si prega codesta Commissione voler interessare le Autorità Americane perchè affrettino, se possibile, la vendita del relitte di dette pirescafo, fa-

6218

oende conoscere a questo Ministero il nome e la sede della persona e della Ditta acquirente per poterla sollecitare a compiere le operazioni di sgombrare.

5) Si pregherebbe nell'occasione, allo scopo di mettere in grado l'Amministrazione italiana di sorvegliare efficacemente la rimozione degli esplosivi, di interessare la competente Autorità Americana a far tenere, qualora ne fosse in possesso, il piano di carico della nave, ed a comunicare tutte le notizie in suo possesso circa i tipi delle bombe esistenti a bordo (e cioè se si tratta di bombe di aeree, di bombe da getto e di altra natura, se sono munite di spoletta, ecc) e sulla natura dell'esplosivo col quale sono caricate.

IL MINISTRO



P/SE

NSC/5860
11 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Mercantile Marine.
Subject: Salvage of Vessel CHARLES HENDERSON at Bari, Italy.
Reference: (a) Navy Sub-Commission 1st Endorsement NSC/5734 of 5 December 1946.

1. The attention of the Ministry of Mercantile Marine is invited to the request contained in reference (a).

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

14 JAN 1947

131030/1
JWS

6217

UNITED STATES MARITIME COMMISSION

Naples, Italy
November 21, 1946

Commodore H. W. ZIROLI, U.S. Navy
Navy Sub-Commission
Headquarters, Allied Commission
A.P.O. 794

Subject: Salvage of s/s "CHARLES HENDERSON" Bari.


Dear Sir:

Reference is made to your letter NSC 5640 of 12 November 1946 on the above subject.

It is our understanding from Lt. Col. Beech, G-4 Transportation, Caserta that the Army shortly will authorize the Italian Government to dispose of the cargo of bombs in the hulk of the "CHARLES HENDERSON".

If deemed feasible after examination of the hulk, consideration may be given to refloating with subsequent towing to see for sinking. We have requested authorization from the Maritime Commission, Washington, to approve this disposition of the HENDERSON's hulk. If this procedure is not considered necessary or desirable, the hulk will be offered for sale for scrap after removal of all bombs.

Very truly yours,


W. H. MCKENNEY
Director Med. Area

6216

FIRST ENDORSEMENT to
Mediterranean Theater of Operations
United States Army Letter AG 400.93/110
D-0 28 November 1946.

HSC/5734
5 December 1946

From: The Chief Commissioner, Allied Commission.
To: The Ministry of Mercantile Marine.
Subject: Salvage of Vessel CHARLES HENDERSON at Bari, Italy.

1. Forwarded.
2. It is requested that the Ministry of Mercantile Marine confirm the adherence of the Italian Government to the conditions established in paragraph 2 of the basic correspondence.
3. It is further requested that the Navy Sub-Commission be informed as soon as the starting date for the removal of the bombs has been decided.

For the Chief Commissioner:

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

5 DEC 1946

cc:
Mediterranean Theater of
Operations United States Army,
APO 512.

1631
9/12-1946

6215

0033

3876.

Navy

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

In reply
refer to
AG 400.93/110 D-0

27 November 1946

SUBJECT: Salvage of vessel CHARLES HENDERSON at Bari, Italy

TO : Chief Commissioner
Allied Commission
APO 794
FOR: Navy Sub-Commission
(Commodore Y. W. Zirolì, USN)

Attached for your information is copy of letter, this headquarters,
file, date and subject as above.

BY COMMAND OF LIEUTENANT GENERAL LEE:

U. G. Fetterman
U. G. FETTERMAN
Major, AGD
Asst Adjutant General

1 Incl:
Cy ltr, MTO,
27 Nov 46

RECEIVED
12-2-46
Navy Sub-Commission
6211

**HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512**

In reply
refer to

AG 4000.3/110 D-0

27 November 1946

SUBJECT: Salvage of vessel CHARLES HENDERSON at Bari, Italy

THRU : Chief Commissioner
Allied Commission
APO 794

TO : Ministero della Marina Mercantile
Rome, Italy

1. The US Maritime Commission has informed this headquarters that the Italian port authorities at Bari desire to clear the remnants of the vessel, CHARLES HENDERSON, from the Bari harbor. It was further stated that this vessel blew up during 1945, and that the forward part of this ship, containing 1,500 tons of bombs, survived the explosion and sank beside the pier.

2. The US Army has no objection to the Italian Government's removing the bombs contained in the remnants of the vessel CHARLES HENDERSON, and authority to conduct such removal of these bombs is hereby granted, provided that:

- a. The bombs be dumped at sea,
- b. The US Government be held blameless in the event of any explosion or other accident that may occur in connection with the removal and dumping of these bombs,
- c. The operation of removing and dumping the bombs be conducted under the observation of US Army personnel.

3. This headquarters requires that the bombs of the CHARLES HENDERSON be dumped at sea because these bombs are considered to be too dangerous for storage on land or to be handled as required for purposes of demilitarization. There is no great danger foreseen in connection with removing these bombs and dumping them at sea; however, it is advised that great care be exercised in order to avoid dropping or otherwise jarring the bombs.

4. Upon receipt of information as to the starting date for the removal of these bombs, this headquarters will dispatch the necessary observing teams to Bari and will furnish information as to the depth of water and distance from land required for location of dumping area.

Commodore T. W. ZIROLI, USN, Navy Sub-Commission, Headquarters A. C., APO 794

Incl 1

Ltr, Hq MROUSA, file AG 400.93/110 D-O, dtd 27 Nov 46 (Cont'd)

5. All matters relative to the removal or salvage of the wreck of the CHARLES HENDERSON must be arranged with the US Maritime Commission.

FOR THE THEATER COMMANDER:

U. G. FETTERMAN
Major, AGD
Asst Adjutant General

6212

COPY

NSC/5640
12 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Mr. E.L. Troutman, Operations Manager Mediterranean,
U.S. Maritime Commission, Via Roma 123, Naples.
Subject: Salvage of s/s CHARLES HENDERSON - Bari.
Reference: (a) Mr. E.L. Troutman ltr. of 18 September 1946
to the Navy Sub-Commission.

1. It would be appreciated if the Navy Sub-Commission could be informed of the steps which may have been taken to arrange for the removal of the cargo from the subject ship and the sale of the hulk.

2. The Italian Ministry of Mercantile Marine has been showing an increasingly active interest in this matter due to the necessity of clearing the port of Bari.

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

15 Nov. 46

6211

COPY

NSC/5626
8 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Mercantile Marine.
Subject: Port of Bari - Salvage of American Ship "CHARLES HENDERSON".
Reference: (a) Ministry of Mercantile Marine ltr. 10390/P of 28
October 1946.

1. The question of the removal of the subject ship is being investigated. The Navy Sub-Commission appreciates the urgency of settling this matter.
2. It is not possible to take steps to remove the hulk until the U.S. Army decides whether to abandon or salvage the 1500 tons of bombs which comprise the cargo.
3. No Allied authorities will admit responsibility for removing the hulk, however. Therefore, such removal will take place as soon as the hulk is disposed of by sale. It is expected that the sale will take place in the near future.
4. The Ministry of Mercantile Marine will be notified as soon as additional information becomes available to the Navy Sub-Commission.

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

9 Nov. 46

6210

MSC/5855
10 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: The Yugoslav Delegation to the Advisory Council for Italy.

Subject: SS JURAJ SUBIC, Removal of,

Reference: (a) Yugoslav Delegation to Advisory Council for Italy
ltr. Pov. Br. 13/47 of 7 January 1947.
(b) Navy Sub-Commission ltr. MSC/4874 of 9 April 1946.

1. It is the opinion of the Navy Sub-Commission that the point at issue raised in reference (a) involves a question of salvage. The attention of the Yugoslav Delegation is again invited to reference (b) in which it was explained what steps could be taken to arrange for the salvage of sunken Yugoslav vessels.

2. In any case the removal of the subject vessel has now become a matter of urgency for operational reasons. It is therefore requested that the Navy Sub-Commission may be informed how long it would take the Yugoslav Delegation to arrange for, and complete, the removal of the SS JURAJ SUBIC from CIVITAVECCHIA harbor.

3. An early reply would be appreciated.

(Sgd) G. L. WARREN

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

57

Further correspondence in

NB files - IRN-19/NI

1016 57/

13 JAN 1947

6209



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

Pov. br. 13/47

7 January 1947

TO : The Navy Sub Commission,
Allied Commission Hq.

I have the honour to state as follows:

The Yugoslav S/S JURAJ SUBIC, sunk at CIVITAVECCHIA, was examined in September 1946, by a diver in presence of the Merchant Marine Attaché of our Delegation Capt. Stipanovic. It was found that the vessel was intact at that time. This finding corresponded exactly to a statement of Capt. Gulino, from "Reparto Ricupari" of Civitavecchia, who declared that the ship was "autoaffondata" by opening of valves.

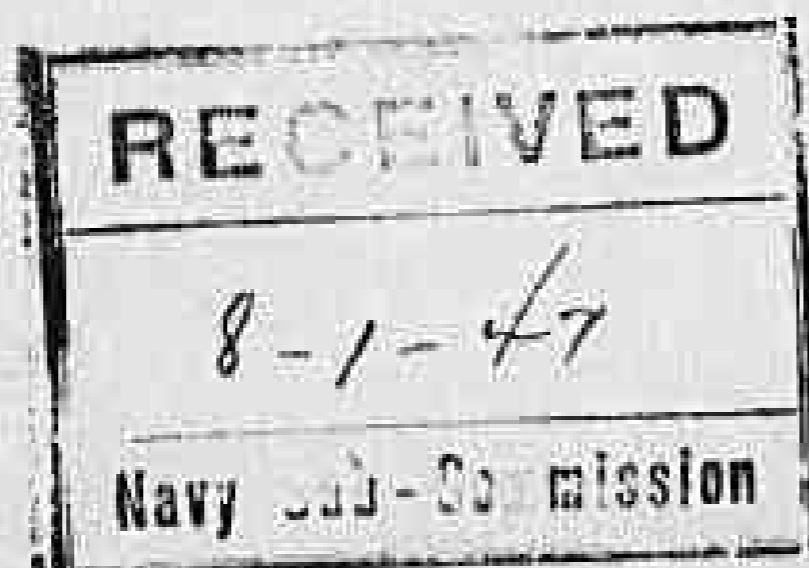
In November 1946, our Attaché Capt. Stipanovic undertook an other examination of the ship performed by divers of the firm "Idran" from Naples. At that occasion it was found that the ship was damaged, particularly the plates on the back part of the ship and rivets were loosed. The back of the ship was filled with stones (about 50-60 tons) thrown there at the occasion of the cleaning of the shore. S/S "JURAJ SUBIC" was seriously damaged by blowing up of an Italian vessel sunk in her vicinity. This damage was also confirmed by the Italian firm "Reduci" from Civitavecchia, who examined the ship on December 18, 1946.

Considering the foregoing facts, I protest herewith against such proceeding through which Yugoslav ships seized by the Fascists and sunken, instead of being salvaged are continuing to be destroyed. It is considered that the Italian authorities are responsible for it, and we shall reserve the right to demand the indemnity.

I am informing my Government about this case, and I have the honour to request herewith that necessary steps be taken in order to avoid that Yugoslav sunken ships be further destroyed before being salvaged and repaired.

6208

Dr. Sloven J. Smolaka
DR. SLOVEN J. SMOLAKA,
Yugoslav Representative a.i.
Advisory Council for Italy.



From: MINISTRY OF MERCANTILE MARINE
To : N.S.C. - A.C. - Rome
Date: 2nd December 1946
Ref.: 11456/P

Subject: Jugoslav SS. "SALE" (ex Jurai Subic)

The Jugoslav S.S. "SALE", ex "JUPAI SUBIC" is lying sunk in the port of Civitavecchia, in the stretch of water alongside the Michelangelo quay. It is necessary to provide for its removal in order to complete clearance work of the harbour.

It is therefore requested that the Navy Sub Commission should inform us of the intentions of the Yugoslav Government regarding the ship in question.

for THE MINISTER

6207

JLP/P.
6

RECEIVED
12-7-46
Navy Sub-Commission

Ministero
della Marina Mercantile

Roma 2 DIC. 1946

LA COMMISSIONE ALLEATA
Sottocommissione Navale
R O M A

Divisione IV
Prot. N. 11456/P. Aligato

Resposta al f. del
Dir. N. N.

OGGETTO: Piroscifo jugoslavo "SALEM" (ex JURAI
SUBIC) /

Nel porto di Civitavecchia, e precisamente nello specchio acqueo antistante alla banchina Michelangelo, trovasi affondato il piroscafo jugoslavo "SALEM", ex "JURAI SUBIC", alla cui rimozione è necessario provvedere per far portare a compimento i lavori di sgombrò del porto predetto.

Ciò premesso, si prega codesta Commissione voler far conoscere quali sono gli intendimenti del governo jugoslavo per la nave in parola.

IL MINISTRO

P. Penning

6206

P/CC.

0044

785020

HSC/4604
16 February 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Captured Enemy Materials Branch,
Hq. Allied Commission.

Subject: Salvage of Jurai Subic.

Reference: (a) Your ltr WSD/71/1180 of 14 February 1946.

1. Reference (a) requests permission for authorization to purchase the wreck of the subject vessel.

2. Since the ownership and nationality of the subject vessel have not been determined, it is difficult to forward necessary information until the afore-mentioned facts are ascertained.

3. Authority to salvage vessels should be obtained from representatives of the respective governments concerned in the case of the specific vessel.

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

JP

16 FEB 1946

18N-19

6205

HEADQUARTERS ALLIED COMMISSION
APO 394
CAPTURED ENEMY MATERIALS BRANCH

WMD/71/1180

14 February 1946

SUBJECT: Salvage of Jurai Subic.

TO : Headquarters Allied Commission,
Navy Sub-Commission.

- 1/. A request has been received from the firm Mannini of Civitavecchia to purchase the wreck of the vessel Jurai Subic, stated by them to be sunk in the port of Civitavecchia.
- 2/. Mannini was instructed to apply to war Shipping Administration, Naples who, however, have informed him that they have no connection with the vessel in question.
- 3/. May this Branch please be informed to whom the request should be forwarded or, alternatively, whether there is any objection to our requesting AFHQ for authorisation to release through the Italian Government?

J.A. Campbell

for J.A. CAMPBELL
Lieut.-Colonel
Director
CEM Branch

6204

MSC/5916
29 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Marine.
Subject: Wreck of Cruiser ATTENDOLO.
Reference: (a) Ministry of Marine's ltr. No. 2224 dated 16 January 1947.

1. While the Navy Sub-Commission concurs with paragraph 2 of reference (a), it would be appreciated if the Ministry of Marine could inform the Navy Sub-Commission of an alternative quay which could be made available for use of United States warships in the port of Naples in order that approval for the salvage of the wreck in question may be given.

H
30/1

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

1 FEB 1947

56

Handwritten notes:
2-2-47
15
See ltr. IRN-19/N/84 of 17 April 1947 in Naval Branch files.

6203

From : MINISTRY OF MARINE (Maristat)
To : N.S.C. - S.C.
Date : 16th January, 1947.
Ref. : 2224.

Subject : Wreck of the Cruiser ATTENDOLO.

As the N.S.C. is aware, the wreck of the Cruiser ATTENDOLO, sunk in the port of Naples, is employed as a quay and U.S. warship moor there at intervals.

In the interest of the National's economy, it is necessary to bring the port of Naples to a state of complete efficiency, by proceeding with the clearance of wrecks, and in particular with that of the cruiser in question.

You are therefore urgently requested to examine the possibility of freeing the above quay, and permitting the salvage of the wreck.

THE CHIEF OF NAVAL STAFF.

JIP/C.
20.

6202

RECEIVED
21-1-47
Navy Sec - Executive

Mod. 39



Stato Maggiore della Marina

Rep. M. D. S. Off. B. D.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 2024 Allegati

Roma, 16 GEN 1947 - 19

Al la NAVY SUB-COMMISSION

ARGOMENTO. Relitto Incrociatore "ATTENDOLO".

Come è noto a codesta N.S.C., il relitto dell'Incrociatore "ATTENDOLO" affondato nel porto di Napoli, è impiegato come pontile, e ad esso si ormeggiano saltuariamente Unità della Marina degli S.U.=

Nell'interesse dell'economia nazionale occorre rimettere in piena efficienza il Porto di Napoli, procedendo allo sgombero dei relitti e in particolare a quello dell'Incrociatore in argomento.-

Si prega, pertanto, di voler esaminare con cortese urgenza la possibilità di lasciar libero detto pontile permettendo così il ricupero del relitto.=

p. IL CAPO DI STATO MAGGIORE

P. M.

6201

Mercantile

From: MINISTRY OF MARINE
To : United States Maritime Commission - Naples
and for Info.; N.S.C. - A.C. - Rome
(with ref. to letter NSC/5765 dated 9/12/46).
Date: 10th January 1947
Ref.: 368/P

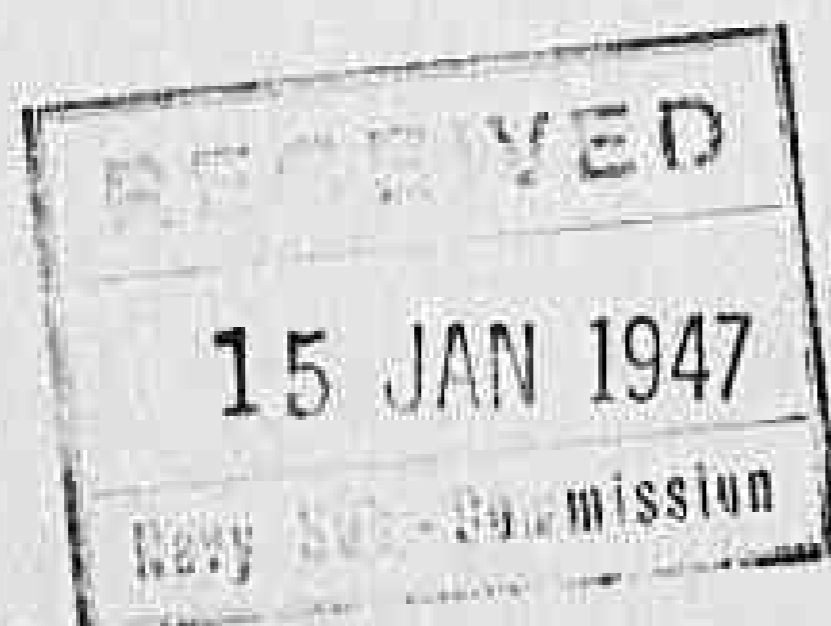
Subject: American S.S. "Robert Rowan", sunk off Gela

The American Liberty ship "Robert Rowan" is sunk about two miles off shore in the bay of Gela.

According to information from the Messina Naval Command, she appears to have her back broken, with the bows lying over the after part.

The Navy Sub Commission is requested to inform us whether the vessel is loaded with explosives or chemical stores and whether the American Authorities will provide for her salvage or whether they are not interested and leave the clearance work to the Italian Administration.

In the latter case the possibility would be examined of entrusting the operation to the National ex-servicemen's association of Gela, which has asked to be allowed to carry out the salvage, in order to relieve unemployment among its members, who are mostly seafaring people.



JLE/P. 14

for THE MINISTER

6200

IRN 19

Ministero
della Marina Mercantile

Roma 10 GEN. 1947 194

UNITED STATES MARITIME COMMISSION

NAPOLI

Via Roma 133

Divisione IV^a Leg.
Prot. N. 368/P Allegati

Risposta al Foglio del
Dir. Leg. N. 2

OGGETTO Piroscalo americano "Robert Rwan" affondato nelle acque di Gela.=

e, per conoscenza:

ALLA COMMISSIONE ALLEATA
Sottocommissione Navale
ROMA

(in relaz. a f. N.S.C. 5745 del
9/12/46)

Nella baia di Gela, a circa due miglia e mezzo da terra, trovasi affondato il piroscafo tipo liberty "Robert Rwan" di bandiera americana.

La nave, secondo notizie fornite dal Comando Militare Marittimo di Messina, risulterebbe rotta in chiglia, con la parte prodiera sovrannosta a quella poppiera.

Ciò premesso, si prega far conoscere se la nave contenga esplosivi o aggressivi chimici e se alla rimozione di essa provvederanno le Autorità Americane o se queste si disinteressano lasciando all'Amministrazione italiana il compito di provvedere per le operazioni di sgombero.

In tal caso verrebbe esaminata la possibilità di affidare le operazioni stesse all'Associazione Nazionale Combattenti e Reduci di Gela, la quale, allo scopo di lenire la disoccupazione dei propri associati, in gran parte marittimi, ha fatto domanda di eseguire lo sgombero del piroscafo in questione.

IL MINISTRO

6199

Christini

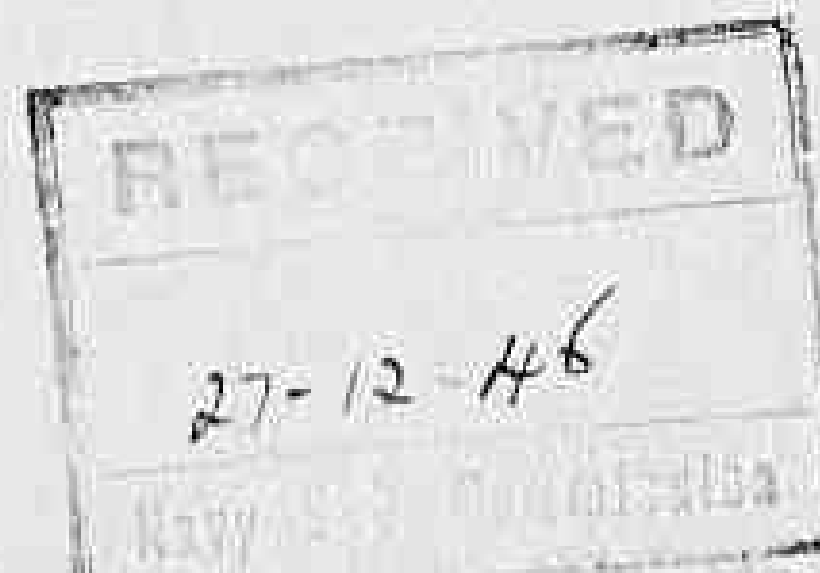
F/G.A.

From: MINISTRY OF MARINE (Maristat)
To : MINISTRY OF MERCANTILE MARINE and for Info.: N.S.C. - Rome
(with reference to letter
NSC/5745 dated 9th December 1946)

Date: 20th December 1946
Ref.: 60856

Subject: Salvage in the port of Gela

1. During March 1946, the Navy Sub Commission requested information regarding the shipping sunk in the port of Gela, following a request made by the Gela Section of the National Ex-Servicemen's Association for the concession of salvage rights. I supplied the requested information in letter 27788, dated 25th May 1946, of which a copy is enclosed.
2. Subsequently, with the intention both of terminating clandestine salvage of sunken material, and to meet further requests from the above Section, I asked the Navy Sub Commission for its decisions on the subject.
3. In letter NSC/5745, dated 9th December 1946, paragraph 2, of which a copy is enclosed, the Navy Sub Commission transfers to the Ministry of Mercantile Marine the responsibility for further action in the matter of the United States Liberty Ship "Robert Rowan".
4. Regarding of the 3rd paragraph of the same letter, you are requested to supply the requested information directly to the Navy Sub Commission.



for CHIEF OF NAVAL STAFF

6198

Mod. 41



20 DIC 1946

Roma 19

Stato Maggiore della R. Marina

Reg. M.D.S. 977 B.D.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Fidei. N. 60856 Allegati

AL MINISTERO DELLA MARINA
MERCANTILE = S E D E

e, per conoscenza:
NAVY SUB-COMMISSION = S E D E
(Rif. Ig.n. NSC/5745 del 9/12/46)
with ref to letter - enclosed

ARGOMENTO: Ricuperi nel porto di Gela.-

1. - Nel mese di marzo u.s. la N.S.C. mi chiedeva informazioni sull'entità del naviglio affondato nel porto di Gela in seguito a richiesta, fatta dalla Sezione di Gela della Associazione Nazionale Combattenti, di concessione degli eventuali ricuperi.-
Col dispaccio n.27788 del 25/5/1946, che allego in copia, fornivo le notizie richiestemi.-
2. - Successivamente, sia per por fine ai ricuperi clandestini del materiale affondato sia per venire incontro alle ulteriori richieste della detta Sezione, sollecitavo dalla N.S.C. la comunicazione delle sue decisioni al riguardo.-
3. - Col foglio n.NSC/5745 del 9/12/46 comma 2°, che allego in copia, la Sotto commissione Navale devolve alla S.V. l'ulteriore svolgimento della pratica relativa al piroscafo Liberty "ROBERT ROWAN" degli S.U...-
4. - In merito al comma 3° del medesimo foglio prego la S.V. di voler fornire direttamente alla N.S.C. le notizie richieste.-

6197

IL CAPO DI STATO MAGGIORE

L. Accorri

ISTITUTO POLIGRAFICO DELLO STATO

NBC/5745
9 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Marine, Rome.
Subject: Salvage in the bay of Gela.

1. With reference to the Ministry of Marine's letter No. 52374 dated 30th October 1946, it has now been established that the ship in question is the U.S. Liberty ship "ROBERT POWAN".

2. As this would appear to be a matter regarding the salvage of a merchant ship, it is considered that the matter should be dealt with by the Ministry of Mercantile Marine who should then take it up direct with the U.S. Maritime Commission, Naples, who are the competent American authorities for the salvage of American merchant ships in the Mediterranean, keeping the Navy Sub-Commission informed.

3. With regard to the ships listed in paragraph 1 (b) of the Ministry of Marine's letter No. 27788 dated 22nd May 1946, it is requested that, proof of ownership by the "Lupo" Company of the first two craft listed, be furnished the Navy Sub-Commission, and that further details including the exact nationality and present condition be given in respect of the third craft reported sunk near the pier. As regards the SS. "LAURO", there is no objection to her being salvaged by the National Association of ex-Servicemen at Gela, since it would appear to be a matter for direct negotiation between the owners and the Salvage Association, observing that she is an Italian ship.

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

11 DEC 1946

6196

From: Ministry of Marine.
To : NSC. Hq. A.C.
Date: 30 October 1946
Ref.: 52374

Subject: Liberty ship sunk off Gola.

With reference to our letter No. 32578, dated 26.6.1946, you are informed that, despite the surveillance, the illegal and clandestine salvage of the cargo of the vessel in question is continuing.

The above is brought to the notice of the Navy Sub-Commission so that the opportunity may be taken, as soon as possible, of salvaging the above cargo legally.

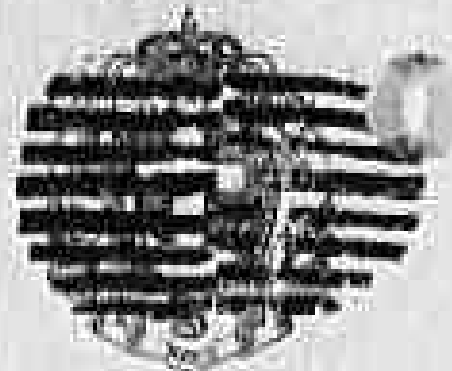
Should the Italian Navy be entrusted with the salvage, a representative of the Salvage Office of the Ministry of Marine would seek an expert from the Navy Sub-Commission, to make the necessary detailed agreements.

The Chief of Naval Staff.

Navy Sub-commission, Hq. AC

6195
2 NOV 1946

Mod. 19



Roma, 30 OTT. 1946 19 A

Stato Maggiore della R. Marina

Rep. M.D.S. Off. B.D.

A NAVY SUB-COMMISSION

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Prot. N. 5284 Allegati

ARGOMENTO. Piroscapo Liberty affondato nelle acque di Gela.

Con riferimento al dispaccio n. 32578 del 26.6.1946, si comunica che, nonostante la sorveglianza, prosegue il recupero illegittimo e clandestino del carico del piroscafo in argomento.

Si segnala quanto sopra a codesta S. Commissione Navale prospettando l'opportunità che venga al più presto provveduto all'assegnazione legale del recupero del carico di cui sopra.

Qualora si intendesse dare alla Marina Militare l'incarico di provvedere in merito, un rappresentante dell'Ufficio Ricuperi di questo Ministero si incontrerebbe con un esperto di codesta Sottocommissione, per definire gli accordi di dettaglio.

IL CAPO DI STATO MAGGIORE

6194

10036

785020

D.7848/31420 1.44 B.203.558. CD28 144 46-943.

G. 13200.
(Established—Nov. 1950)
(Revised—June, 1945)

C IN C MED (R) NLO SACARD

M.S.C.

Unclassified

Form 251312 June. Ministry of Marine advise that ship in question is British.

-----1312000 July-----

Ref... Inspection by officer of Liberty ship.

IRM-19

R/P

2/2

TOP SECRET

EXC.D.

13/7

2000 (1945)

Dist. 0-5 to NSC(4) Exp.

6193

**SALVAGE IN THE
BAY OF GELM**

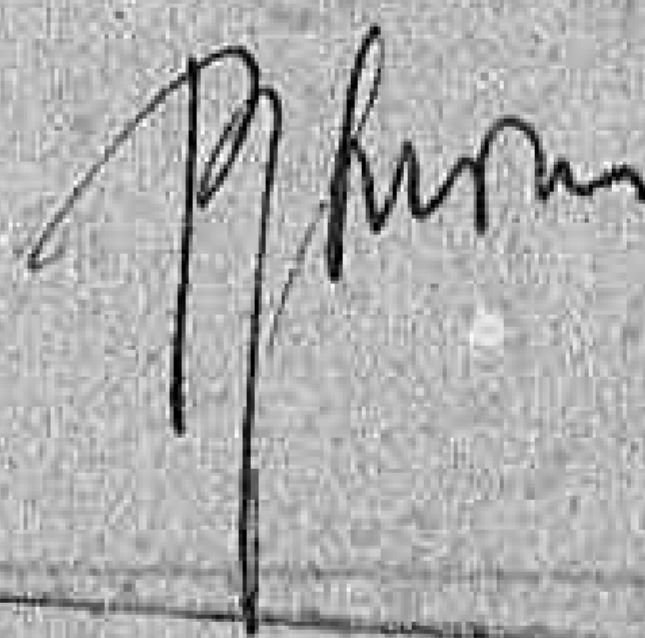
MINISTERO MARINA - GABINETTO - UFFICIO COLLEGAMENTO

PRO-MEMORIA PER IL LT.COMMANDER DAVIES

In esito alla Sua richiesta, Le comunico che la nave tipo "Liberty", all'atto dell'affondamento batteva bandiera Inglese. La predetta notizia è stata fornita dal Comando Militare Marittimo in Sicilia.-

5 Luglio 1946

CAPITANO DI FREGATA
(Luigi BARONI)



6192

HEADQUARTERS ALLIED COMMISSION,
APO 394.

CIVIL AFFAIRS SECTION.

TO: Naval Sub-Commission.

5th July, 1946

Mr. Aldisio, who was High Commissioner for Sicily when I was there in the latter half of 1944, paid me a visit a few days ago. He lives at Gela where there is said to be a large sized ship ^{SUNK} in the Yards. Aldisio is very interested in getting permission for this ship to be raised with a view to giving work to returned war veterans.

I have also received a visit from two officials at Gela who are interested in the same matter.

These last two persons state that it has now been established that the ship is an English ship and not an American vessel (as Signor Aldisio informed me), and that the Ministry of Marine has been in touch with the Naval Sub-Commission on this matter, and that the question has been raised with the C-in-C Mediterranean, and that all that is required is the C-in-C's permission for salvage of the ship to be undertaken.

If this matter is within the competence of the Naval Sub-Commission, could I please be informed if this matter is under consideration and what the situation is.

I was asked to do everything possible to get a quick answer from CinC Med but I do not know whether they have reached that stage. MC

M. CAZEL, Brigadier.
VP. CA. Section.

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 26th June 1946
Ref.: 32578

Subject: Salvage in the Bay of Gela

Further reference is made to my letter No.27788 of 22nd May 1946.

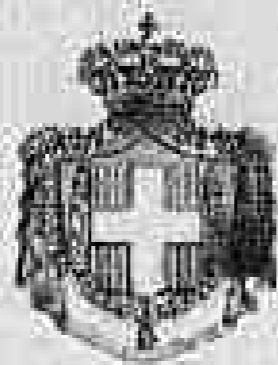
In order to improve the circumstances of unemployed local ex-servicemen, as well as to put a stop to the illegal removal of material to which the wrecks are subject, the Navy Sub Commission is requested to examine the possibility of granting with all possible speed its permission for the Association of National Ex-Servicemen at Gela to salvage the Allied craft which are sunk in the Bay of Gela.

for CHIEF OF STAFF

GCE/P.
1

6190

Mod. 19



Roma 26 Giugno 1946

Stato Maggiore della R. Marina

Reg. M.D.S. III R.D.

NAVY SUB-COMMISSION
ROMA

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Bozza N. 39548 Allegati

ARGOMENTO: Ricupero nelle Baie di Gela. =

Proseguimento al dispaccio di questo Stato Maggiore n. 27788 del 22/5/46.

Per poter alleviare la situazione locale dei combattenti e dei reduci disoccupati, nonché per porre un termine alle illecite esportazioni di materiali cui sono soggetti i relitti, esportazioni che non è possibile arginare altrimenti, si prega codesta Navy Sub Commission di voler esaminare la possibilità di concedere con la possibile urgenza il proprio benessere al ricupero delle Unità Alleate affondate nella baia di Gela da parte dell'Associazione Nazionale Combattenti e Reduci di quella città. =

IL CAPO DI STATO MAGGIORE

6189

U/O.

TO NLO SACMED. (R) FOLI, WSA NAPLES. FROM CINC MED.

Your 211650B being passed to WSA Naples written request from file dated 17th April 1946 was forwarded to WSA Naples in my letter Med. 46/1219/14/3 dated 9th June 1946 for necessary action in view of nationality of ship.

251312/JUNE.

Ref. Inspection by diver of Liberty ship.

Dist. 0-5. 10. 104.

C/A. R/L T.C.R. P.M. J.B. 26/6.

6188

CINC MED (R) FOLI

NLO SACMED.

Unclassified.

"ASSOCIAZIONE NAZIONALE COMBATTENTI E REDUCI" of GELA SICILY have requested permission to inspect by diver the wreck of a Liberty Ship name unknown lying two miles from GELA. This request is made with a view to requesting permission to carry out salvage.

-----211650H June-----

T/P

F/L

TOR 1940 PAG.D. 21/6
2hrs 50mins.

Dist. 0-5 10 Log.

6187

WAR SHIPPING ADMINISTRATION

Naples, Italy
June 17, 1946

NSC/5145


Headquarters Allied Commission
Navy Sub-Commission APO 794

Gentlemen: Salvage in the Bay of Gela

We refer to your letter of June 11, 1946, re Salvage in the Bay of Gela, signed by Captain G. P. Mentz, in regard to the above.

We have no knowledge of this vessel and presume that it was sunk during invasion operations. If this is the case, we have no control over these vessels as this rests in the hands of CinC Med; nevertheless, if you can let us know the name of the vessel in question, we shall be glad to query Washington as declarations of surplus are all made directly in Washington.

Yours very truly,


Lewis Hart
Assistant to Director

6186

MSC/5145
11 June 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : War Shipping Administration, Naples, Italy.
Subject: Salvage in the Bay of Gela.

1. The Ministry of Marine (Maristat) requests permission for an Italian firm to salvage the Liberty ship sunk in the bay of Gela about 2½ miles out. The ship is broken in half with the bow section resting on top of the stern. If the War Shipping Administration will declare the subject Liberty ship surplus to the Office of Foreign Liquidation, disposal can be effected by that agency.

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

B

1 RN-11

11 JUN 1946

6185

From: SORIMA - Rome Branch
To : N.S.C. - Rome
Date: 6th June 1946

Subject: Salvage of materials from Allied ship sunk in the port of Gela (Sicily)

Our Society had instructed the "IRSEA" Co., Catania, to inspect on behalf of the M.W.T. two British vessels, SS."OCEAN PEACE" and SS."THOMAS PICKERING", sunk at Avola (Siracusa). The "IRSEA" Co. has visited them and has made a full report on those wrecks : the M.W.T. has been informed of the result.

During the visit to Avola, the "IRSEA" Co. was informed that another Allied ship is sunk near Gela, the name of which it has not been possible to obtain. Having requested and obtained permission from the M.W.T. to visit the ship, the "IRSEA" Co. went to Gela and discovered that the vessel in question was loaded with various cargo, principally petrol, and had sunk as a result of bombing; its name could not be discovered. The "IRSEA" Co. has made it known that the ship is looted every day by local elements who take the petrol and sell it for their own profit.

When informed of the above the M.W.T. replied that as the vessel in question did not appear in the list of sunken vessels, it had no power to grant permission to salvage the cargo, adding that the matter would be referred to London.

We consider that in order to stop the looting and to take useful action in the common interest, it is necessary for you to authorise the "IRSEA" Co., whose equipment is already on the spot, to undertake salvage of the cargo.

With regard to the conditions, "IRSEA" is prepared to undertake the task, keeping for itself 60% of the goods recovered and delivering to the port authorities (at your disposal) the remaining 40%, assuming of course all risks in the enterprise.

Yours faithfully

SORIMA

GGE/P.
11

Handwritten notes:
Jugoslav
ZENTZ
CORVET
W.S.H.

6184

SORIMA

SOCIETA' RICUPERI MARITTIMI

AN. CAP. 2.000.000 VERE
 C.P.E.C. GENOVA N. 30225
 TELEFONI: 51077 - 52260
 C/C. POSTALE N. 4/2241

TELEGRAMMI: MARECUPERI
 PALAZZO NUOVA BORSA 145
 GENOVA

FILIALE DI ROMA
 V. CARUSOTTO TEL. 41431

Roma, 5 giugno 1946

NAVY SUP COMMISSION
 Via Veneto
 ROMA

Ricupero materiali da nave alleata affondata nel porto
 di Gela (Sicilia)

La nostra Società aveva dato incarico alla Soc. "IRSEA" di Catania di effettuare per conto del Ministry War Transport, una visita a due navi inglesi s/e "GUEAN PRACE" e s/e "THOMAS FISHERING" affondate ad Avola (Siracusa). La Soc. "IRSEA" si è recata sul posto ed ha fatto un'ampia relazione su tali relitti: del risultato delle indagini abbiamo informato il M.W.T.

Nel corso della visita ad Avola, la Soc. "IRSEA" veniva informata che nei pressi di Gela giace affondata altra nave alleata il cui nominativo non è stato possibile conoscere. Chiesto ed ottenuto dal M.W.T. il permesso per effettuare una visita, la Soc. "IRSEA" si recava a Gela e constatava trattarsi di una nave carica di materiali vario, principalmente benzina, affondata in seguito a bombardamento e di cui non è stato possibile rintracciare il nominativo: la Soc. "IRSEA" ha fatto presente che la nave è giornalmente sottoposta al saccheggio da parte di elementi locali che si impadroniscono della benzina per poi rivenderla a proprio profitto.

Informato di quanto sopra il M.W.T. ci è stato risposto che non rintracciando detta unità nel numero di quelle affondate comprese nell'elenco, non aveva facoltà di accordare la concessione per il ricupero del carico, aggiungendo che avrebbe eventualmente interpellato Londra.

Nei riteniamo che per far cessare il saccheggio e per fare cosa utile nell'interesse comune sarebbe indispensabile che questo Comando in Capo autorizzasse la Soc. "IRSEA" - che ha il posto e i mezzi - ad effettuare il ricupero del carico. 6183

Circa le condizioni da praticarsi la IRSEA sarebbe disposta ad

MA

= 2 =

eseguire il lavoro, trattandosi il 50% della merce recuperata e consegnando alle autorità portuali (a disposizione di cadeste comando in Cape) il rimanente 40%, assumendosi naturalmente, a proprio carico tutti i rischi dell'impresa.

Con osservanza.

SCARPA
VICE DIRETTORE MARITTIMO

Scarpa

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 22nd May 1946
Ref.: 27788

Subject: Salvage in the Bay of Gela

1. With reference to our message 20364, dated 9th April, on the above subject, Marisicilia has informed us that

(a) - The "Liberty" Ship sunk in the bay of Gela is about 2½ miles from land and appears to have its back broken, and to be lying with the bow section on top of the stern;

(b) - in the same bay the following ships are also sunk :

- 1. L.S.T. (ex-American) owned by the "Lupo" Company.
- 1. large landing craft " " " " "
- 1. small landing craft sunk near the pier.
- ✓ S.S. "LAURO" owned by the Lauro Company.

2. With regard to the desirability of offering the job to the National Association of Ex-Servicemen at Gela, composed mainly of seamen, the Naval Command in Sicily informs us that this Association possesses all the necessary equipment for the salvage and this Naval Staff agrees with the views of the Command on the convenience of granting the request of the Association which would also alleviate some of the unemployment among the local seamen.

for CHIEF OF STAFF

JLP/P,
27

6181



Stato Maggiore della R. Marina

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

Roma, 21 Maggio 1946

ALLA NAVY SUB COMMISSION
R O M A

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 11198 Allegati

ARGOMENTO: Ricupero nella Baia di Gela. =

- I. - Con riferimento al dispaccio n. 20364 in data 9 Aprile di questo S.M. all'argomento sopraindicato, Marisicilia ha precisato che:
- a) - il Liberty affondato nella baia di Gela si trova a circa 2 mg. e mezzo da terra e risulterebbe rotto in chiglia con la parte prodiera sovrapposta a quella poppiera;
 - b) - nella stessa baia di trovano affondate le altre seguenti unità:
 - n. 1 L.S.T. ex americana di proprietà della Ditta LUPO
 - n. 1 zatterone da sbarco di proprietà della Ditta LUPO
 - n. 1 piccola zattera da sbarco affondata vicino al pontile
 - P/fo Italiano LAURO della Ditta LAURO.
2. - In merito alla opportunità di affidare alla Associazione Nazionale Combattenti e Reduci di Gela, composta in gran parte di marittimi, Marisicilia informo che detta Associazione dispone di tutti i mezzi per assicurare il ricupero dei materiali e questo Stato Maggiore concorda con il parere espresso da quel Comando circa la convenienza di aderire alla richiesta dell'Associazione in questione anche per alleviare la disoccupazione dei marittimi locali. =

IL CAPO DI STATO MAGGIORE 6180

[Handwritten signature]

From: MINISTRY OF WARREN (Maristat)
To : M.S.C. - Rome
Date: 9th April 1946
Ref.: SK/20564

Subject: Salvage in the Bay of Gela

Reference is made to letter ESC/AS15 dated 30th March 1946.

This Chief of Staff has requested Maristat to communicate all possible details relating to salvage of the material in question.

For CHIEF OF STAFF

AS1/P.
16.

6179

JRN-19



Mod. 40

Roma, 9 Aprile 1946.

Stato Maggiore della P. Marina

NAVY SUB COMMISSION
ROMA

Reg. M.D.S. 444 B.D.

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Tel. 20364 Allegato

ARGOMENTO Ricupero nella Baia di Gela.=

Riferimento al foglio NSC/4813 in data 30 marzo 1946.

Questo Stato Maggiore ha interessato Marisicilia a fornire tutti i possibili elementi relativi al ricupero del materiale in argomento.=

IL CAPO DI STATO MAGGIORE

6178

NSC/4813
30 March 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Salvage in Bay of Gela.
Reference: (a) Ministry of Post-War Assistance letter,
178/O.U., dated 26 March 1946.

1. Reference (a) has been forwarded to the Navy Sub-Commission. Additional and more specific information is required before a decision can be made on the request.

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

2 APR 1946

IRN6177

From: MINISTRY OF POST-WAR ASSISTANCE
 To : A.C. - Italy - Rome - H.S.C.
 Date: 26th March 1946
 Ref.: 173/O.U.

Subject: -----

The Gela branch of the National Association of Combatants and ex-Servicemen has requested the Allied Commission for authority for the salvage of material installed on board an American ship sunk in the bay of Gela, the salvage of a large barge sunk in the same bay, and the recovery of all material sunk at Gela, and has requested the support of this Department.

It is requested, with reference to the above, that this matter may be given your favourable consideration, and that this Department may be informed of the result at your earliest convenience.

THE HEAD OF DEMA.

AH/F.
 29

6176



NAVY SIC

Roma 26 Marzo 1946

Ministero dell'Assistenza Post-bellica

Sex. GABINETTO
Uff. Rapporti U.N.R.R.A.
Ded. N. 148/A.V. Allegati
Risposta al Foglio N.
del.

ALLIED COMMISSION ITALY
Via Vittorio Veneto n° 33
R O M A

OGGETTO:

L'Associazione Nazionale Combattenti e Reduci Sezione di Gela, ha fatto domanda alla Commissione Alleata per ottenere l'autorizzazione per il recupero del materiale installato su di una nave Americana affondata nella rada di Gela, per il recupero di uno zatterone affondato nello stesso luogo, e per il recupero di tutto il materiale affondato a Gela, ed ha chiesto in proposito l'appoggio di questo Ufficio.

Si prega, in relazione a quanto sopra, di voler benvolmente esaminare questa aspirazione, ed di inviare notizie a quest'Ufficio non appena possibile.

IL CAPO UFFICIO
(Prof. G. Fraganè) 6175

Prof. Fraganè

NSC/ 5822
3 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Marine.
Subject: Salvaged Craft in the Harbor of PIOMBINO.

1. The United States Army abandons its rights in and title to the small craft marked with the letters M.F.1 located in the Harbor of PIOMBINO.
2. The Ministry of Marine may make any disposition it chooses of the subject craft without any payment or consideration being required by the United States Army.

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

6 JAN 1947

031645/1
TRG

6174

(53)

IRN-19

Navy

LSA

1st Ind to Ltr, Hq ALCOM, Navy Sub-Commission APO 794, dtd 10 Dec 46, subj: Salvaged Craft in the Harbor of Fionbino.

AG 400.93/110 D-0 1st Ind

HEADQUARTERS HT USA, APO 512, 16 December 1946

TO: Chief Commissioner, Allied Commission, APO 794
FOR: Navy Sub-Commission

1. The US Army hereby abandons its rights in and title to the small craft which is the subject of the basic communication.
2. Allied Commission may inform the appropriate section of the Italian Government that it may make whatever disposition it chooses of the subject craft without any payment or consideration being required by the US Army.

BY COMMAND OF LIEUTENANT GENERAL LEE:

U. S. Fetterman
 U. S. FETTERMAN
 Major, ASD
 Asst Adjutant General

6173

RECEIVED
 17-12-46
 Navy Sub-Commission

HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 794

D-11289

NSC/5750
10 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Mediterranean Theater of Operations,
United States Army.


Subject: Salvaged Craft in the Harbor of Piombino.

Reference: (a) Headquarters M.T.O.U.S.A. 1st End. A.G. 400.7/096 D-0
of 7 November 1946.

1. The Navy Sub-Commission has been informed by the Ministry of Marine that in the course of clearing the port of Piombino, a small craft of presumed American nationality and military origin has been recovered in poor condition.

2. The craft in question is marked with the letters M T 1 and has the following dimensions: length 9.7 meters, breadth 4.50 meters, depth 2.10 meters.

3. It is requested that the Navy Sub-Commission be informed if the disposition of the subject craft may be the same as that indicated in reference (a) for the amphibious craft recovered at Anzio.


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

6172

MSC/5750
10 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission,
To: Mediterranean Theater of Operations,
United States Army.

Subject: Salvaged Craft in the Harbor of Piombino.

Reference: (s) Headquarters M.T.O.U.S.A. 1st End. A.G. 400.7/096 D-0
of 7 November 1946.

1. The Navy Sub-Commission has been informed by the Ministry of Marine that in the course of clearing the port of Piombino, a small craft of presumed American nationality and military origin has been recovered in poor condition.

2. The craft in question is marked with the letters M T 1 and has the following dimensions: length 9.7 meters, breadth 4.50 meters, depth 2.10 meters.

3. It is requested that the Navy Sub-Commission be informed if the disposition of the subject craft may be the same as that indicated in reference (a) for the amphibious craft recovered at Anzio.

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

10/15-29/11-2
1946

11 DEC 1946


6171

SENIOR U. S. NAVAL LIAISON OFFICER, ITALY.
ROME, ITALY.

FIRST ENDORSEMENT to
ComNavMed ltr. Serial No. 1920
of 21 September 1946.

8 November 1946

From: Senior U.S. Naval Liaison Officer, Italy.
To: Navy Sub-Commission, Headquarters Allied Commission.
Subject: Small Craft in Harbor of Piombino, Italy, report on.
1. Forwarded for appropriate action.


H.W. ZIROLI.

6170

Navy Sub-commission, Hq. AC

12 NOV 1946

File No.
594

Serial: 705

26 September 1946.

From: Senior U. S. Naval Liaison Officer, Italy.
To: Commander U. S. Naval Forces, Mediterranean.

Subject: Salvaged Small Craft in Harbor of Piombino, Italy -
Disposition of.

1. The Ministry of Marine has informed the Senior U. S. Naval Liaison Officer, Italy, that during the course of salvage operations in the harbor of Piombino the Vestrini Company salvaged a small craft in that harbor and has now placed it in the vicinity of the Elba quay.

2. The above-mentioned craft is marked with letters MFI and has the following dimensions: length 9.7 meters, breadth 4.50 meters, height 2.10 meters. According to the Ministry of Marine subject vessel appears to be of American nationality.

3. Information is requested as to what disposition Commander U. S. Naval Forces, Mediterranean, desires to make with regard to subject small craft.

H. W. ZIROLI.

*Transfer file copies
in American file*

6169

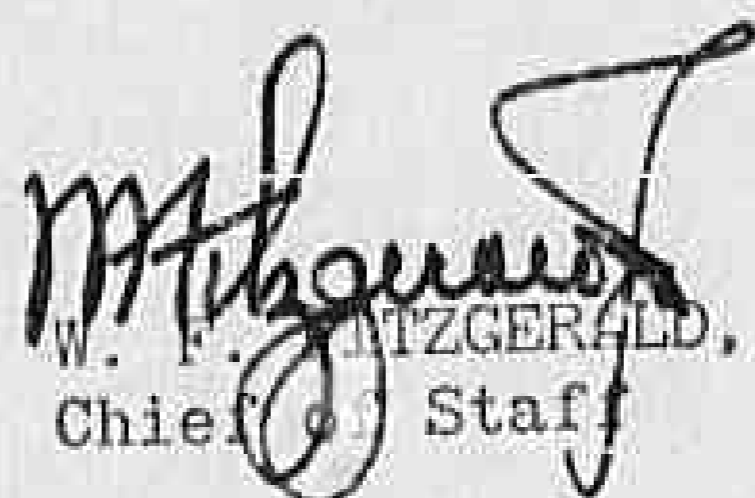
**UNITED STATES NAVAL FORCES
MEDITERRANEAN**

File No.
L11-3

Serial: 1920

21 SEP 1946

From: Commander, U.S. Naval Forces, Mediterranean.
To : Senior U.S. Naval Liaison Officer, Italy.
Subject: Small Craft in Harbor of Piombino, Italy, report on.
Reference: (a) Senaluslo, Italy ltr. serial 705 dtd. 26 Sept. 1946.
1. Subject small craft reported in reference (a) is not the property of the U.S. Navy.


W. F. FITZGERALD, Jr.
Chief of Staff

Ref (a) atts chsk

616b

NSC/ 5830
4 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Mercantile Marine.
Subject: Sale of Sunken American Merchant Ships.

1. On 3 December, 1946 the United States Maritime Commission announced that the hulks of the following American Ships beached in Italy are to be sold for scrapping:

- (a) ELIHU YALE, Liberty ship. Bombed and broken in two at Anzio in February 1944. Hull located at Anzio.
- (b) GULF PRINCE, tanker. Torpedoed in July 1943 near Naples. Now afloat at Taranto.
- (c) ISAAC SHELBY, Liberty ship. Struck mine in January 1945. After section towed to Naples, bow beached 100 miles away.
- (d) JAMES GUTHRIE, Liberty ship. Struck two mines in April 1944 near Capri. Beached at San Giovanni near Naples.
- (e) PIERRE GIBAULT, Liberty ship. Struck mines in August 1945. Bow section beached at Piraeus, Greece, and after section docked at Palermo.

2. Bids will be received by the Maritime Commission until 1415 hours Eastern Standard Time, 8 January 1947. The purchaser, if a foreign citizen must post a bond of \$ 750,000 to guarantee the demolition of the hulks beyond use for transportation purposes.

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

7 JAN 1947

6167

(52)

Observed
7/18
1947-19

Odlin - Maritime 62

FR-3109

UNITED STATES MARITIME COMMISSION
WashingtonFOR RELEASE
Tuesday Afternoon Papers
December 3, 1946

The hulks of five American Merchant Ships which were victims of bomb, torpedo or mine during or since hostilities and which are beached in Italy are to be sold for scrapping, the United States Maritime Commission announced today.

The vessels and details concerning them:

ELIHU YALE, Liberty ship. Bombed and broken in two at Anzio in February 1944. Hull located at Anzio.

GULF PRINCE, tanker. Torpedoed in July 1943 near Naples. Now afloat at Taranto.

ISAAC SHELBY, Liberty ship. Struck mine in January 1945. After section towed to Naples, bow beached 100 miles away.

JAMES GUTHRIE, Liberty ship. Struck ^{two} ~~two~~ mines in April 1944 near Capri. Beached at San Giovanni near Naples.

PIERRE GIBAULT, Liberty ship. Struck mines in August 1945. Bow section beached at Piraeus, Greece, and after section docked at Palermo.

Bids will be received by the Maritime Commission until 2:15 P.M., EST, January 8, 1947. Purchaser must post bond of \$ 250,000 if American citizen or \$ 750,000 if ^{foreign} ~~foreign~~ to guarantee demolition of hulks beyond use for any transportation purpose.

6166

././././././././././.

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

21 January 1947

AG 569.14 D-0

SUBJECT: Salvage Operations in the Port of Bari

TO : Chief
United States Maritime Commission, Rome
APO 550

1. The Navy Sub-Commission informed this headquarters that cargoes of American merchant ships sunk in the locality of Bari are subject to unauthorized salvage operations.

2. Consideration has been given to the possibilities of maintaining guard details for security. It has been determined, however, that:

a. Personnel is not available in the theater for maintaining guard details.

b. Value of material being pilfered is not commensurate with the cost of maintaining guard.

3. Disposition of the sunken cargoes is delayed pending receipt of policy from the War Department.

FOR THE THEATER COMMANDER:

U. G. FETTERMAN
Major, AGD
Asst Adjutant General

6165

(51)

IRN-19

RECEIVED
23-1-47
Navy Sub-Commission

U.S. ARMY
MEDITERRANEAN THEATER OF OPERATIONS
APO 512
RECEIVED
JAN 23 1947

HQ, ALLIED COMMISSION (Info copy)

FOR: NAVY SUB-COMMISSION

Naples, Italy
January 14, 1947

Headquarters, MTOUSA.
S-4 Section.

- Subjects: S/S Joseph Wheeler - Bari
- " John Bascom - Bari
- " John Botley - Bari
- " Samuel Tilden - Bari
- " John Harvey - Bari
- " Robert Rowan - Gela

Dear Sir:

Reference is made to USMC letter dated Dec. 8, 1946 in which were forwarded copies of cargo manifest recapitulations and cargo plans for the subject vessels sunk in Bari harbor.

It is requested that this Office be advised of the steps the Army has taken or intends to take towards salvaging or abandoning cargoes in the subject vessels at Bari.

Also what are the Army's intentions with reference to the cargo of the S/S ROBERT ROWAN at Gela Bay, Sicily? Information reaching this Office indicates that vehicles and cans of gasoline in this cargo are being pilfered.

Systematic pilfering on a substantial scale is also reported on vessel believed to be the JOHN BASCOM at Bari.

This headquarters is being pressed by USMC Washington to clear these vessels for sale, salvage, or abandonment. The Italian Government are also anxious to have their harbors cleared of all wrecks.

In view of the fact that clearance must first be obtained on the Army cargoes before disposition can be made of the ships, your advice will be appreciated on what progress has been made in this direction.

6164

Yours very truly,

Warren H. McKenna

Warren H. McKenna
Director, MTOUSA
RECEIVED

cc: Naval Sub-Commission,
Allied Commission, Rome
Mr. Cornwell, Washington
Mr. McKenna

16 JAN 1947

Navy Sub-Commission

U.S. MARITIME COMMISSION
~~WAR SHIPPING ADMINISTRATION~~
Naples, Italy
January 10, 1947

To: Commodore Zirolli, Naval Subcommittee,
Allied Commission, Rome, Italy

From: U.S. Maritime Commission, Naples, Italy

Subj: SUNKEN VESSELS IN BARI, ITALY

For your information we attach hereto diagrams showing the position of the various vessels sunk in Bari harbor.

Please do not rely on the accuracy of these diagrams as we cannot vouch for the reliability of our source of information. However, we thought they might be of interest to you.

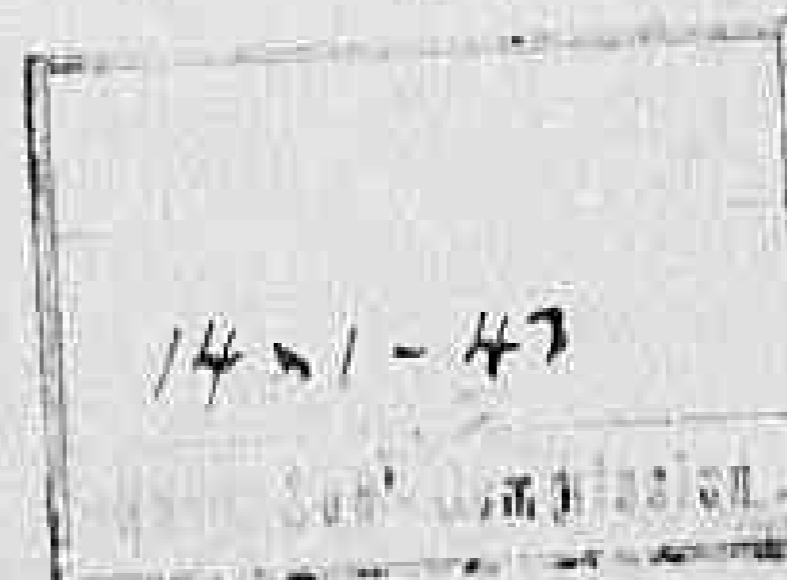
W. H. McKenney
Director, Med. Area
U.S. Maritime Commission

by _____
G.S. Olsen

Encl.

6163

IRN-19

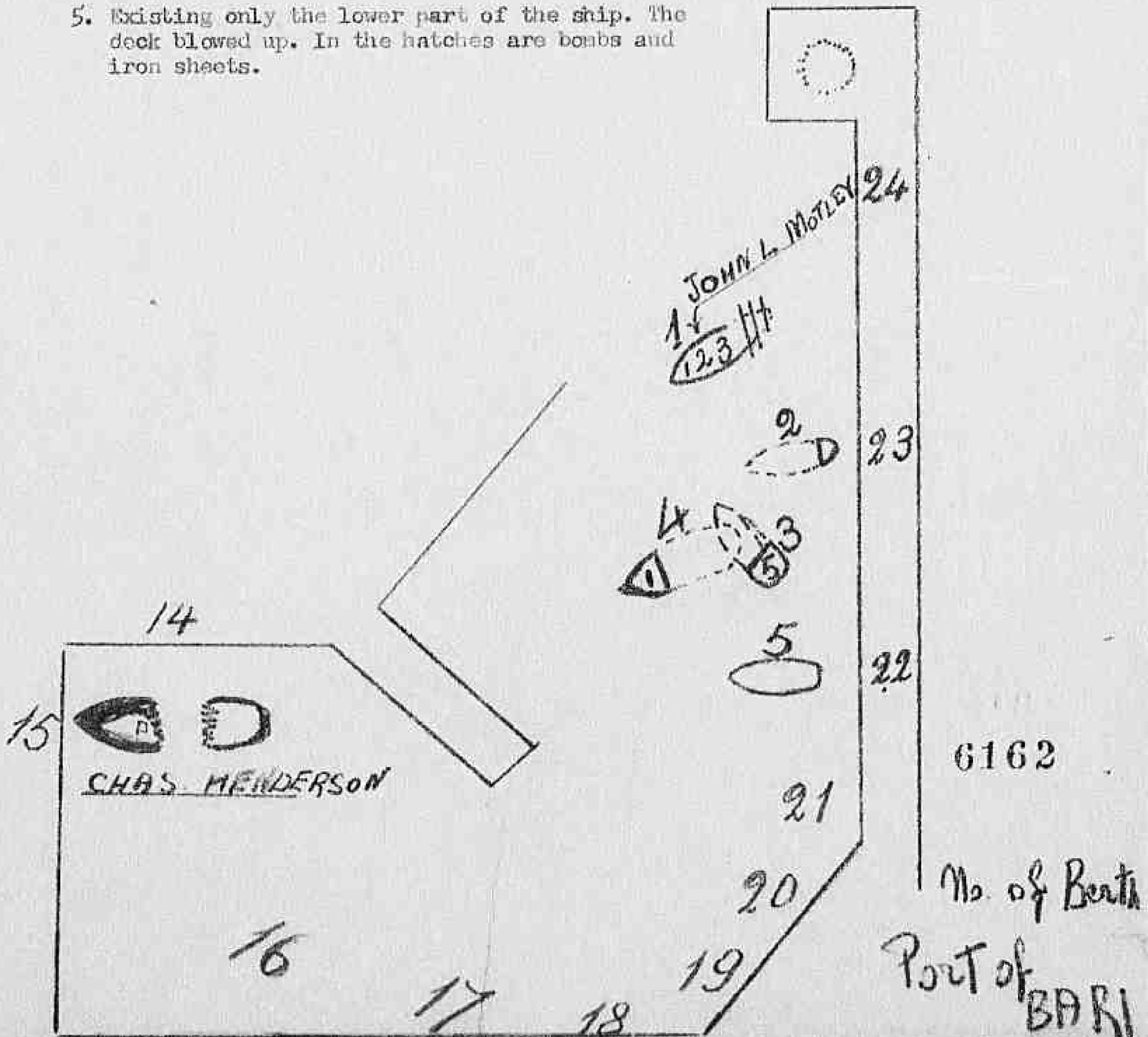


COPY

" MARENARIA " - S.R.L.

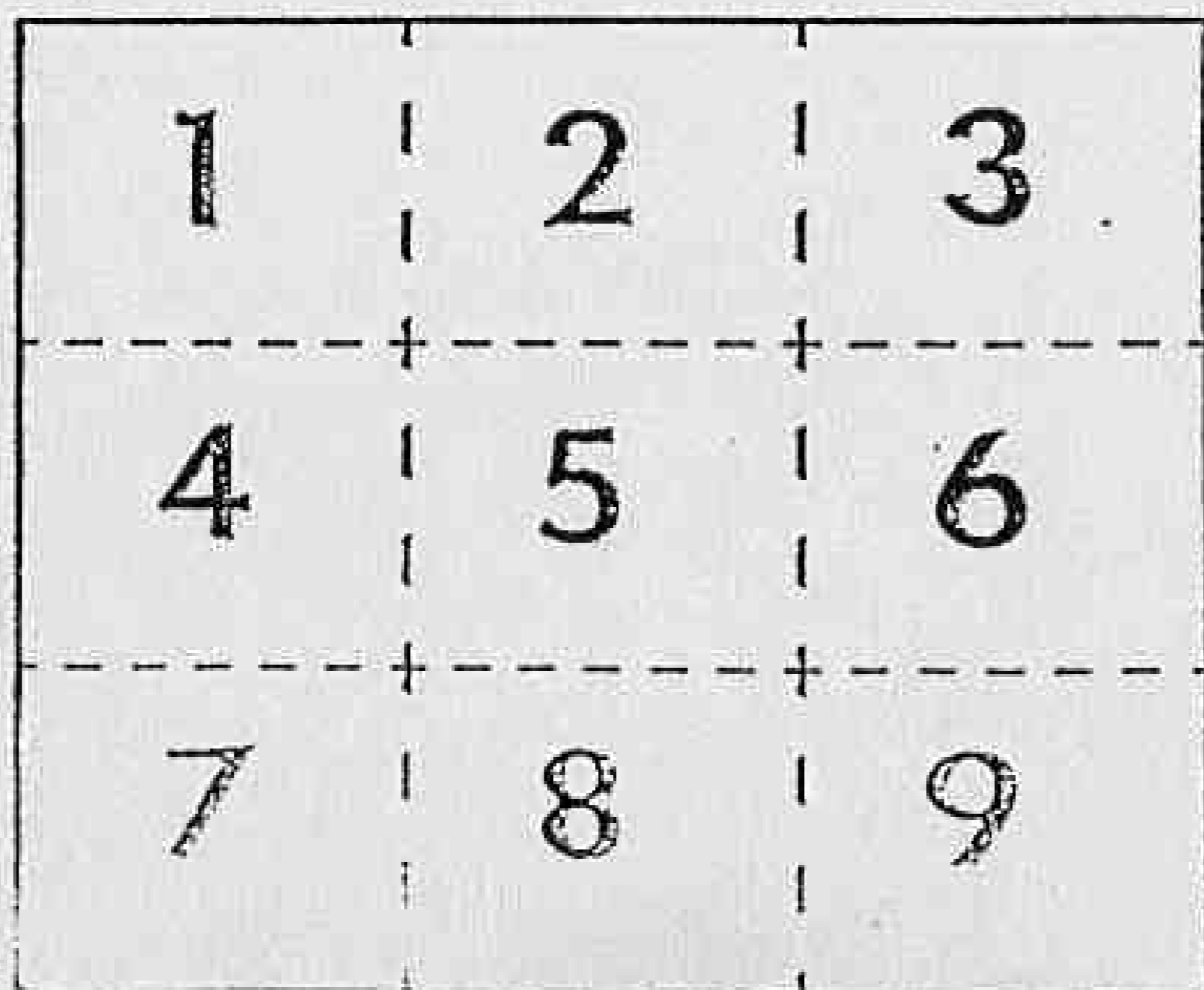
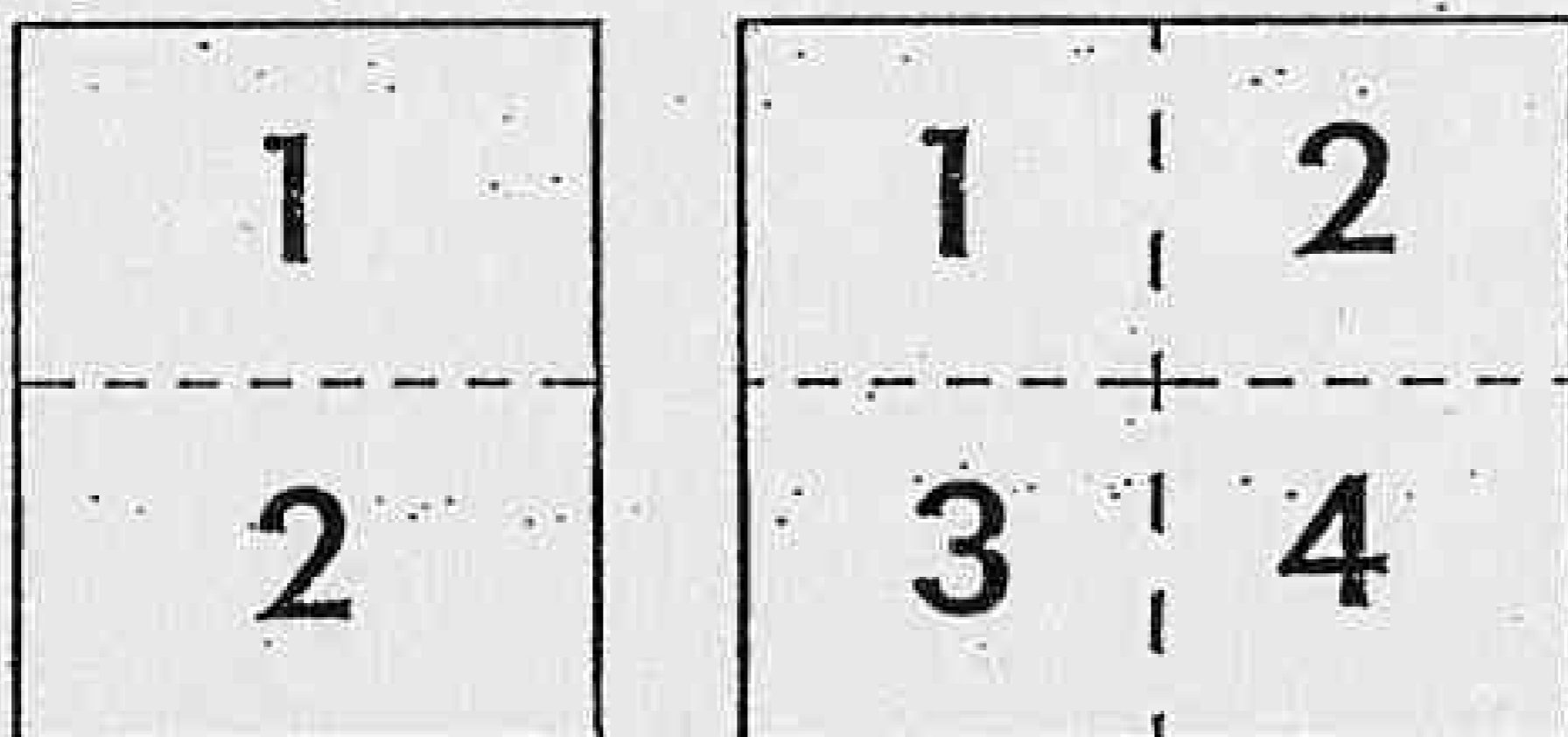
AMERICAN EXPORT LINES INC.
Bari C. Cavour 31

1. (John Motley)- There are only hatch No. 1,2,3. containing presumably oil barrels (out of order) and gasoline barrels.
2. Only hatch No. 1 - General cargo and trucks.
3. Only hatch No. 5 - Bombs (iprite)
4. Only poop.
5. Existing only the lower part of the ship. The deck blown up. In the hatches are bombs and iron sheets.



MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

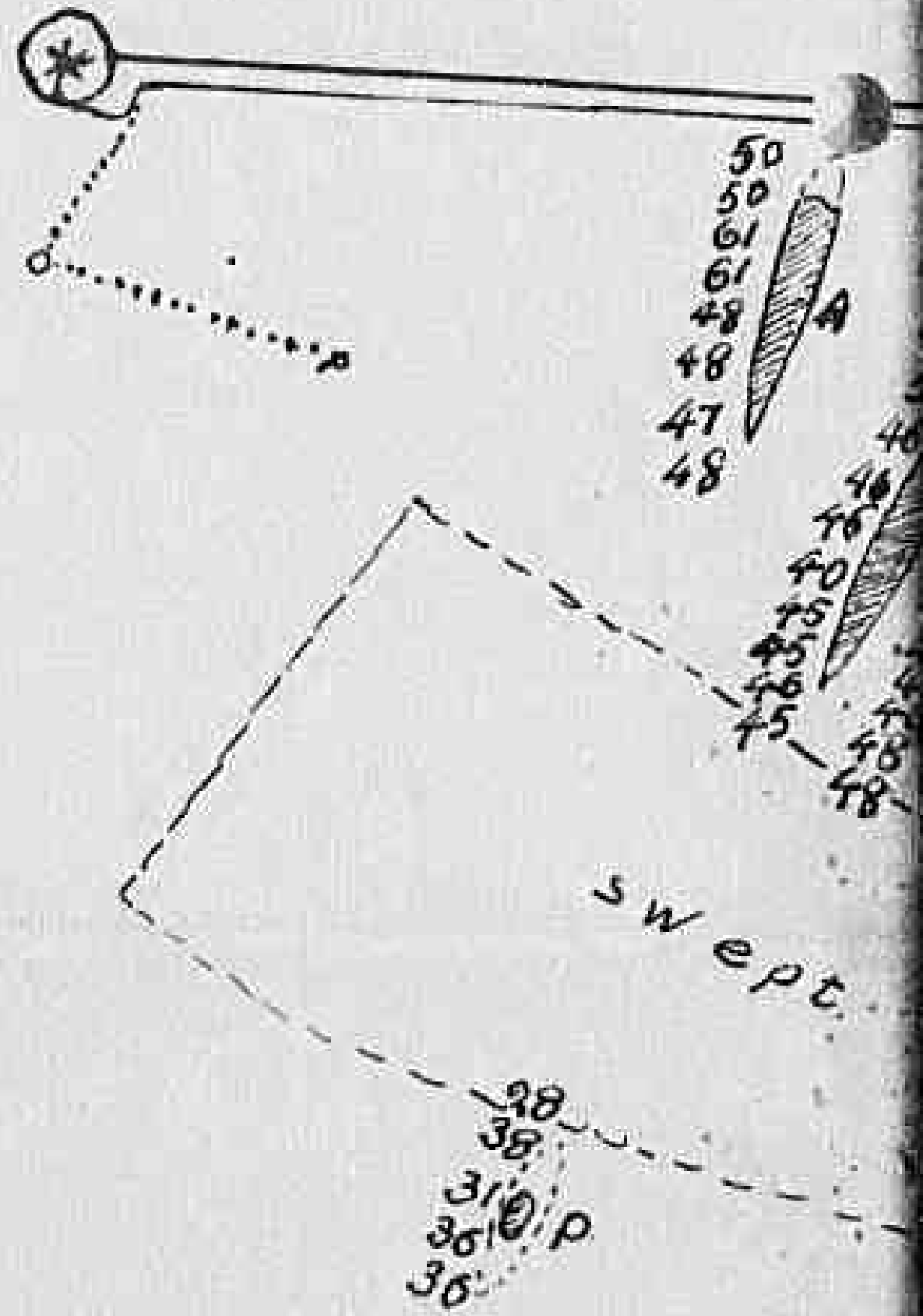
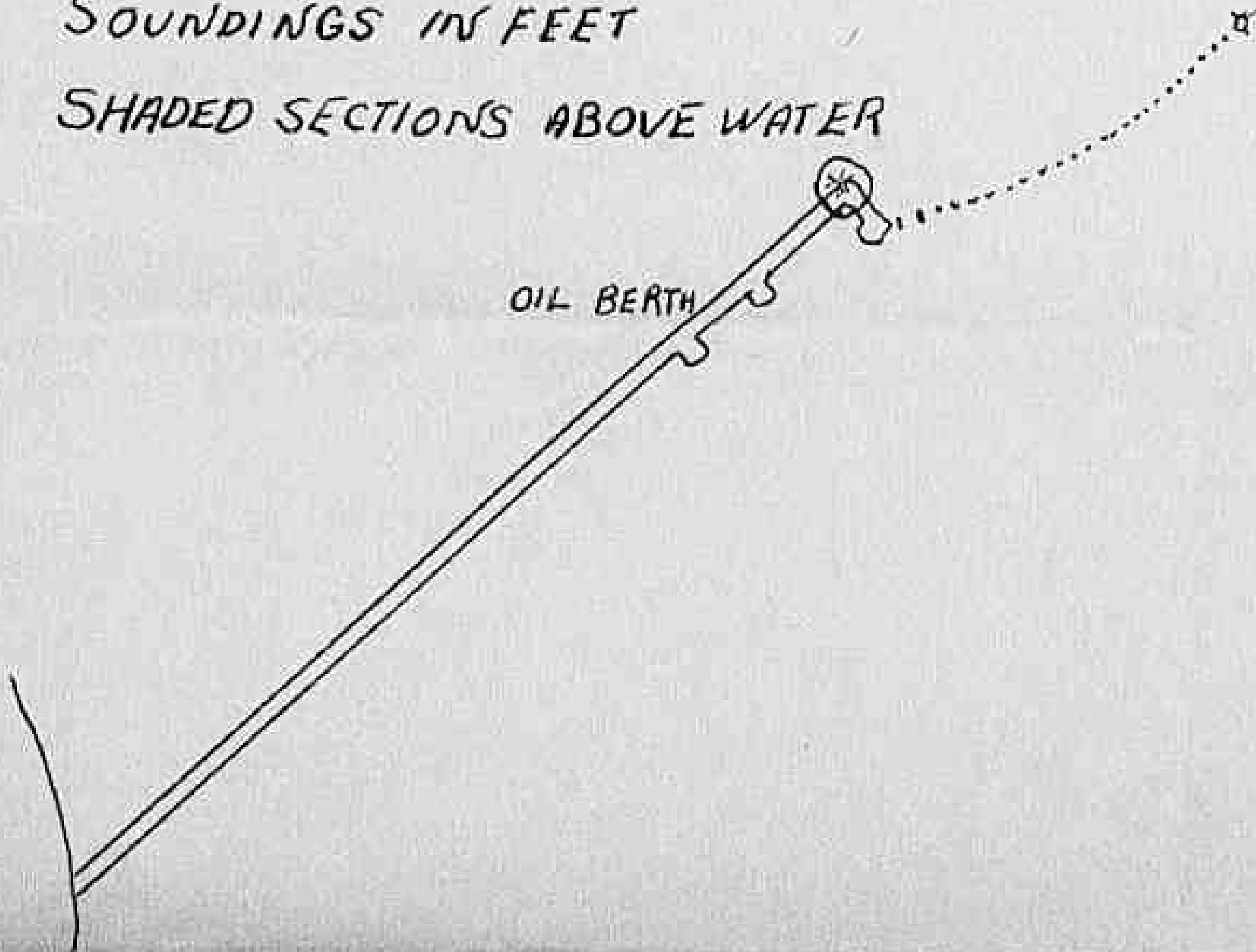
SEE DIAGRAMS BELOW.



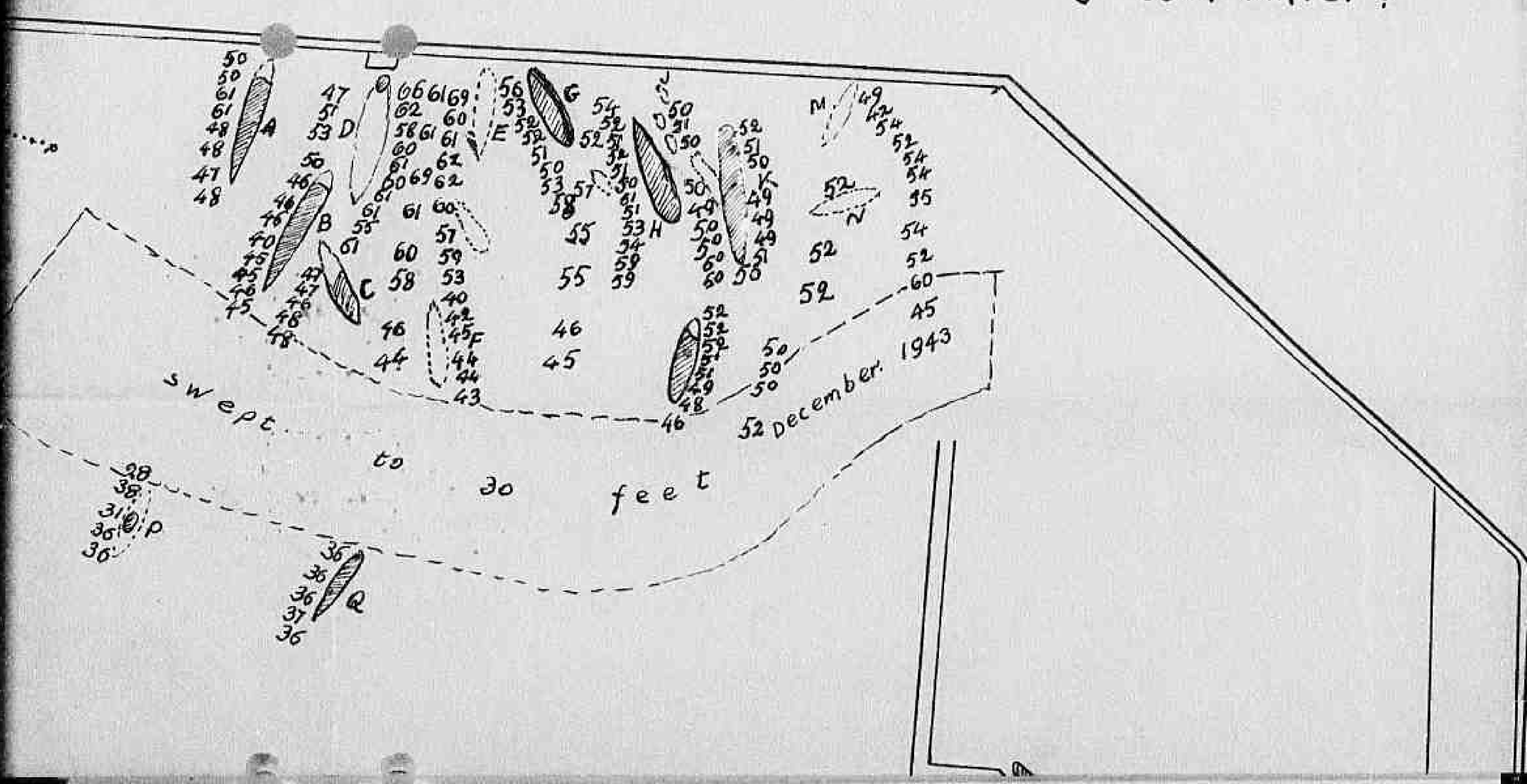
0101

OUTSIDE
SAMUEL TILDEN

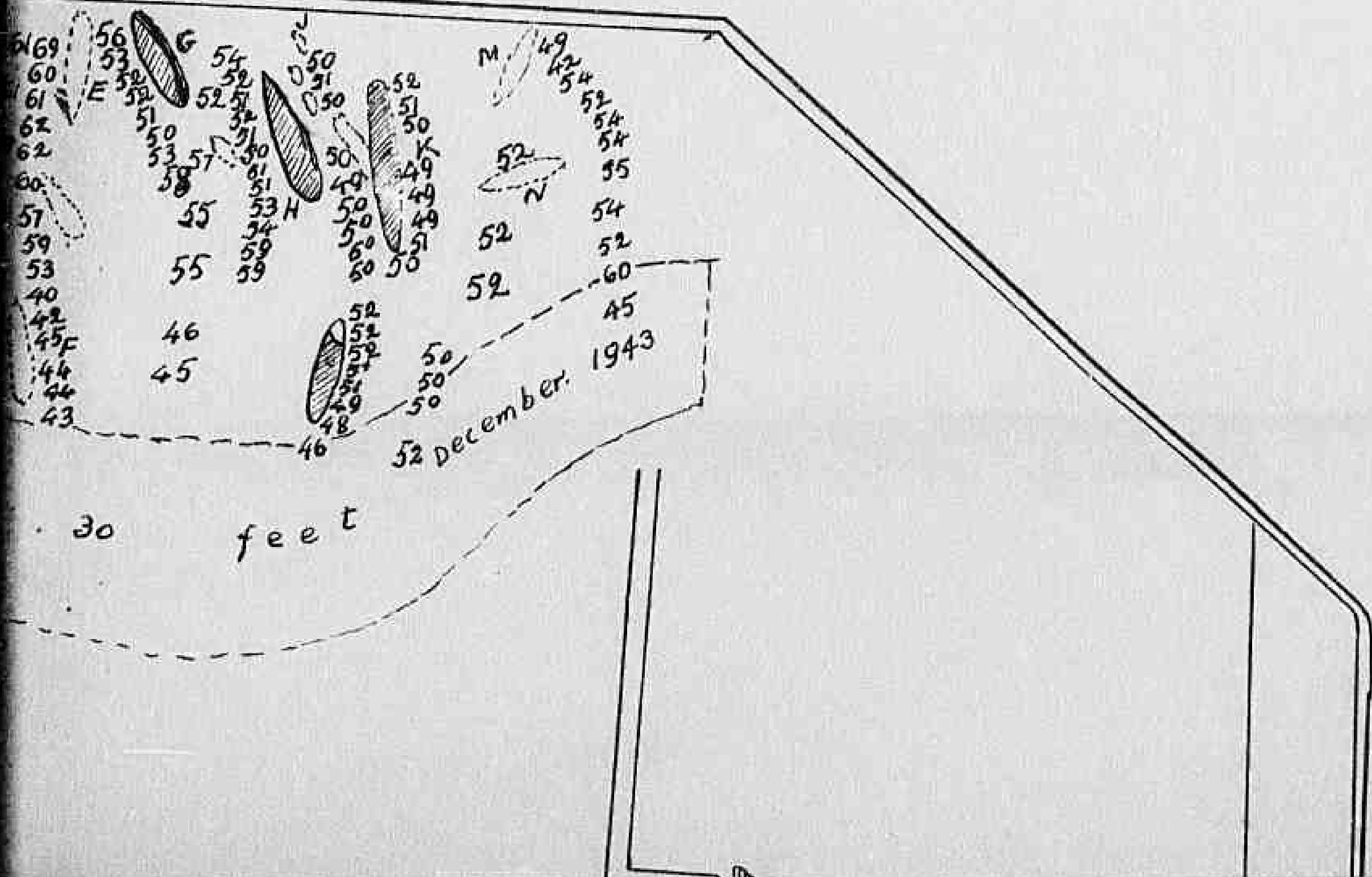
BARI
SHIPS BOMBED DEC. 2 1943
SOUNDINGS IN FEET
SHADED SECTIONS ABOVE WATER



"D" JOHN MOTLEY
 "B" JOHN BASCOM
 "E" JOSEPH WHEELER
 "J" JOHN HARVEY ?

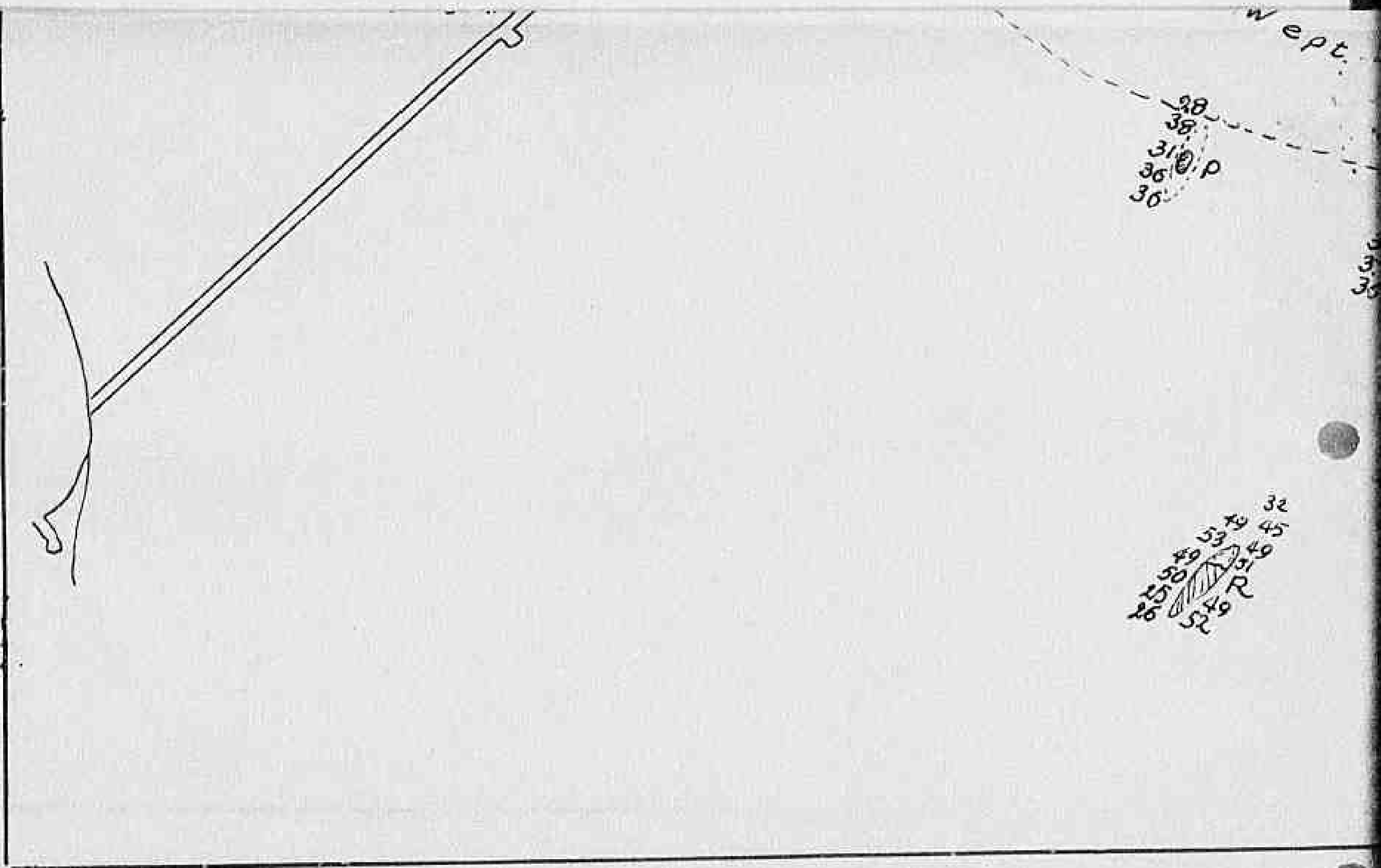


"D" JOHN MOTLEY
 "B" JOHN BASCOM
 "E" JOSEPH WHEELER
 "J" JOHN HARVEY ?



0002

795020



FRIO

32
45
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R
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10093

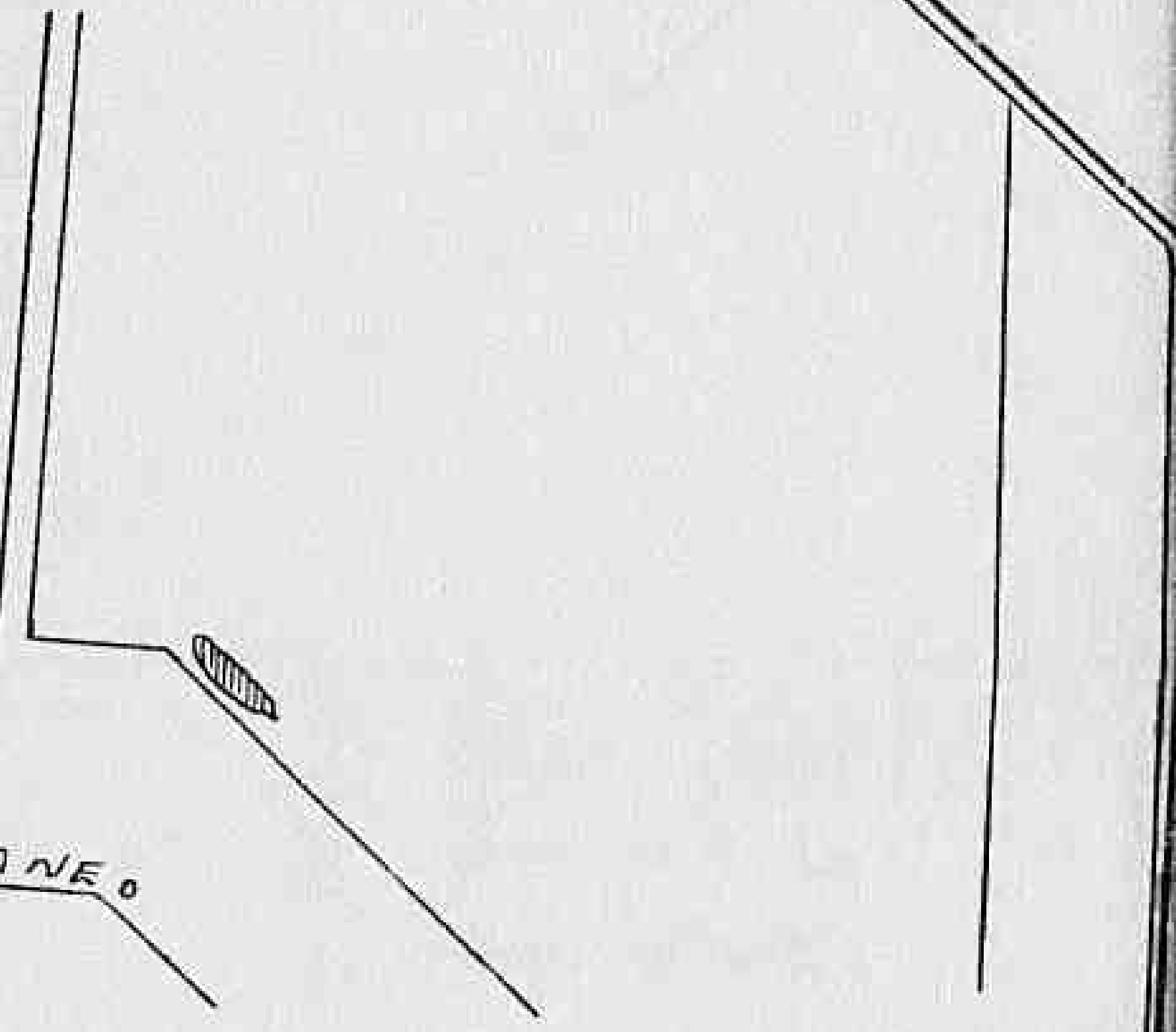
wept. to 30 feet
43
46
52 Decem.

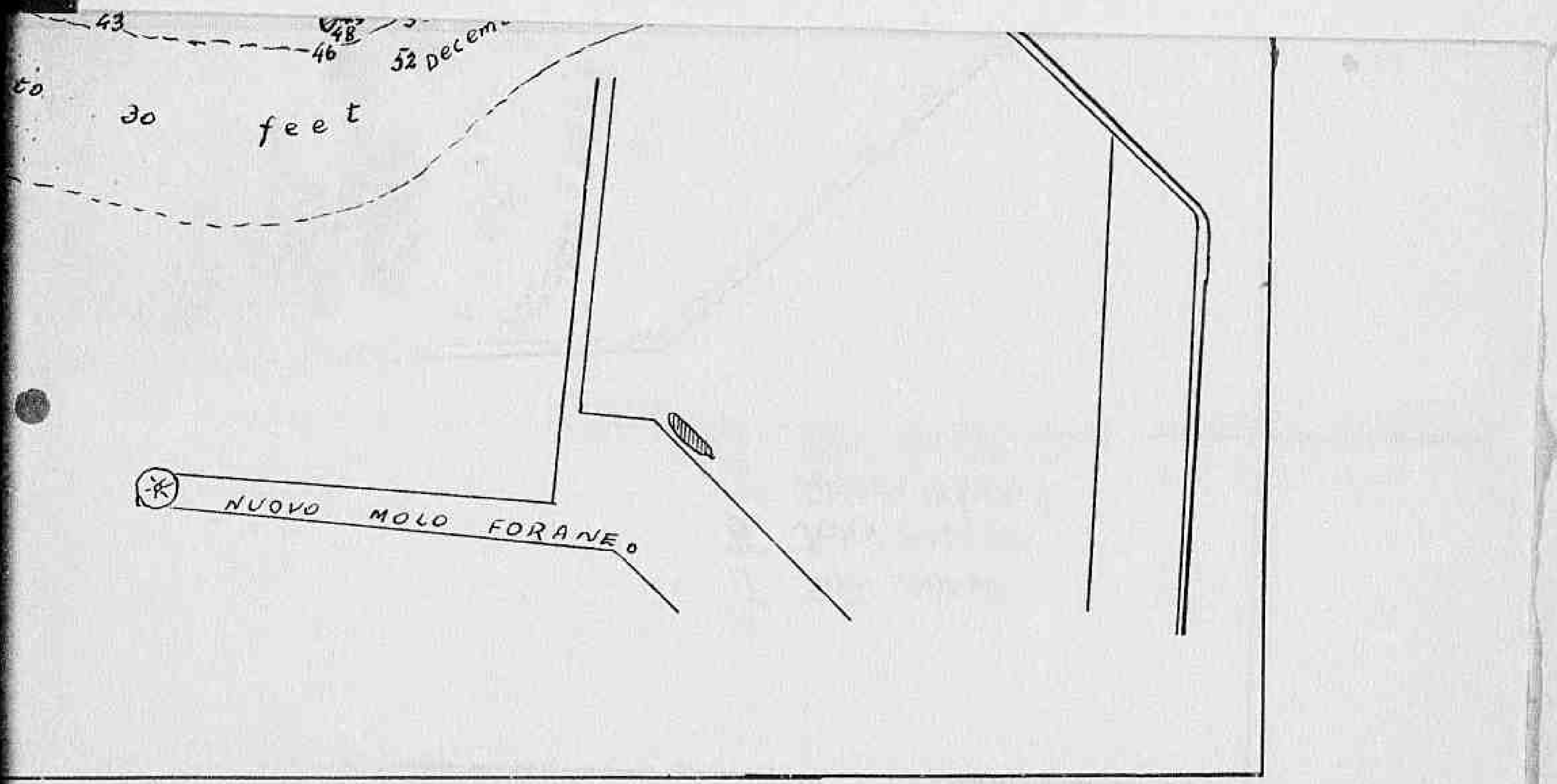
38
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P

35
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R

32
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52
R

⊗ NUOVO MOLO FORANEO





SENIOR U. S. NAVAL LIAISON OFFICER, ITALY.
ROME, ITALY.

FROM: USMARITIME COMM FOR CONROY ACTION: COMMODORE ZIROLI NAVSUEGCOMM
ALLIED COMMISSION ROME
CLASSIFICATION: UNCL.
PRECEDENCE: ROUTINE INFO:
DATE: 21 JANUARY 1947.

.....1946.

V92 FOLLOWING RECEIVED FROM BARI QUOTE CAPITANERIA PORTO INFORMS THAT NOT BEING
ABLE TO IDENTIFY VESSEL WHICH FIRM MAGGI ASSUME TO BE TESTBANK TOOK THE MATTER UP
WITH ITALIAN MINISTRY OF MERCHANT MARINES STOP THIS MINISTRY ORDERED BY TELEGRAM
DATED 17th INST TO AUTHORIZE SAID FIRM TO RESUME SALVAGE OPERATIONS ACCORDING TO
ARTICLES 510 AND 511 OF ITALIAN SHIPPING CODE UNQUOTE XXXXXXXX REPRESENTATIVES
MTOUSA AND USMC PROCEEDING BARI TWENTYFIRST XX

IRN-19

DISTRIBUTION:

6160

INTERNAL: OO, OI, NSC (2) EXTERNAL:

ACTION:

INFO: (FILE)

TOR: INCOMING - OUTGOING D/T GR:
DISPATCH

10 0 9

95020

NSC/5815
31 December 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Headquarters, Mediterranean Theater of Operations,
United States Army.

Subject: Salvage Operations in the Port of Bari.

1. The Navy Sub-Commission has been informed by the United States Maritime Commission that it has been noted by personal observation that the cargoes of certain American Merchant Ships sunk in Bari have been subject to salvage operations. The SS JOHN BASCOM has had cargo removed over a period of the last two months by an unspecified Italian firm and a diver and barge has been observed removing drums from another vessel.

2. The United States Maritime Commission has requested the Navy Sub-Commission to inform them what action should be taken in this case, particularly in view of the military nature of the cargoes. The United States Maritime Commission has suggested that guards be provided to prevent the further removal of cargo.

3. It is requested that the Navy Sub-Commission be informed of the views of Headquarters, Mediterranean Theater of Operations, United States Army on this question in order that an adequate reply may be made to the United States Maritime Commission.

R. W. ZEPH, JR.
COMMANDER, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

0612241
JMS

7 JAN 1947 6159

NSC/5817
31 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Marine.
Subject: Salvage Operations in Bari.

1. The Navy Sub-Commission has been informed that the cargoes of certain American Merchant Ships sunk in Bari have been subject to salvage operations by unspecified Italian firms. It appears that the SS JOHN RASCOM has had cargo removed over the last two months, while barges with divers and diving equipment were noted over another vessel.

2. It is requested that the Ministry of Marine investigate this matter and report their findings to the Navy Sub-Commission.

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

061222/1
MPC

7 JAN 1947

6158

NSC/5813
30 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Marine.
Subject: Allied Ships Sunk at Bari.
Reference: (a) Ministry of Marine (Cabinet) ltr. 3904/UT of
13 December 1946.

1. In reply to reference (a) it can now be stated that the question of United States Merchant ships sunk in Italian waters is under active consideration by the United States Maritime Commission in Washington. It is expected that such vessels will be offered for sale, with whatever cargoes may be aboard, in the near future.

2. At this time it is not possible to give more specific information concerning the subject vessels in Bari.

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

3 JAN 1947

6157

301544/12
VPS

IRAN-14

UNITED STATES MARITIME COMMISSION

Naples, Italy
Dec. 27, 1946

Commander Ziroli
Naval Sub-Commission
Allied Commission
Rome

Dear Sir:

We refer to the U.S. Government owned vessels sunk in Bari harbor and in this connection quote, in part, cable received from the U.S. Maritime Commission, Washington, indicating that action is being taken:-

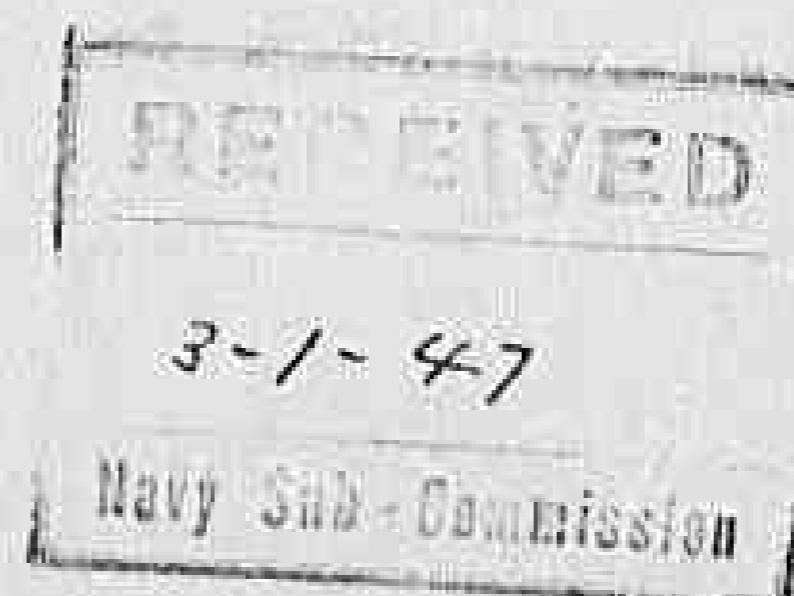
"Disposition of JOHN BASCOM, JOHN MOTLEY, JOHN HARVEY JOSEPH WHEELER, SAMUEL TILDEN being considered but not yet determined."

Very truly yours,

E. L. Troutman
E. L. TROUTMAN
Operations Manager, Med.
U.S. Maritime Commission

ELT:TP

6156



From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - A.C.
Date: 13th December 1946
Ref.: 3904/UT

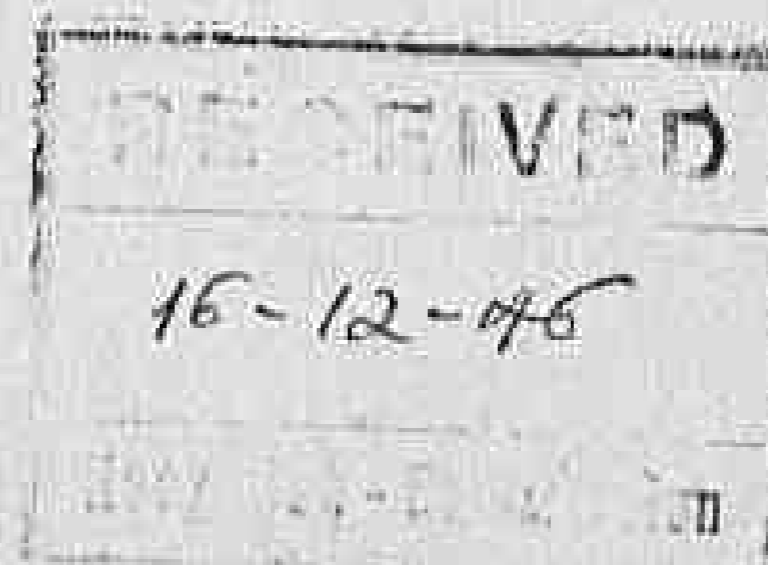
Subject: Allied ships sunk at Bari

It would be appreciated if an answer could be given to our letter 3565/UT dated 7th November 1946, in which the Navy Sub Commission was requested to inform us of its intentions regarding the salvage of several Allied ships sunk in the port of Bari.

By direction
CHIEF OF CABINET

6155

JLP/P.
16





Roma, 13 DIC. 1946 Mod. 46
194

Ministero della Marina
GABINETTO
Ufficio Trattati

Al COMMISSIONE ALLEATA
Sotto commissione Na-
vale

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 3904/UT. Allegati

ARGOMENTO: Piroscafi alleati affondati a Bari.

Si prega voler cortesemente riscon-
trare il foglio di questo Ministero
n° 3565/UT in data 7 novembre v.s., col
quale veniva richiesto a codesta C.A.
di far conoscere i propri intendimenti
circa il ricupero di alcuni piroscafi
alleati affondati nel porto di Bari.

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

6154

UNITED STATES MARITIME COMMISSION

Naples, Italy
December 9, 1946

TO : Navy Sub-Commission
Headquarters, Allied Commission
A.P.O. 794.

SUBJECT : Salvage of Sunken U.S. Merchant Vessels.

REFERENCE : (a) Navy Sub-Commission letter NSC/5704
dated 25 November 1946.

(b) Navy Sub-Commission letter NSC/5631
dated 8 November 1946.

1. Salvage and removal of following American merchant ships sunk in Bari harbor is under study by the U.S. Maritime Commission and the U.S. Army, owners of the cargoes:

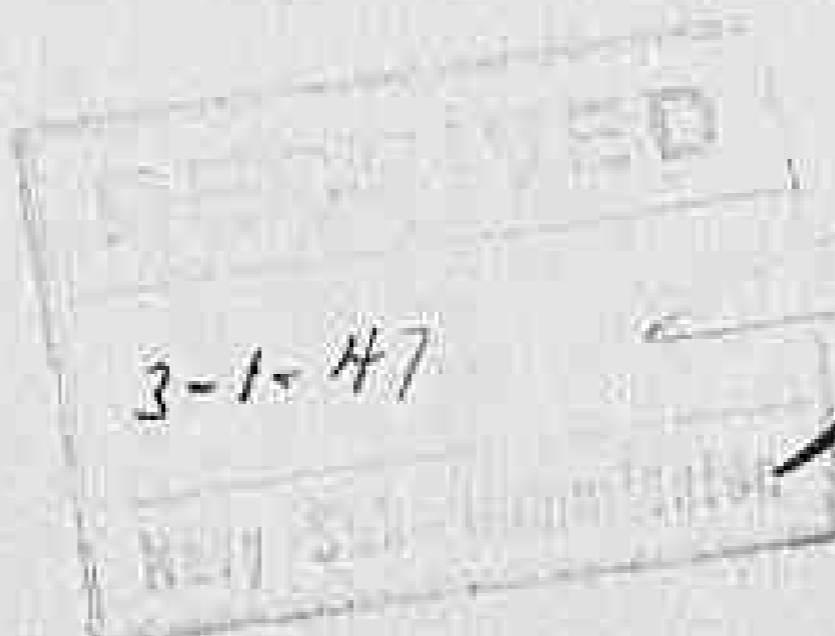
JOHN MOTLEY
JOHN HARVEY
JOHN BASCOM
JOSEPH WHEELER
SAMUEL TILDEN

2. It should be noted that included in the cargoes of these vessels was a substantial quantity of explosives and other military cargo which will necessarily involve the United States Army in any salvage or removal operations.

3. Attention is invited to letter from this Office to G-4 Section MTOUSA, dated December 6, 1946, enclosing cargo plans and freight manifest recapitulations of these ships. Copy of this letter was sent to your Office.

4. There is no record of the ATABASCA, WELER, CAUSE or COAST in this Office.

6153



W. H. McKenney
W. H. MCKENNEY
Director Med. Area.

SENIOR U. S. NAVAL LIAISON OFFICER, ITALY.
ROME, ITALY.

FROM: NAPLES

ACTION: COMMODORE ZIROLI, NAVY
SUB-COMMISSION, A.C.

CLASSIFICATION:
PRECEDENCE:

INFO:

DATE: 7 December 1946

.....1946.

M 9691 SUBJECT SUNKEN AMERICAN MERCHANT SHIPS BARI FOLLOWING CABLES
RECEIVED FROM EXPOSHIP AGENT BARI QUOTE PERSONAL OBSERVATION NOTED
DIVER AND BARGE ON TOP AMERICAN VESSELS TWO DRUMS NOTED ON BOARD
BARGE WHILE ANOTHER DRUM WAS BEING LIFTED UP PLEASE TELL US WHAT
ACTION YOU WANT US TO TAKE UNQUOTE IN REPLY TO OUR CABLE REQUESTING
ADVICE DEVELOPMENTS EXPOSHIP ADVISES QUOTE FURTHER ENQUIRES DISCLOSE
ITALIAN FIRM ACTIVE SALVAGING AMERICAN CARGO FROM JOHN BASCOM DURING
PAST TWO MONTHS ONLY POSSIBILITY TO KNOW AMOUNT RECOVERED IF OFFICIAL
ENQUIRY AT CUSTOMS PLEASE ACKNOWLEDGE UNQUOTE AND QUOTE PLEASE
AUTHORIZE WATCHMEN ROUND THE CLOCK IN FRONT SUNKEN VESSELS IN ORDER
TO PROTECT CARGO UNQUOTE IN VIEW MILITARY NATURE THESE CARGOES
REFERRING MATTER YOUR OFFICE FOR APPROPRIATE ACTION WITH ALLIED
COMMISSION AND ITALIAN GOVERNMENT PLEASE KEEP US INFORMED -
MCKENNEY USMC

In liaison re Int. Nav.

DISTRIBUTION:

INTERNAL: OO, OI

EXTERNAL: NavSubCom (3)

6152

ACTION:

INFO: (FILE)

TOR:

INCOMING - OUTGOING D/T GR:
DISPATCH

N

10-104

EKKOTI 1 DD RM NAPOLI 70364 140 6 1030 M 9691

SUBJECT SUNKEN AMERICAN MERCHANT SHIPS BARI FOLLOWING CABLES RECEIVED

FROM EXPOSHIP AGENT BARI "PERSONAL OBSERVATION NOTED DIVER AND BARGE

ON TOP AMERICAN VESSELS TWO DRUMS NOTED ON BOARD BARGE WHILE ANOTHER

DRUM WAS BEING LIFTED UP PLEASE TELL US WHAT ACTION YOU WANT US TO

TAKE" IN REPLY TO OUR CABLE REQUESTING ADVICE DEVELOPMENTS EXPOSHIP

ADVISES" FURTHER ENQUIRES DISCLOSE ITALIAN FIRM ACTIVE SALVAGING

AMERICAN CARGO FROM JOHN BASCOM DURING PAST TWO MONTHS ONLY POSSIBILITY

TO KNOW AMOUNT RECOVERED IF OFFICIAL ENQUIRY AT CUSTOMS PLEASE ACKNOWLEDGE"

AND "PLEASE AUTHORIZE WATCHMEN AROUND THE ^{CLOCK?} BLOCK IN FRONT SUNKEN VESSELS

IN ORDER TO PROTECT CARGO" IN VIEW MILITARY NATURE THESE CARGOES REFERRING

MATTER YOUR OFFICE FOR APPROPRIATE ACTION WITH ALLIED COMMISSION AND

ITALIAN GOVERNMENT PLEASE KEEP US INFORMED - MCKENNEY USMC - - -

6151

10105

785020

MODULARTO
C. - Telecom. - 63

Mod. 80 - (1945)

Bollo
d'ufficio

Il Governo non assume alcuna responsabilità civile in conseguenza del servizio della telegrafia. Le tasse rimborsate in meno per errore od in seguito a rifiuto o irreperibilità del destinatario devono essere completate dal mittente. Il destinatario è invitato a firmare la ricevuta presentata dal fattorino e a segnarvi la data e l'ora della consegna del telegramma. In mancanza di tali indicazioni il destinatario perde il diritto a reclamare in caso di ritardo della consegna.

INDICAZIONI DI URGENZA

Ricevuto il 10 ore
L'orologio
010



Le ore si contano sul meridiano corrispondente al tempo medio dell'Europa Centrale e per telegrammi interni o con vari paesi vicini di seguito da una mezzanotte all'altra. Nel telegrammi si usano i caratteri romani, il primo rappresenta il nome del luogo di origine rappresenta quello del telegramma, il secondo quello della parola, gli altri la data, l'ora e minuti della presentazione.

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUM.	PAROLE	DATA DELLA PRESENTAZIONE		VIA E INDICAZIONI EVENTUALI D'UFFICIO
					Giorno e mese	Ore e minuti	

Ministero delle Poste e delle Telecomunicazioni dello Stato - C. C.

EKKOTI 1 DD RM NAPOLI 70364 140 E 1030

Y 8691 ~~REDACTED~~ SUBJECT SUNKEN AMERICAN MERCHANT
 SHIPS BARI FOLLOWING CABLES RECEIVED FROM EXPOSHIP
 AGENT BARI QUOTE & PERSONAL OBSERVATION NOTED
 GIVER AND BARGE ON TOP AMERICAN VESSELS TWO DRUMS
 NOTED ON BOARD BARGE WHILE ANOTHER DRUM WAS BEING
 LIFTED UP PLEASE TELL US WHAT ACTION YOU WANT US TO
 TAKE UNSQUOTE IN REPLY TO OUR CABLE REQUESTING

IONI
SSA

6150

MODULARIO
C. - Poligr. - 63

N. 90 - (1915)

Hollo
d'ufficio

Il Governo non assume alcuna responsabilità civile in conseguenza del servizio della telegrafia. Le tasse riscosse in meno per errore od in seguito a rifiuto o irreperibilità del destinatario devono essere completate dal mittente. Il destinatario è invitato a firmare la ricevuta presentata dal fattorino e a segnare la data e l'ora della consegna del telegramma. In mancanza di tali indicazioni il destinatario perde il diritto a reclamare in caso di ritardo della consegna.

INDICAZIONI DI URGENZA

Ricevuto il 19 ore
Elevante
Per circuito N.



Le ore si contano sul meridiano corrispondente al tempo medio dell'Europa Centrale e per telegrammi interni e con vari paesi esteri di seguito da una mezzanotte all'altra. Nei telegrammi impressi a caratteri romani, il primo numero dopo il nome del luogo di origine rappresenta quello del telegramma, il secondo quello del giorno, gli altri la data, l'ora e minuti della presentazione.

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUM.	PAROLE	DATA DELLA PRESENTAZIONE		VIA E INDICAZIONI EVENTUALI D'UFFICIO
					Giorno e mese	Ore e minuti	

ADVISE DEVELOPMENTS EXPOSHIP ADVISES QUOTE
 FURTHER ENQUIRES DISCLOSE ITALIAN FIRM ACTIVE
 SALVAGING AMERICAN CARGO FROM JOHN BASCOM DURING
 PAST TWO MONTHS ONLY POSSIBILITY TO KNOW AMOUNT
 RECOVERED IF OFFICIAL ENQUIRY AT CUSTOMS PLEASE
 ACKNOWLEDGE UNQUOTE AND QUOTE PLEASE AUTHORIZE
 WATCHMEN ROUNDTHECLOCK IN FRONT SUNKEN VESSELS
 INORDER TO PROTECT CARGO UNQUOTE IN VIEW MILITARY

REGNO - FRA CORRENTISTI I PAGAMENTI E LE RISCOSSIONI
 MEDIANTE POSTAGIRO SONO ESEGUITI SENZA LIMITAZIONE DI SOMMA ED IN ESENZIONE DA QUALSIASI TASSA

6149

MODULARIO
C. - 19/09r. - 03

Mon. 80 - (1941)

Dello
d'ufficio

Il Governo non assume alcuna responsabilità civile in conseguenza del servizio della telegrafia. Le tasse riscosse in meno per errore od in seguito a rifiuto o irreperibilità del destinatario devono essere completate dal mittente. Il destinatario è invitato a firmare la ricevuta presentata dal fattorino e a segnare la data e l'ora della consegna del telegramma. In mancanza di tali indicazioni il destinatario perde il diritto a reclamare in caso di ritardo della consegna.

INDICAZIONI DI URGENZA

Ricevuto il 10 ore
Ricevuto



Le ore si contano sul meridiano corrispondente al tempo medio dell'Europa Centrale o nei telegrammi interni e con vari paesi esteri di seguito da una mezzanotte all'altra. Nei telegrammi impressi a caratteri romani, il primo numero dopo il nome del luogo di origine rappresenta quello del telegramma, il secondo quello delle parole, gli altri la data, l'ora e minuti della presentazione.

Fel circuito N.

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUM.	PAROLE	DATA DELLA PRESENTAZIONE		VIA E INDICAZIONI EVENTUALI D'UFFICIO
					Giorno e mese	Ora e minuti	

NATURE THESE CARGOES REFERRING MATTER YOUR
OFFICE FOR APPROPRIATE ACTION WITH ALLIED
COMMISSION AND ITALIAN GOVERNMENT PLEASE KEEP US
INFORMED - MCKENNEY USMC ---

Fatevi correntisti postali. PAGAMENTI E RISCOSSIONI IN TUTTE LE LOCALITÀ DEL REGNO - FRA CORRENTISTI I PAGAMENTI E LE RISCOSSIONI MEDIANTE POSTAGIRO SONO ESEGUITI SENZA LIMITAZIONE DI SOMMA ED IN ESENZIONE DA QUALSIASI TASSA

6118

Naples, Italy
December 8, 1946

Headquarters, MTOUSA
S-4 Section

Att: Lt. Col., Beach.

Subject: Sunken U.S. Maritime Commission ships in Bari Harbor.

Enclosures: (A) Cargo Plan and Recapitulation of Freight Manifest S/S JOHN L. NOTLEY
(B) Ditto S/S JOHN HARVEY
(C) Ditto S/S JOSEPH WHEELER
(D) Ditto S/S JOHN MASCOM
(E) Ditto S/S SAMUEL WILKEN

1. In accordance with telephone conversation to-day between Col. Beach and Mr. McKeeney, enclosures (A) to (E) inclusive are forwarded herewith for your information in connection with disposal of the above ships and their military cargoes.
2. It will be noted that a considerable quantity of explosives was included in these cargoes, as well as other ordnance, signal corps, and air corps equipment which might be of a classified nature.
3. It is believed that these vessels were fully loaded at the time they were sunk.
4. While these vessels are completely submerged, the depth of water in Bari harbor is not over 50 feet which should facilitate any salvage operations undertaken.
5. Reports have reached this Office that unauthorized salvage operations are already being conducted on these vessels. This matter has been referred to the Navy Sub-Commission of the Allied Commission, Rome for appropriate action.
6. It is requested that enclosures (A) to (E) inclusive **6147** returned by most expeditious and safest means to this Office upon completion of photostating.

Very truly yours,

cc. Commodore ZIROLI, Navy Sub-
Commission, Allied Commission, APO 794
Mr. Cornwell, U.S.M.C. Washington
Mr. McKenna, " "
Mr. Benbo, " "

W. H. McKeeney
Director Med. Area

RECEIVED
3-1-47

From: MINISTRY OF MARINE (Cabinet)
To : A.C. - H.S.C.
Date: 7th November 1946
Ref.: 3565/UT

Subject: Allied ships sunk at Bari

The following ships, owned by the War Transport Administration
are still sunk in the port of Bari :

- S.S. HEDDERSON
- " BASCOE
- " MOTLEY
- " HARLEY
- " APABASCA
- " WILMER
- " CAUSEN
- " COAST

In making it known that the above ships are an obstruction to
traffic, we request you to inform us of the H.S.C.'s intentions regarding
the salvage of the above ships.

By direction
CHIEF OF CABINET

6146

JLP/P.

7

From : MINISTRY OF MERCANTILE MARINE
(State Property and Ports Service)
To : N.S.C. - A.C. - Rome.
Date : 5th February, 1947.
Ref. : 1130 P

Subject : Landing craft sunk in the port of Genoa.

Answer is made to F.O.L.I.'s letter 443/17, dated 20th January, 1947.

With reference to the above letter, the landing craft mentioned in the previous letter 9682/P, dated 7th October, 1946, are composed of 3 K.T.s (K.T.2, K.T.49 and K.T.35), and the landing barge F.187.

The Italian Navy will provide for the salvage of the above wrecks, in accordance with agreements made with the Allied Authorities.

(Sgd). for the MINISTER.

6145

7 FEB 1947

DATE: _____
FROM: NAVY SUB COMMISSION, HQ. AC.
TO : FLAG OFFICER ~~ITALY~~ LONDON, ITALY.
FORWARDED FOR APPROVAL AND ACTION

JIP/C
7.

J. S. Rogers
for Chief, Navy S/C.

(50)

IRN-19

0111

785020

NSC/5874
16 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
 To: Ministry of Marine.
 Subject: Ex-German S.S. PARIA.
 Reference: (a) Ministry of Marine's ltr. No. 2930/UT dated 22 August 1946.
 (b) The Flag Officer Liaison Italy's ltr. No. FOLI/976/39 dated 6 September 1946.
 (c) The Ministry of Marine's ltr. No. 3839/UT dated 12 December 1946.

1. In reply to reference (a), the Ministry of Marine's attention is invited to reference (b) which authorises the Ministry of Marine to arrange for the salvage of ex-German craft in Italian waters.
2. Reference (c) also refers.

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

20 JAN 1947

(49)

IRAN-19
6144



EX-GERMAN S.S. "PATRIA".

(Navy Sub Commission's letter No. NSC/5478 dated
26th September, 1946).

II.

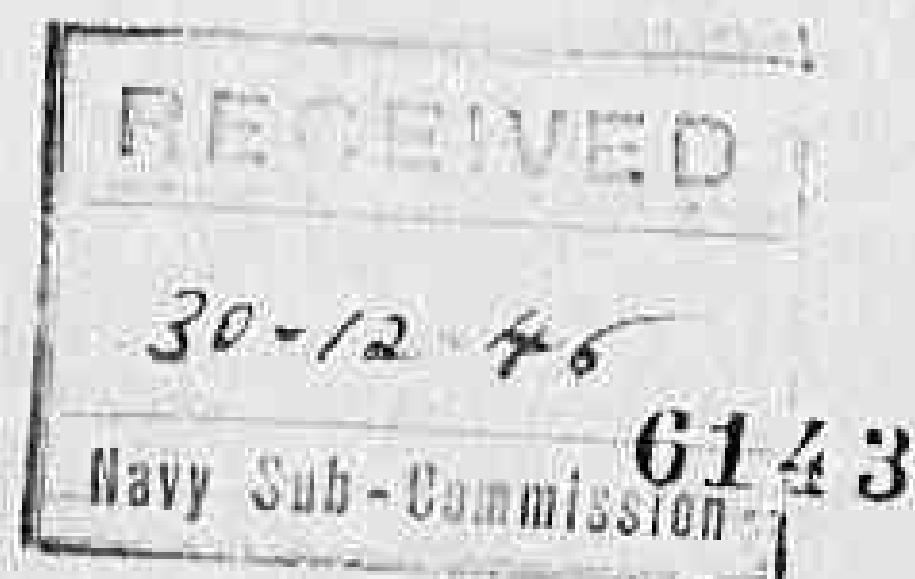
Med.46/219/2/15.
NAVY SUB COMMISSION,
HEADQUARTERS ALLIED COMMISSION.

... The Commander-in-Chief, Mediterranean's
letter No. Med.46/1352/25/1 dated 21st August, 1946,
(copy attached) authorises Ministry of Marine to deal
with all requests for salvage of ex-German craft in
Italian waters.

MEDITERRANEAN.
15th December, 1946.

[Handwritten Signature]
for ADMIRAL

PATRIA



HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 794

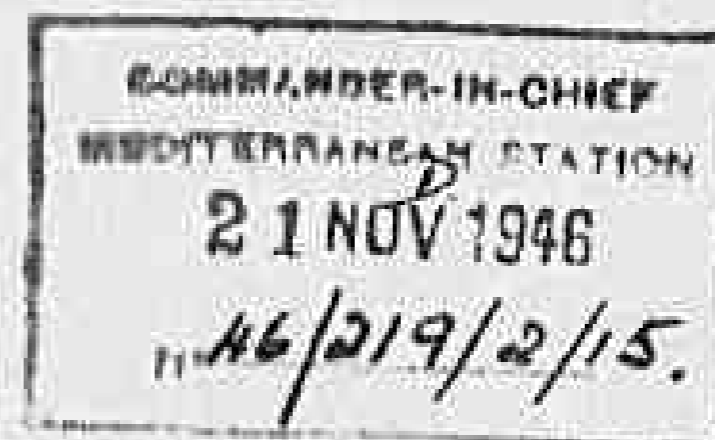
HSG/5478
26 September 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander in Chief, Mediterranean.
Subject: Ex-German SS. "PATRIA".

1. The Ministry of Marine, Italy, requests permission to salvage the ex German SS. "PATRIA" sunk in the harbor of Messina.
2. The Commander in Chief, Mediterranean's permission and/or comments are respectfully requested.

U. H. Mann,

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



6142

0114

75020

NSC/5478
26 September 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander in Chief, Mediterranean.
Subject: Ex-German SS. "PATRIA".

1. The Ministry of Marine, Italy, requests permission to salvage the ex German SS. "PATRIA" sunk in the harbor of Messina.
2. The Commander in Chief, Mediterranean's permission and/or comments are respectfully requested.

(Sgt) G. L. WARREN

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

ML

1 OCT 1946

A

6141

ZEN-19.

From: MINISTRY OF MARINE (Cabinet)
To : A.G. - W.S.C.
Date: 22nd August 1946
Ref.: 2930/UT

Subject: Ex German S.S. "PATRIA"

The Messina Harbourmaster's Dept. has informed us of the expediency of providing for the salvage of the ex-German S.S. "PATRIA" which is sunk in that port.

It is requested that you should inform us of the intentions of the Navy Sub Commission on the subject of the salvage of the above ship.

By direction
CHIEF OF CABINET

JLP/P.
8

DRM-19

Navy Sub-commission, Hq. 6140

13 NOV 1946



Ministero della Marina

GABINETTO

Ufficio Trattati

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Roma 22 AGOSTO 1946

La COMMISSIONE ALLEA
TA - Sottocommissione
Navale - .

Incl. N° 2930/UT *Allegati*

ARGOMENTO: Piroscalo ex germanico "PATRIA". -

La Capitaneria di Porto di Messina ha segnalato la opportunità di provvedere per il recupero del piroscafo ex germanico "Patria" affondato in quel Porto.

Si prega voler far conoscere le determinazioni prese da codesta Sottocommissione in merito al recupero della nave in argomento. -

d'ordine
IL CAPO DI GABINETTO
C. di V. G. MARINI
C. V. CAPO DI GABINETTO
(G. di F. - P. Sturzi)

U. Uurzi

6139

MSC/5913
31 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Mercantile Marine.
Subject: Motor Tanker "SAN MARCO".
Reference: (a) Ministry of Mercantile Marine ltr. 33375 dated 11 October 1946.

1. In reply to the request contained in reference (a), the Navy Sub-Commission has been informed that the SAN MARCO ran aground on a shoal in the vicinity of Punta Grossa, North of Medolino (052 degrees Perer rock lighthouse 6 miles) early in 1944. She was later bombed and burned out. Since then she has broken up in the seas and become a total loss. The Capitaneria di Porto, Pola, reports that the "Partisans" have already removed such scrap metal as was readily available and of any value.

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

31 JAN 1947

2110301
Mc

6138

(48)

IRN-19

MOTOR TANKER SAN MARCO.
(The Naval Officer-in-Charge, Trieste's Minute III,
No. 01071/60, dated 10th January, 1947).

IV.

No. F.O.L.I. 656/104.

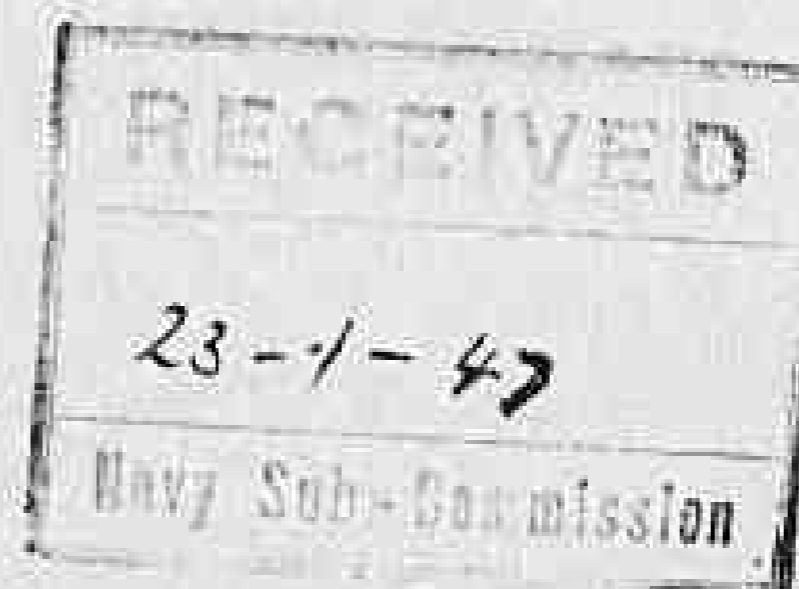
THE NAVY SUB-COMMISSION,
ALLIED COMMISSION.

Forwarded with reference to the Navy Sub-
Commission's letter No. NSC/5583, dated 24th October,
1946.

S. J. Beckwith

ROME,
20th January, 1947.

for REAR-ADMIRAL.



6137

MOTOR TANKER "SAN MARCO".
(The Flag Officer Liason and Italy's Minute 11 No. 656/104
dated 5th November, 1946.)

111.

No. 01071/60.

THE FLAG OFFICER, LIASON
AND ITALY.

Enquiries were made with various organisations which,
it was thought, would be in a position to report accurately
on the present state of the "San Marco".

2. As no reply of this nature has been forthcoming,
such information as is available at the Capitaneria di Porto,
Pola, has been obtained from R.M.O. Pola, a copy of whose
letter S2/1655 dated 2nd January, 1947 is attached.

C. S. D. Noakes 6136

(C.S.D. Noakes.)
CAPTAIN.

R.N. Base, Trieste
10th January 1947



HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 794

NSC/5696
23 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Flag Officer Liaison, Italy.

Subject: Motor Tanker "San Marco".

Reference: (a) Navy Sub-Commission ltr. NSC/5583 of 24 October 1946.

1. The attention of the F.O.L.I. is invited to the request contained in reference (a).

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

Risk

Being hastened by F.O.L.I.

Suggest B.U. 1/1/47

[Signature]
5/12

Sey. Fly

Have you got the answer yet?

1/13/1.

St. Hill

Trieste & Pola hastened by signal 15/1

[Signature]

6135

NSC/5583
24 October 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Flag Officer Liaison, Italy.
Subject: Motor Tanker "San Marco".

1. The Navy Sub-Commission has been informed that the Motor Tanker "San Marco" lies aground on the Cavallo shoal in the bay of Madelino, south of the "Cielo" rock in the Cape Promontore zone.
2. It is requested that the present location of the ship be confirmed and that the Navy Sub-Commission be supplied with whatever details are available concerning her condition.

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

R

IRN-19

25 OCT 1946

6134

NSC/5582
24 October 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Mercantile Marine.
Subject: Tanker "SAN MARCO".
Reference: (a) Ministry of Mercantile Marine ltr. 33375 dated 11th October 1946.

1. Receipt of reference (a) is acknowledged. The required information has been requested and will be forwarded to you upon receipt.

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

W
R

25 OCT 1946

~~IRN 12~~

6133

From: MINISTRY OF MERCANTILE MARINE
To : N.S.C. - A.C. - Rome
Date: 11th October 1946
Ref.: 33375

Subject: Tanker "SAN MARCO"

On the days following the armistice in September 1943, the Italian motor tanker "SAN MARCO" was captured at Lussino by Yugoslav partisan forces and later by Chetnik troops which were contesting for the possession of the island.

On the following 5th October, the tanker was towed to the port of Segna where, after air attack, it was scuttled.

The Germans, who in the meantime had occupied the zone, salvaged the ship, which was then towed to the Fiume shipyards by the Tripovich Firm of Trieste.

The vessel was then brought back to efficiency to enter into service, still at the orders of the Germans, but from then on no news has been received of the ship.

Only towards the end of last year was the owner informed that the motor tanker "SAN MARCO" is aground in the bay of Madolino, on the Cavallo shoal, South of the rock named "Cielo", in the Cape Promontore zone.

To comply with a similar request from those interested in the ship, the Ministry of Mercantile Marine would appreciate any news, as far as possible exact, on the fate of the ship, and meanwhile requests the Navy Sub Commission to provide all information of which it is already in possession or could obtain from the competent Authorities in the zone.

for THE MINISTER

JLP/P.
12

6132

*Ministero
della Marina Mercantile*

Roma, 190 OTT 1946 ^{NAVY}
19

Al COMMISSIONE ALLEATA
Sottocommissione Navale

Divisione III Sec. 1
Prot. N.º 33375 Allegati

Risposta al Foglio del ROMA
Dir. Sec. N.º

OGGETTO Motocisterna "SAN MARCO"

Nei giorni che seguirono l'armistizio del settembre 1943, la motocisterna italiana "SAN MARCO" fu catturata a Lussino da forze partigiane ingoslave prima e da truppe armate cetniche poi, in contesa per il possesso dell'isola.

Il 5 ottobre seguente la motocisterna venne rimorchiata nel porto di Segna dove, dopo aver subito anche qualche attacco aereo, venne autoaffondata.

I tedeschi, che nel frattempo avevano occupato la zona, disposero il rigalleggiamento della nave, la quale, dopo il recupero, fu rimorchiata nei Cantieri navali di Fiume a cura della Ditta Tripceovich di Trieste. Sempre per ordine dei tedeschi, la nave venne quindi rimessa in efficienza pronta per entrare in servizio, ma da allora nessuna notizia si è più avuta dell'unità. Solo, verso la fine dello scorso anno, è stato segnalato all'armatore che la motocisterna "SAN MARCO" trovavasi arenata nella baia di Madolino, nella secca Cavallo, a sud dello scoglio denominato "Cielo", nella zona di Capo Promontore.

6131

Per aderire ad analoga sollecitazione da parte degli interessati alla nave, questo Ministero gradirebbe avere notizie, quanto più possibile esatte, sulla sorte dell'unità, e pertanto prega codesta Commissione alleata volersi compiacere fornire tutti quegli elementi dei quali fosse già in possesso, o ne venisse a conoscenza previa richiesta agli organi competenti della zona.

IL MINISTRO
Chastain

0175-58-10000-00-00-0000

COPY.

S E C R E T.

SUBJECT. SHIPPING INFORMATION RECEIVED FROM ZONE "B"

FROM :- The Resident Naval Officer, Pola.

DATE :- 2nd January, 1946. Ref.No. S2/1655.

TO :- STAFF OFFICER (INTELLIGENCE), N. ADRIATIC PORTS, NAVY HOUSE, TRIESTE.

(Copy to :- G.S.I. 1st Armoured Division.
S.I.O. Air Headquarters (Italy)).

With reference to your letter dated 27th November, 1945, reference number 212/B/64, investigations have been made with regards to the whereabouts and condition of the tanker "San Marco". The information has been supplied by the Capitaneria di Porto, Pola, who obtained it from divers at present working in Zone "B".

2. The "San Marco" ran aground on a shoal in the vicinity of Punta Grossa, North of Medolino (052 degrees Porer rock lighthouse 6 miles) early in 1944. She was later bombed and burnt out. Since then she has broken up in the seas and became a total loss. The Capitaneria di Porto reports that the "Partisans" have already removed such scrap metal that was readily available and of any value.

(R.H. Dickinson).

LIEUTENANT, R.N.V.R.,
RESIDENT NAVAL OFFICER.

U MARITIME COMMISSION DAMAGED VESSELS
MEDITERRANEAN AREA

JAN-19

<u>Vessel Name</u>	<u>Location</u>	<u>Remarks</u>
ABBOTT L. MILLS EC-2	Yugoslavia	Sailed 11/10/45, declared CTL 11/10/45. Damaged No. 1 hold, #3 double bottom tank badly distorted about 10' from after bulkhead. Estimated cost permanent repairs \$150,000. - time required undetermined.
CASSIUS HUDSON EC-2	Trieste	Mined 10/16/46. Declared CTL 10/16/46. Holds #3 & 4, and engine room flooded. Vessel now settled with only two forward masts visible. Salvage of coal cargo being attempted by UMR.
CEDAR MILLS T-2, Grp. I	Ancona	Mined 8/5/45. Vessel broken in two aft of midship house. The forward section has capsized and after section has a list of about 15 degrees. Stated to have approximately 60,000 bbls. U.S. Military fuel oil aboard. Both sections projecting above water. Army abandoned cargo however now requesting authority salvage.
CHARLES HENDERSON EC-2 - Grp I	Bari	Explosion 4/9/45, bombs #1 & 2 holds; also believed bombs in vicinity of vessel. Only bow, #1 & 2 holds remain intact. #3, 4, 5 holds and midships house were destroyed in explosion and subsequently sank or disappeared.
CLARK MILLS EC-2 - Grp IV	Bizerte Beach Tunisia	Torpedoed 3/9/44. Broken in two after end #2 hold; two sections drifted apart. All compartments flooded. Completely stripped 1/10/44.

6129

minet 10/16/46. Declared CTL 10/16/46.
 holds #3 & 4, and engine room flooded.
 Vessel now settled with only two forward
 masts visible. Salvage of coal cargo be-
 ing attempted by USRR.

CEDAR MILLS
 T-2, Grp. I

Ancona

Mined 8/5/45. Vessel broken in two aft
 of midship house. The forward section
 has capsized and after section has a list
 of about 15 degrees. Stated to have ap-
 proximately 60,000 bbls. U.S. Military
 fuel oil aboard. Both sections project-
 ing above water. Army abandoned cargo how-
 ever now requesting authority salvage.

CHARLES HENDERSON Bari
 EC-2 - Grp I

Explosion 4/9/45, bombs #1 & 2 holds;
 also believed bombs in vicinity of vessel.
 Only bow, #1 & 2 holds remain intact. #3,
 4, 5 holds and midships house were destroy-
 ed in explosion and subsequently sank or
 disappeared.

CLARK MILLS
 EC-2 - Grp IV

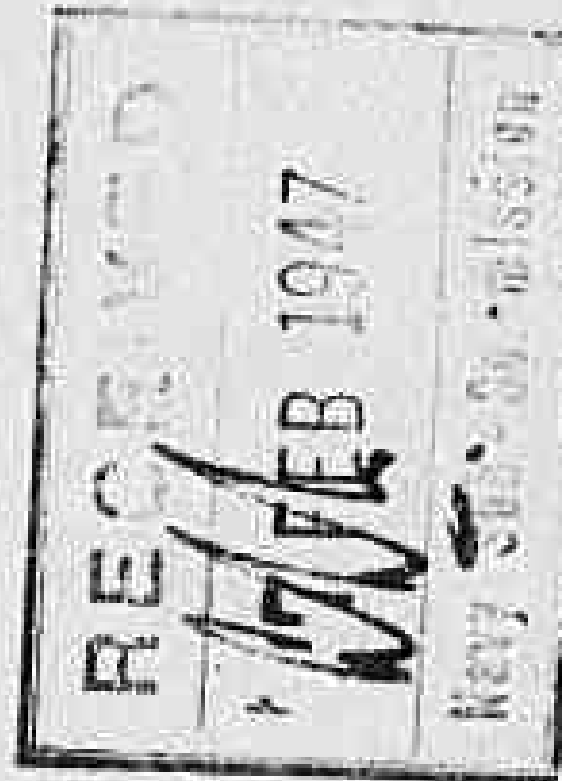
Bizerte Beach
 Tunisia

Torpedoed 3/9/44. Broken in two after end
 #2 hold; two sections drifted apart. All
 compartments flooded. Completely stripped
 1/10/44.

COTTON VALLEY
 Tanker

Toulon

Sold through O.F.L.C.



6129

Remarks

Location

Vessel Name

Torpedoed and declared CTL 1/10/44. Afloat. #1, 2 holds flooded. Deck is cracked from fwd corner #2 hatch to gunwale both sides. Most of vessel's gear and equipment intact and on board. No cargo #5, 6, 8, #5 lower hold contains some ballast. Engine room in good shape but some parts missing.

Oran

DANIEL WEBSTER
EC-2 - Grp III

Surplus - for sale. Can be sold without reference to Merchant Ship Sales Act. Tanker built in 1937 in fair condition. Engine room: most equipment intact.

Naples

EAGLE
Tanker

Bombed 2/15/44 declared CTL 2/15/44. Hull structure broken in two. Midship house engine room reported gutted by fire.

Anzio

ALIHU YALE
EC-2 - Grp II

Aerial torpedoed & declared CTL 8/12/43. Lying aground Gibraltar bay, all holds and engine room flooded to a level of top of main engine cylinder heads. Large hole in shell at #3 port side. Deck cracked #3 hatch to the shell port side. Stbd. shell plating cracked down two strakes from deck. Anchor windlass, stbd anchor & chain, fwd booms except #2 port, after booms & winches in place. Fwd winches missing. Quarters stripped.

Gibraltar

FRANCIS W. FLETTYGROVE
EC-2

Torpedoed & declared CTL 2/22/44. Ship in two parts broken immediately forward of after engine room bulkhead. Bow of ship

Bone Bay
Algeria

GEORGE CLEEVE
EC-2 Grp III

6128

EACLE
Tanker

Naples

Surplus .. for sale. Can be sold without
reference to Merchant Shipping Act.
Tanker built in 1937 in fair condition.
Engine room most equipment intact.

ALIHU VALE
EC-2 - Grp II

Anzio

Bombed 2/15/44 declared CTL 2/15/44. Hull
structure broken in two. Midship house
engine room reported gutted by fire.

FRANCIS W. FETTYGROVE
EC-2

Gibraltar

Aerial torpedoed & declared CTL 8/12/43.
Lying aground Gibraltar bay, all holds and
engine room flooded to a level of top of
main engine cylinder heads. Large hole
in shell at #3 port side. Deck cracked
#3 hatch to the shell, port side. Stbd.
shell plating cracked down two strakes
from deck. Anchor windlass, stbd anchor
& chain, fwd booms except #2 port, after
booms & winches in place. Fwd winches
missing. Quarterns stripped.

6128

GEORGE CLEEVE
EC-2 Grp III

Bone Bay
Algeria

Torpedoed & declared CTL 2/22/44. Ship in
two parts broken immediately forward of
after engine room bulkhead. Bow of ship
approx. ten yards from beach & after section
consisting of #4 & 5 holds & stern a few
yards farther out in bay. Only a small
amount of water in forward holds since ship
is "high and dry". #4 & 5 lower holds are
flooded. #2 lower #3 lower and 'tween deck
contains small amount Army scrap which the
Army has abandoned. Vessel completely
stripped

Remarks

Location

Vessel Name

Torpedoed. Built 1921, 6561 gross tonnage. Vessel hogging between frame #2 & 46. Damaged tanks are port #6, 7, 8; starboard 5, 6, 7, 8; summer tanks 4 & 5 also. Engine room in good conditions. Navigating & other equipment on board. **No cargo on board.**

Taranto

GULF PRINCE
Tanker, Grp III

Underwater explosion and declared CTL 8/3/43. Aground Gibraltar Bay, broken in two parts immediately forward of midship house. All holds and engine room flooded to a level just below tops of main engine cylinder heads. Vessel well stripped.

Gibraltar

HARRISON G. OTIS
EC-2

Torpedoed & declared CTL 8/3/43. Lying afloat at anchor Gibraltar Bay. #2, 3 holds flooded, #1, 4, 5 and engine room dry. Ship and equipment in very good shape. Only items missing from this ship are fudder, motors from 2 lifeboats, H.P. ahead eccentric strap, spare L.I. piston rings.

Gibraltar

HENRY MILLER
EC-2

Struck mine and declared CTL 1/6/45. Forward section of vessel missing at after part #2 hatch combing. Holds #4, 5 and shaft tunnel flooded. Engine room dry and #3 hold dry. Partially stripped.

Naples

ISAAC SHELBY
EC-2, Grp II

6127

Beached and declared CTL 4/17/44. Reached San Giovanni. Vessel broken in two parts. Main deck awash. Vessel stripped.

Naples

JAMES GUTHRIE
EC-2, Grp II

HARRISON G. OTIS Gibraltar
EC-2

Underwater explosion and declared CTL 8/3/43. Afloat Gibraltar Bay, broken in two parts immediately forward of midship house. All holds and engine room flooded to a level just below tops of main engine cylinder heads. Vessel well stripped.

HENRY MILLER Gibraltar
EC-2

Torpedoed & declared CTL 8/3/43. Lying afloat at anchor Gibraltar Bay. #2, 3 holds flooded, #1, 4, 5 and engine room dry. Ship and equipment in good shape. Only items missing from this ship are fudder, motors from 2 lifeboats, H.P. ahead eccentric strap, spare L.I. piston rings.

ISAAC SHELBY Naples
EC-2, Grp II

Struck mine and declared CTL 1/6/45. Forward section of vessel missing at after part #2 hatch combing. Holds #4, 5 and shaft tunnel flooded. Engine room dry and #3 hold dry. Partially stripped.

JAMES GUTHRIE Naples
EC-2, Grp II

Lined and declared CTL 4/17/44. Beached San Giovanni. Vessel broken in two parts. Main deck awash. Vessel stripped.

JAMES RUSSELL LOWELL Collo Beach
EC-2, Grp III
Algeria

Torpedoed & beached 10/15/44. Broken in two, at #3 forward hatch coaming. All compartments flooded. Ship fairly well stripped. Machinery probably intact as water is over tops of cylinder heads. No cargo in 'tween decks and none visible in lower holds down to water level. About 25 feet draft.

6127

<u>Vessel Name</u>	<u>Location</u>	<u>Remarks</u>
JESSE BILLINGSLEY EC-2	Trieste	Mined and declared CTL 11/19/45. Estimated cost of repairs to make vessel ready to proceed to US under own power \$75,000.--. Vessel in very good shape.
JOHN BASCON EC-2	Bari	XXXXXXXXXXXXXXXXXXXXXXXXXXXX Vessel settled on even keel to boat deck level apparently whole. Intire cargo intact except #4 Tween Deck.
JOHN HARVEY EC-2	Bari	Sunk - not identified.
JOHN H. HALLOND EC-2	Palermo	Mined and declared CTL //17/45. Engine room starboard side damaged, engine room flooded.
JOHN LEELEY EC-2	Bari	Sunk - very little visible
JOSEPH MIEBLER EC-2	Bari	Sunk - not visible.
KEMMER BB to MC	Manfredonia	Declared CTL 12/10/45. Vessel broken in two and settled in sea with only super-structure above water.
NATHAN EALE EC-2	Leghorn	Mined & declared CTL 2/5/46. #1 bulkhead carried away after hitting pier.

JOHN HARVEY
EC-2

Bari

Sunk - not identified.

JOHN H. HALLOND
EC-2

Palermo

Mined and declared CTL //17/45. Engine room starboard side damaged, engine room flooded.

JOHN LOFFLEY
EC-2

Bari

Sunk - very little visible

JOSEPH MILLER
EC-2

Bari

Sunk - not visible.

KEMMAR
BE to MC

Manfredonia

Declared CTL 12/10/45. Vessel broken in two and settled in sea with only super-structure above water.

NATHAN HALE
EC-2

Leghorn

Mined & declared CTL 2/5/46. #1 bulkhead carried away after hitting mine; port side engine room cracked 12' above tank tops, temporary patch to keep engine room dry. New estimated cost permanent repairs \$35,000.--. Vessel exceptionally clean and free of rust.

NATHANIEL BACON
EC-2

Civitavecchia

Mined 12/20/45. To be sold through OPIC. Bow missing.

6126

- 5 -

<u>Vessel Name</u>	<u>Location</u>	<u>Remarks</u>
NIELS FOHLSON EC-2	Leghorn	Mined 7/14/43. Struck 2 mines #1 and #3 holds on Sept. 14, 1946. Coal Cargo discharged. Vessel afloat #2, 4, 5, hold and engine room dry #3 hold flooded with water and oil. Most of equipment intact.
PAT HARRISON EC-2	Gibraltar	Mined & CTL 5/8/43. Lying aground Gibraltar Bay, all holds & engine room flooded to a level just below tops of main engine cylinder heads. Deck and shell plating cracked aft of #3 hatch clear across slip. Deck & sheer stowage are cracked between #2 and 3 starboard side & apparently welded. Winches, booms missing. Starboard hatch out. Some navigation instruments & gear locked and sealed in master's cabin.
PETER SENE OGDEN EC-2, Grp III	Hertillon Harbor Algiers Ma.	Torpedoed & declared CTL 2/22/44. Stern section aft #4 hold missing.
PIERRE GIBAULT EC-2, Grp II	Palermo	Mined and declared CTL 5/22/45. Bow missing up through #2 hold. Vessel afloat and engine room and after part of vessel in satisfactory condition.
R.F. PECKHAM EC-2	Gibraltar	Collision 1/7/48. Collided with s/s JESSE CORWELL. Lying at anchor afloat in Gibraltar Bay. #2 & 3 holds flooded as result of damage sustained in collision, starboard side Dec. 1946. No pilfering or removal of equipment from this vessel except two lifeboats. On deck are 3 Navyboats. No other cargo visible. 6125
RICHARD OLNEY	Lake Eizerte	Torpedoed. CTL 9/22/43. Torpedoed starboard

of #3 hatch clear across ship. Deck & sheer
stake are cracked between #2 and 3 starboard
side - temporarily welded. Winches, booms
missing. Starboard anchor out. Some naviga-
tion instruments gear locked and sealed
in master's cabin.

PETER SKENE OGDEN
EC-2, Grp III
Herbillon
Harbor
Algiers Ma.

Torpedoed & declared CTL 2/22/44. Stern
section aft #4 hold missing.

PIERRE GIBAUD
EC-2, Grp II

Palermo

Mined and declared CTL 5/22/45. Bow missing
up through #2 hold. Vessel afloat and en-
gine room and after part of vessel in satis-
factory condition.

P.F. PECKHAM
EC-2

Gibraltar

Collision 1/7/45. Collided with s/s JESSE
CORRELL, lying at anchor afloat in Gib-
raltar Bay. #2 & 3 holds flooded as result
of damage sustained in collision, starboard
side Dec. 1945. No puffing or removal of
equipment from this vessel except two life-
boats. On deck are 3 Navyboats. No other
cargo visible.

6125

RICHARD GIMNEY
EC-2, Grp IV

Lake Bizerte
Tunisia

Torpedoed. CTL 9/22/45, Torpedoed starboard
side engine room but not broken in two. Chain
locker & holds #1, 2 and 3 dry with some
damage #4 and 5 lower holds. Engine room
#4 & 5 hold flooded. No cargo visible. Post-
ing on bottom of lake draft 22 ft. Vessel has
been stripped of mach. equipment.

Remarks

Location

Vessel Name

Blown ashore 1/6/44 & declared CTL. Broken in two across #3 hatch. All compartments flooded. Completely stripped of anything of any value or movable.

Riser's Beach Tunisia

ROBERT IRONMID EC-2, Grp IV

Sunk, reported cargo being pilfered. Few feet under water. Cargo Army vehicles, gasoline in 5 gallon tins.

Gela Bay Sicily

ROBERT ROWAN EC-2

Sunk - unidentified.

Bari

SAMUEL TILDEN EC-2

Struck mine 10/8/46. Mine hit portside between portside between frames 46 to 51 with tanks #8 and 9 opened, plus bulkhead ruptured. Size hole 30' by 30'. Pump room flooded. Vessel drydocked for survey 11/7/46 and undergoing repairs.

Genoa

SIGNAL HILLS T-2 Tanker

Sunk 10/2/45. Proceeding with permanent repairs.

Genoa

STREATOR SEAL EC-2, Collier

Torpedoed and declared CTL 4/16/45. No cargo remaining aboard.

Alexandria

THOMAS MASARYK EC-2

Sunk. Bombed #4 hatch, ship settled portion deckhouse believed above water. Vessel had British Army cargo.

Avola Sicily

TIMOTHY PICKERING EC-2

6124

SAMUEL TILDEN EC-2	Bari	Sunk - unidentified.
SIGNAL HILLS T-2 Tanker	Genoa	Struck mine 10/8/46. Mine hit portside between portside between frames 46 to 51 with tanks #8 and 9 opened, plus bulkhead ruptured. Size hole 30' by 30'. Pump room flooded. Vessel drydocked for survey 11/7/46 and undergoing repairs.
STREATOR SEAM EC-2, Collier	Genoa	Wined 10/2/45. Proceeding with permanent repairs.
THOMAS MASARYK EC-2	Alexandria	Torpedoed and declared OTL 4/16/45. No cargo remaining aboard.
TIMOTHY PICKERING EC-2	Avola Sicily	Sunk. Bombed #4 hatch, ship settled portion deckhouse believed above water. Vessel had British Army cargo.
VIRGINIA DARE Grp IV	Eizerte Lake	After section of vessel from #3 hold aft aground in Lake Eizerte; forward portion including bow, #1 and part of #2 is about two miles off Carthage sunk in about 25 feet of water. After section is on an even keel about 22 feet draft with all holds and engine room flooded. All winches missing & anchor windlass. No cargo visible.

6124

Vessel Name

Location

Remarks

WILLIAM D. BYRON
EC-2

Savona

Mined and destroyed 05.05.45. Vessel struck
mine. Both mines exploded in bow of vessel
keel broke, mainmast pulled down, bow to #2
hatch, deckhouse and propeller removed and
placed in storage.

WILLIAM HUIE
EC-2

Trieste

CTL and sunk Nov. 15, 1945. Army abandoned
cargo to A.C. 13 Corps, who are salvaging cargo.

WILLIAM FALLER
EC-2

Triested

Mined 8/4/45 - sunk

YANKES ARROW
Tanker

Marseilles

Built 1921. Gross tonnage 8046 tons.
Surplus and for sale. Anchored.

6123

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

10th January, 1946.

No. F.O.I.L. 975/38.

MINISTRY OF MARINE, ROME.
(Copy to:- Navy Sub Commission,
HQ. Allied Commission.)

REQUEST OF MAUGERI, GIOVANNI AND CASTORINA,
SEBASTIANO.

The enclosed letter has been received from the above named individuals. It is requested that you will inform them that the Commander-in-Chief, Mediterranean Station has been asked for a directive on the question of the salvage of Italian vessels in the Dodecanese.

(signed) S. N. BLACKBURN

for REAR ADMIRAL.
Enclosure (to Ministry of Marine only):-
Letters from G. Maugeri and S. Castorina,
dated 31st December, 1945.

1805
6122

(46)

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

18th February, 1946.

No: F.O.I.L. 975/39.

MINISTRY OF MARINE, ROME.

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

M/V. "CITTA DI SAVONA" AND REFRIGERATOR SHIP "IVORRA".

With reference to the Ministry of Marine's letters numbers 3377/UT and 3385/UT both dated 31st December, 1945, and addressed to the Navy Sub-Commission, as these vessels were registered in Italian ports, surveys and, if thought fit, salvage operations, may be carried out but it is requested that the preliminary surveys at any rate should be undertaken by Lieutenant (E) Angelo de Nicola who has just been nominated by the Ministry for such duties.

2. This letter must not be taken as an indication that the vessels are in salvage condition as the relevant details are not available here. Further if it should be decided to proceed with salvage the Ministry will require to deal with the claims of interested Italian parties and to accept responsibility for the coordination of all arrangements.

Adh...

6121

of the Flag Officer,
Italy and Liaison,
ROME.

18th February, 1946.

No: F.O.I.L. 975/39.

MINISTRY OF MARINE, ROME.

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

M/V. "CITTA DI SAVONA" AND REFRIGERATOR SHIP "IVORRA".

With reference to the Ministry of Marine's letters numbers 3377/UT and 3385/UT both dated 31st December, 1945, and addressed to the Navy Sub-Commission, as these vessels were registered in Italian ports, surveys and, if thought fit, salvage operations in Italian out but it is requested that the preliminary surveys at any rate should be undertaken by Lieutenant (E) Angelo de Nicola who has just been nominated by the Ministry for such duties.

2. This letter must not be taken as an indication that the vessels are in salvageable condition as the relevant details are not available here. Further if it should be decided to proceed with salvage the Ministry will require to deal with the claims of interested Italian parties and to accept responsibility for the coordination of all arrangements.

Edwards

6121

REAR-ADMIRAL.

(15)

MSC/5768
13 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Economic Division.
Subject: Salvage of wrecks in Tobruk and Benghazi.

1. With regard to the attached dispatch, it appears that the Middle Eastern Command is not aware of the Commander-in-Chief, Mediterranean Station's directive that no permits to inspect the subject wrecks can be issued pending the Admiralty's decision on the general question of the clearance of both harbors.
2. Several other firms have been tendering for salvage in Tobruk and Benghazi and have not been issued permits, although their potential ability to carry out the wreck is superior to that of the Archimede Company.
3. It therefore appears that the whole question of the company's financial standing and industrial competence is slightly irrelevant in view of the fact that their representatives will not under the present circumstances, be granted permission to survey the wrecks in Tobruk and Benghazi.

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

14 DEC 1946

(14)

IRN-19

6120

From: Ministry of Mercantile Marine
 To : N.S.C. - A.C. - Rome
 Date: 6th December 1946
 Ref.: 11473/P

Subject: Salvage of a British minesweeper in the port of Crotona

The Pietro Cidonio firm has approached the Ministry of Mercantile Marine for authorisation to salvage the wreck of the British minesweeper, sunk near the root of the Giunti mole in the port of Crotona, since 1943.

The minesweeper in question, which has a wooden hull, was sunk following serious damage resulting from a mine explosion. It was later further damaged by dynamite charges used by the crew to remove the safe.

At present, only the metal fittings and parts of the wooden frame are salvageable, as most of the planking has disappeared.

The above firm intends to carry out salvage to utilise the materials for its own shipyard requirements.

The decisions of the Navy Sub Commission are therefore awaited.

II for THE MINISTER

DATE: 19 DEC 1946
 FROM: NAVY SUB COMMISSION, HQ. AC.
 TO : FLAG OFFICER ~~AC~~ CASSON, ITALY.

FORWARDED FOR APPROPRIATE ACTION
 with File 975/64 17/19/46.
 (Sgd) for Chief, Navy S/C.

JLP/P.
 16

(43)

IRAN-19

6119

ALLIED FORCE HEADQUARTERS
APO 512

Navy S/C
PERSONAL
and
CONFIDENTIAL

SUBJECT: Salvage of Allied
Shipping in Italian Waters

Brig. F. G. A. PARSONS
G-5, AFHQ, CMF

G-5: 560.1 NMI

28 February 1946

Dear Sir:

With reference to your D.O. letter No. 5604/74/EC of 22 February 1946 on the question of the Salvage of French Ships in Italian Waters, I have examined the papers in our files and have discussed the matter with C-in-C MED Liaison Officer.

I do not think there is any doubt but that the Admiralty is a perfectly proper channel through which to obtain a ruling on the subject. Under Combined Chiefs of Staff's paper No. 515/1 of 19 March 1944 they are authorized to act as agents for the Combined Chiefs of Staff with whom they deal through the British Admiralty Delegation in Washington. In point of fact this authority referred primarily to the operation of Italian Naval Vessels. I am assured however that, if this turned out to be a case which is not covered by it, the Admiralty will quickly enough inform C-in-C MED. Captain Gambier, the Naval Liaison Officer here is anyhow going to Malta in the next day or two and will check up on this point with the Commodore i/c Administration.

As the matter of the Yugoslav request for the salvaging of their ships under the Armistice Terms, which is a parallel case to that of the French request, has already been referred to the Admiralty, who will presumably pass it on to the Combined Chiefs of Staff, I don't think we can take the matter up direct with the latter at this stage.

We will presumably receive the official decision in due course, but, after reading Article 15 of the Armistice, I have little doubt that it is intended to apply only to vessels in a usable condition and that it does not cover wrecks. If Article 15 is not applicable, the matter becomes one for direct diplomatic negotiations in the form of claim for reparations. In that case the parties would have to reach agreement as to whether the claimant should finance the salvage and later claim reparations or whether the Italian Government would finance the work as a reparation in kind.

(12)

Copy to Navy S/C

184-19
Original retained by 6118

ALLIED FORCE HEADQUARTERS
APO 512

Navy S/C
PERSONAL
and
CONFIDENTIAL

SUBJECT: Salvage of Allied
Shipping in Italian Waters

Brig. F. G. A. PARSONS
G-5, AFHQ, GMP

G-9: 560.1 NEI

28 February 1946

Dear *Smith*.

With reference to your D.O. letter No. 5601/74/EG of 22 February 1946 on the question of the Salvage of French Ships in Italian Waters, I have examined the papers in our files and have discussed the matter with C-in-C MED Liaison Officer.

I do not think there is any doubt but that the Admiralty is a perfectly proper channel through which to obtain a ruling on the subject. Under Combined Chiefs of Staff's paper No. 515/1 of 19 March 1944, they are authorized to act as agents for the Combined Chiefs of Staff with whom they deal through the British Admiralty Delegation in Washington. In point of fact this authority referred primarily to the operation of Italian Naval Vessels. I am assured however that, if this turned out to be a case which is not covered by it, the Admiralty will quickly enough inform C-in-C MED. Captain Gambier, the Naval Liaison Officer here is anyhow going to Malta in the next day or two and will check up on this point with the Commodore i/c Administration.

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(42)

Copy to Navy S/C

104-19
Original retained by G118 EC

In view of the importance to the French of shipping, I should have thought that they could reach a provisional arrangement as to the financing of the salvage operation without prejudice to the final result of the negotiations.

Yours

Sincerely,
A. Lush

Brig. M. S. Lush, CB, MC
Headquarters, Allied Commission
APO 394

6117

C I S

COMPAGNIA INTERNAZIONALE SALVATAGGI

SOCIETA A RESPONSABILITA LIMITATA

SEDE LEGALE } MILANO
VIA DE TORNINI 15
Telefono 31.47.801

Rome 29 gennaio 1946

DIREZIONE } GENOVA
E SEDE } Piazza Campello, 110
DI ARMAMENTO } Telefono 72.024.173UFFICIO } Via Venezia, 2
DI ROMA } Telefono 11.41.25UFFICIO } Campo S. Polo, 1509
DI VENEZIA } Telefono 14.24.518to U.S.A. NAVY COMMISSION
COMMAND -
Via Veneto
Roma

Be/105/46

The above mentioned "C.I.S." International Salvage Company, applies to this Navy Commission to obtain the concession for the salvage of american merchant ships sunken for war occurrence in the bay of Porto d'Anzio, on the conditions to be agreed upon.

In order that this Naval Command may be in condition to value the seriousness and the importance of CIS, we beg to inform You that your Company has all the means required to execute salvages and that has executed and it is still carrying on important works of salvage with the Italian Ship Company "ITALIA", with the French Navy Commission, with Italian Assurance Companies and with Italian ship-owners in the harbours of Venice, Genua, Civitavecchia, Palermo etc., and that it has, besides, carried on the saving of the big Italian transatlantic "Conte di Savoia" of 38.000 Tons.

If the Navy Command would take in consideration ⁶⁴¹⁶ present request, the CIS would supply all references and information to guarantee its technical capacity and organization.

C. I. S.

COMPAGNIA INTERNAZIONALE SALVATAGGI

Sp. Il Presidente

*[Signature]**18.11-19*

C I S

COMPAGNIA INTERNAZIONALE SALVATAGGI

SOCIETA A RESPONSABILITA LIMITATA

SEDE LEGALE } MILANO
 VIA DE TOGNI, 15
 Telefono N. 87.801

DIREZIONE } GENOVA
 E SEDE } Piazza Campetto, 1/10
 DI ARMAMENTO } Telefono N. 23.127

UFFICIO } Via Versilia, 2
 DI ROMA } Telefono N. 41.267

UFFICIO } Campo S. Polo, 1999
 DI VENEZIA } Telefono N. 24.536

Roma 29 gennaio 1946

al COMANDO MISSIONE NAVALE
 degli Stati Uniti d'America
 Via Veneto
 Roma

Nr.
 Var.
 Be/105/46

La scrivente "C.I.S." Compagnia Internazionale Salvataggi, fa domanda con la presente a Codesta Missione Navale di ottenere la concessione per il ricupero delle navi mercantili Americane affondate per eventi bellici nella rada di Porto d'Anzio, a condizioni da convenirsi.

Perchè Codesto Comando possa essere in grado di valutare la serietà e l'importanza della scrivente CIS, informiamo che la nostra Compagnia è attrezzata largamente per effettuare operazioni di ricupero e rigalleggiamento e che essa ha eseguito ed ha in corso di esecuzione importanti lavori di ricupero per conto della Società di Navigazione "ITALIA", della Mission marine marchande Francaise, di Compagnie di Assicurazione italiane e di Armatori italiani nei porti di Venezia, Genova, Civitavecchia, Palermo ed altri minori e che ha, tra l'altro, effettuato il ricupero del grande transatlantico italiano "Conte di Savoia" di 38.000 Tonn.

Qualora Codesto Comando voglia prendere in considerazione la presente domanda, la scrivente potrà fornire tutte le referenze e notizie necessarie a garanzia della capacità tecnica ed organizzativa della Compagnie stesse

C. I. S.

COMPAGNIA INTERNAZIONALE SALVATAGGI

L. P. Il Presidente



10143

725020

HSC/5422
10 September 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: The French Representative, Allied Commission.
Subject: Salvage of sunken wrecks belonging to the French Navy.

1. The following information has been received and is forwarded
herewith:

"On the 13th August 1946 the Shipping Office of the La Spezia Dockyard salvaged a wooden mud hopper sunk near the Guardiaporlo quay.

"On the 19th August 1946 the yacht "DOLPHIN" sunk near the Varicella Mole at La Spezia, was salvaged".

R

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

IRN-19

12 SEP 1946

(40)

6114

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - Rome
Date: 2989/UT
Ref.: 29th August 1946

Subject: Salvage of sunken wrecks belonging to the French Navy

For your information, and so that the French representative on the Allied Commission may be informed, we enclose the following :

- " On 13th August 1946 the Shipping Office of the La Spezia Dockyard salvaged a wooden mud hopper sunk near the Guardiaporlo quay.
- " On 19th August 1946 the yacht "DOLEPHIN" sunk near the Varicella Mole at La Spezia, was salvaged."

By direction
CHIEF OF CABINET

JLP/P.
29

6113

MINISTERO DELLA MARINA
GABINETTO
UFFICIO TRATTATI

Indirizzo telegrafico: Marina - Roma

Prot. N. 2989 /UT Allegati

R O M A

AI NAVY SUB COMMISSION

ARGOMENTO: Ricupero scafi affondati appartenenti alla Marina Nazionale
francese. =

Per opportuna conoscenza, e perchè ne sia data comunicazione, ove ritenuto opportuno, al Rappresentante navale francese presso l'A.C., si informa quanto segue:
"Il giorno 13 agosto 1946 l'Ufficio Galleggianti dipendente dall'Arsenale di La Spezia ha recuperato una tramoggia in legno affondata presso la banchina Guardiaporto.
"Il giorno 19 agosto 1946 è stato recuperato il panfilo "DOL PHIN" affondata presso il Molo Varicella di La Spezia " =

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

6112

29 AUG 1946

10151

APPLICATION FROM THE SALVAGE COMPANIES 'INGEGNERO E MARGA'
'MARSAIVA' AND 'SOCIETA' MEDITERRANEA RIQUISITI MARITTIMA'
TO CARRY OUT SALVAGE IN THE RED SEA

Ministry of Marine's letter. 3439/UT of 24 Oct. 1946

II

NSO/5623

F.O.M.I.

Forwarded for necessary action.

H
S/11

H. W. ZIRDEL,
COMMISSIONER U.S. NAVY,
FOR
REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

ROME
5th November, 1946

IRN-19

39

6 NOV 1946
6111

From: Ministry of Marine.
To : Navy Sub-Commission, Allied Commission.
Date: 24 October 1946.
Ref.: 3439/UT ✓

Subject: Application from the Salvage Companies "RUGGIERO e MEREGA",
"MARISALVA" and "Societe Mediterranea Picoweri Marittimi".
to carry out salvage in the Red Sea.

Forwarded, enclosed, for the necessary decision is a request made by the three Companies mentioned, to be entrusted with salvage in the ports of Massaua, Assab and in the Balak islands.

We inform you that the three firms may be considered particularly for their sincerity and technical equipment.

By direction,
Chief of Cabinet.

6110

From: "RUGGIERO e MEREGA", "MARISALVA" and
"Societa Mediterranea Ricupero Marittimi".
To : FOLI, Rome.
Date:
Ref.:

Subject:

1. The three shipping salvage Companies:
"RUGGIERO e MEREGA", "MARISALVA" and
"Societa Mediterranea Ricupero Marittimi",
request to be considered for the salvage of ships sunk in Eritrea
and particularly in the ports of Massawa and Assab in the Balak islands.
2. The three Companies are prepared to agree on the terms
of these operations; and to this end they ask for permission to send
a group of technicians (from 4 to 6 persons) for the examination of
the sunken wrecks and for the necessary agreements with the local B.M.A..
3. Enclosed are lists of ships already salvaged and of equipment
at the disposal of the above Companies. A few photographs have been added.
Other equipment could also be made use of should the necessity arise.
4. Since the three Companies are well known nationally, either
for capacity for work or for the ample equipment at their disposal,
we have reason to hope for a favourable reception of the present
application and the assurance is given that these salvage operations
would be carried out with every care and effort and with complete
satisfaction.
5. We should be grateful if FOLI would acknowledge the receipt
of the present offer.

We remain,

Yours respectfully,

"RUGGIERO e MEREGA"
"MARISALVA" and
"Societa Mediterranea Ricupero
Marittimi".

6109

0155

585020

UNITED STATES MARITIME COMMISSION

Naples, Italy
November 20, 1946

Commodore H. W. ZIROLI
Navy Sub-Commission
Headquarters, Allied Commission
A.P.O. 794

Subject: Salvage of Sunken U.S. Merchant Vessels

Dear Sir:

Reference is made to your letter NSC/5631 of Nov. 8, 1946 relative to the above subject.

The program of ships sale and disposal is being developed presently by the U.S. Maritime Commission, Washington and it is contemplated that the subject vessels, together with whatever cargoes may be aboard, will be offered for sale in the near future.

Inquiries relative to the disposition or sale of wrecked or sunken U.S. Merchant Vessels should be referred to this Office.

Very truly yours,

W. H. McKenny
W. H. MCKENNEY
Director Med. Area

(38)

LRN-19.

REC-11-10108
12-4-46
Navy Sub-Commission

NSC/5631
8 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: The U.S. Maritime Commission, Via Roma 123, Naples
Subject: Salvage of sunken U.S. Merchant Vessels.

1. The Navy Sub-Commission has received numerous inquiries from the Italian Ministry of Merchant Marine, and from private individuals, concerning the possibility of salvaging sunken American merchant vessels located about the coasts of Italy.

2. Since it is believed that the U.S. Maritime Commission is the Agency authorized to dispose of and issue contracts for the salvage of such vessels and their cargoes, it is requested that the Navy Sub-Commission be furnished with the information necessary to deal with inquiries of the type mentioned in paragraph 1 above.

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

9 NOV 1946

6107

1 RN - 19

NSC/5282
15 July 1946.

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

Subject: Salvage of German equipment in the Port of Manfredonia.

Reference: (a) Ministry of Marine (Cabinet) ltr. 2429/UT
of 6 July 1946.

1. It is noted that there is no reference made to the nature of the equipment in reference (a), which the Antonio Tasso Company wishes to salvage.

2. It is suggested that the Ministry of Marine ascertain the nature and then inform the Navy Sub-Commission in order that appropriate action may be taken.

O. F. BENTZ,
CAPTAIN, U. S. NAVY,
FORCORDER, USN,
CHIEF, NAVY SUB COMMISSION, A.C.
ACTING.

(37)

IRN-19

6106

15 JUL 1946

From: MINISTRY OF MARINE (Cabinet)
To : A.C. - N.S.C.
Date: 6th July 1946
Ref.: 2429/UT

Subject: Salvage of German equipment in the Port of Manfredonia

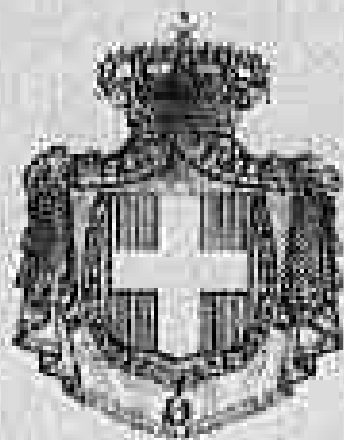
The Antonio Tasso Company has forwarded to this Ministry an application (copy attached) for authority to salvage materials lying in the Manfredonia harbour basin.

As these materials are of German origin, it is requested that you indicate what reply may be given to the said Company.

By direction
CHIEF OF CABINET

GGE/P.
10

6105



Mod.39

Roma: 27/10/1948

*Ministero della Marina*GABINETTO
Ufficio Trattati*A*lla COMMISSIONE ALLEATA
- Sottocommissione Navale -

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Ond. N° 2429/UT. Allegati uno

ARGOMENTO: Ricupero di materiali tedeschi nel porto di Manfredonia.

La Ditta Antonio Tasso ha inviato a questo Ministero l'istanza, di cui si invia copia, intesa ad ottenere l'autorizzazione a recuperare materiali giacenti nello specchio acqueo del porto di Manfredonia.

Trattandosi di materiale di origine tedesca, si prega voler far conoscere cosa possa essere risposto alla su accennata ditta.

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

6104

C - O - P - Y

To : Captain of Port, Bari
and for Info: Ufficio Circondariale Marittimo di
Manfredonia

Subject: Request to undertake salvage

The undersigned, Tasso Antonio, of Manfredonia, represented by Mr. Carpano Gaetano, Shipping and Despatch Agent, having located various materials sunk in the harbour basin of this port, materials which were dumped by the retreating Germans after 8th September 1943, and having located a truck resting on the bottom, which was also dumped there by the Germans, requests your authorisation to salvage them in conformance with art.501 et. seq. of the Shipping Code, as approved by Royal Decree No.327 of 30th March 1942.

It is drawn to your attention that the undersigned has all the necessary equipment for this work, including both divers complete with machinery, boats, etc. and a vessel fitted with hand-operated sheer-legs capable of lifting the objects to be salvaged.

.....

Yours faithfully

for Antonio TASSO
(Sgd.) CARPANO Gaetano.

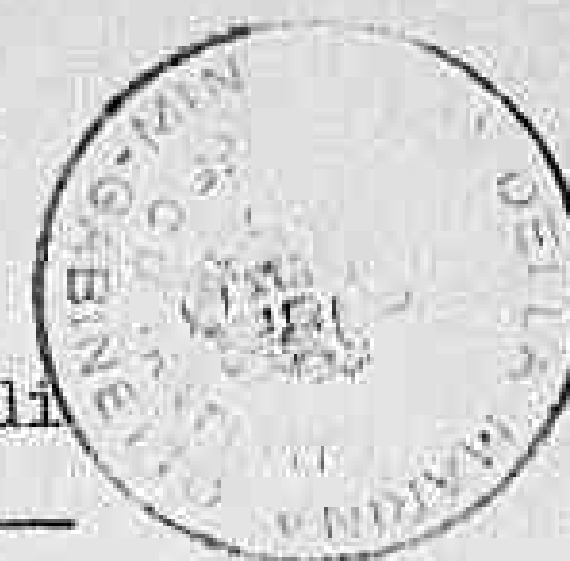
Manfredonia, 5th May 1946.

6103

GGE/P.
10

COPIA

Alla R.Capitaneria di Porto di
BARI



e, per conoscenza:
Al R.Ufficio Circondariale Marittimo di
MANFREDONIA

ARGOMENTO: Domanda di assunzione di ricupero.

Il sottoscritto TASSO Antonio, da Manfredonia, rappresentato dal Signor Carpano Gaetano, Spedizioniere ed Agente Marittimo, avendo individuato diverso materiale affondato nello specchio d'acqua di questo Porto, materiale a suo tempo buttato dai tedeschi in ritirata dopo l'8 settembre 1943, ed avendo identificato che fuori del molo di Ponente trovasi adagiato sul fondo un camion, buttato anche a suo tempo dai Tedeschi, secondo quanto stabilito dall'art.501 e seguenti del Codice della Navigazione, approvato con R.D. 30/3/1942, n.327 si permette chiedere a codesta On/le R.Capitaneria di Porto l'autorizzazione al recupero.

Fa presente di avere tutti i mezzi necessari a tale lavoro come palombari completi di macchine, barche, etc. nonchè un natante adibito a bighetta a mano, atta a sollevare le cose da recuperare.

In attesa, ringrazia anticipatamente.

Con osservanza

P.TASSO ANTONIO
F°) G.Carpano

6102

Manfredonia, li 5 maggio 1946.

NSC/5618
5 November 1946

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

Subject: Salvage of ships sunk in the port of Bari.

Reference: (a) Navy Sub Commission ltr. NSC/5457 of 18 September 1946.
 1. May an answer to reference (a) now be furnished.

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

1 9 NOV 1946

(36)

IRN-19

6101

NFC/5457
18 September 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Mercantile Marine.
Subject: Salvage of ships sunk in the port of Pari.
Reference: (a) Ministry of Mercantile Marine, ltr. 7116/P dated 5 Sept. 1946.
1. More specific information relative to the contents of reference
(a) is requested in order that a decision may be reached.

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

19 SEP 1946

GFCB

From: MINISTRY OF MERCANTILE MARINE (Directorate General of the
Mercantile Marine.)
To : N.S.C. - A.C. - Rome
Date: 29th August 1946
Ref.: 7116/P

Subject: Salvage of ships sunk in the port of Bari

1. The Harbourmaster's Dept. of the Port of Bari has asked what measures are to be taken during the salvage of the SS. "SELLINGE", "OCEAN VIKING" and "NONLON", to prevent damage to the harbour works and guarantee the safety of the personnel.
2. The writer suggests that to this end, agreements should be made from time to time, especially in the case of the salvage of ships having ammunition or chemical warfare stores on board, between the Allied Authorities which are directly in charge of the salvage of the wrecks, and the Port of Bari Harbourmaster's Dept.
3. Should the N.S.C. be in accord with the Ministry of Mercantile Marine on the subject, it is requested that it would give instructions regarding the above to the Allied Authorities mentioned.

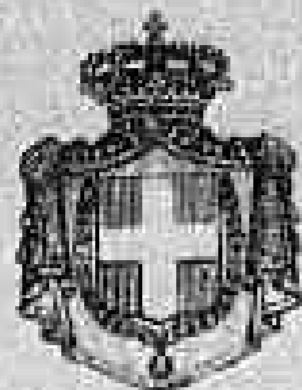
Similar instructions would have to be given at every recurrence of similar cases.

4. It would be appreciated if an answer could be given to this letter.

for THE MINISTER

6099

JLE/P.
4.



Ministero della Marina MERCANTILE

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma 29 AGO. 1946

19

Al COMMISSIONE ALLEATA
Sottocommissione Navale

ROMA

Divisione IV^a *Sec.*
Prot. N.º 7116/P *Allegati*

Risposta al Foglio del
Dir. *Sec.* 7.º

OGGETTO Ricupero navi affondate nel porto di Bari.=

1) La Capitaneria di porto di Bari ha chiesto quali misure debbono essere prese durante le operazioni di ricupero dei piroscafi Sealinge, Ocean Wiking e Norlcm per evitare danni alle opere portuali e garantire la sicurezza delle persone.

2) Lo scrivente ritiene che tale scopo possa raggiungersi con accordi da prendersi di volta in volta, specialmente se si tratta del ricupero di navi aventi a bordo munizioni o aggressivi chimici, fra le Autorità Alleate che curano direttamente il ricupero delle navi sommerse e la Capitaneria di Porto di Bari.

3) Qualora codesta Commissione condividesse il parere di questo Ministero, si pregherebbe voler dare istruzioni alle predette Autorità Alleate nel senso sopra indicato.

Analoghe istruzioni dovrebbero essere date tutte le volte si ripetessero simili casi.

4) Si gradirebbe un cortese cenno di riscontro.

IL MINISTRO

6098

G.A.



Roma. 29 AGO. 1946

19

Ministero della Marina MERCANTILE

DIREZIONE GENERALE DELLA MARINA MERCANTILE

COMMISSIONE ALLEATA Sottocommissione Navale

ROMA

Divisione IV^a Sez. Prot. N. 7116/P Allegati

Risposta al Foglio del Dir. Sez. 15

OGGETTO Ricupero navi affondate nel porto di Bari.=

- 1) La Capitaneria di porto di Bari ha chiesto quali misure debbano essere prese durante le operazioni di ricupero dei piroscafi Sealinge, Ocean Wiking e Norlcom per evitare danni alle opere portuali e garantire la sicurezza delle persone.
- 2) Lo scrivente ritiene che tale scopo possa raggiungersi con accordi da prendersi di volta in volta, specialmente se si tratta del ricupero di navi aventi a bordo munizioni o aggressivi chimici, fra le Autorità Alleate che curano direttamente il ricupero delle navi sommerse e la Capitaneria di Porto di Bari.
- 3) Qualora codesta Commissione condividesse il parere di questo Ministero, si pregherebbe voler dare istruzioni alle predette Autorità Alleate nel senso sopra indicato.
Analoghe istruzioni dovrebbero essere date tutte le volte che si ripetessero simili casi.
- 4) Si gradirebbe un cortese cenno di riscontro.

IL MINISTRO
[Handwritten Signature]

6098

G.A.

ISTITUTO NAZIONALE DI STATISTICA

10 1 6 7

John + for

From : Ministry of Mercantile Marine (Div. IV).

Note for Commander Morena.

The Bari Harbour Office has asked what measures are to be taken during the salvage of the S.S. "SELLINGE", "OCEAN WIKING" and "NORLOM", which are probably loaded with explosives and ammunition, in order to prevent damage to the harbour works and to guarantee the safety of personnel.

Commander Watehlin (?) of the British Navy is providing for the salvage of these ships.

The Ministry of Mercantile Marine, owing to the present armistice regime and being unable to give its own instructions in confront of the Allies, considers that the question should be decided by agreement.

To this end, the Ministry of Mercantile Marine in letter 7116 dated 29th August, 1946, informed the N.S.C. of the desirability of coming to an agreement over the precautions to be adopted between the Allied Authorities, which are salvaging the sunken ships, and the Bari Harbour Office, in the salvage of ships loaded with explosives or poison gas.

Finally, the A.C. was requested, should it be of the same mind as the Ministry, to give instructions to the Allied Authorities of Bari which are undertaking the salvage, to make agreements with the local Harbour Office.

Similar instructions have been given by the Ministry of Mercantile Marine to the Harbour Office.

The N.S.C. replied to the above letter with the attached note.

In order to prevent further loss of time, it would be appreciated if you would approach the A.C. to discover what clarification it requires.

6097

JLP/C.
28.

IRN-19

MINISTERO DELLA MARINA MERCANTILE
DIV. IV^

Appunto per il Sig. Comandante Marina

La Capitaneria di Porto di Bari chiese a suo tempo quali misure dovevano essere prese durante le operazioni di recupero dei piroscafi "Sellinge", "Ocean Wiking" e "Norlom" sui quali sono imbarcati probabilmente munizioni ed ordigni esplosivi, allo scopo di evitare danni alle opere portuali e garantire la sicurezza delle persone.

Al recupero di dette unità sta provvedendo il Comandante Watehlin della Marina Inglese.

Il Ministero, dato l'attuale regime di armistizio e non potendo emanare disposizioni di imperio nei confronti degli alleati ritenne che la quistione dovesse risolversi in via di accordo.

A tale scopo il Ministero con lettera del 29 agosto 1946, n.7116 fece presente alla Commissione Alleata, Sottocommissione Navale la opportunità, per il recupero delle navi aventi a bordo esplosivi o aggressivi chimici, di prendere accordi in merito alle precauzioni da adottarsi, fra le Autorità Alleate che curano il recupero delle navi sommerse e la Capitaneria di Porto di Bari.

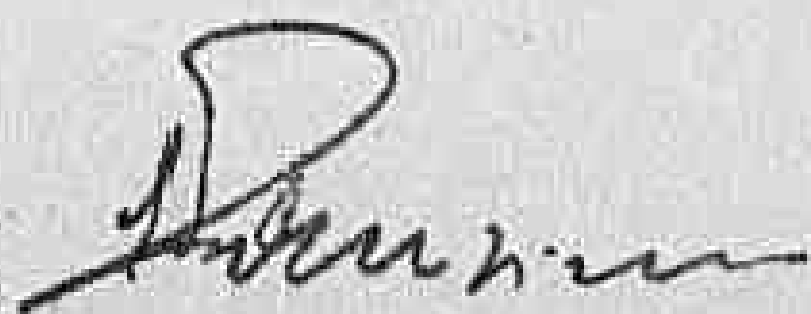
Si pregava infine la Commissione Alleata, qualora fosse stata dello stesso avviso del Ministero, di dare istruzione alle Autorità Alleate di Bari che curano il recupero delle navi predette perchè prendessero accordi con la locale Capitaneria.

Analoghe istruzioni sarebbero state date dal Ministero alla Capitaneria.

Alla sopraindicata lettera la Commissione Alleata - ⁶⁰⁹⁶ Sottocommissione Navale - rispose con la lettera che, verso restituzione, Le accludo.

Allo scopo di evitare ulteriori perdite di tempo La pregherei di voler interessare la Commissione Alleata perchè precisi di quali chiarimenti ha bisogno.

La ringrazio.



Office of Naval Officer in Charge,

NAPLES AREA.

24th February, 1946.

No. 289/72.

THE HEADQUARTERS ALLIED COMMISSION,
NAVY SUB COMMISSION,
A.P.O. 394.

With reference to your letter NSC/4443 dated
15th January, 1946 the sum of 9000 lire has been taken
on charge in the February account of Base Supply Officer,
H.M.S. Byrsa, Voucher I/I.


CAPTAIN, ROYAL NAVY.

6095

0170

795020

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394.

NSC/4443.
15th January, 1946.

FIRST REPLY ON
Captured Enemy Material Branch's letter
No. NSC/74/963 dated 10th January, 1946.

From : Navy Sub Commission, Hq., Allied Commission.
To : The Naval Officer-in-Charge, Naples.

Subject: Proceeds of sale of engine from U.S.S. 117.

Forwarded for information with reference to your signal timed
291641A December, 1945.

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

(35)

17 JAN 1946

6094

(COPY)

HEADQUARTERS ALLIED COMMISSION
APO 394
CAPTURED ENEMY MATERIALS BRANCH

WMD/74/962

11th January, 1946.

SUBJECT: Transfer of Cash

TO : Banca d'Italia
ROME

1. We refer you to AMI issue Voucher No. 721 dated 15th October, 45.
2. This Voucher was for 9,000 lire paid into APA account by Mammi Renate of Via Vepoli 4, Civitavecchia, and the money should have been transferred to Royal Navy Base Supply Officer, Naples.
3. Apparently this has not yet been done and you are accordingly requested to transfer this amount urgently, in view of the imminent closing down of the Royal Naval Base at Naples.

J.A. GAMBELLA
Lieut.-Colonel,
Director
CEM Branch

Copy to Navy Sub Commission.

HEADQUARTERS ALLIED COMMISSION
APO 394
CAPTURED ENEMY MATERIALS BRANCH


WMD/74/963

10 January 1946

SUBJECT: Sale of Engine.

TO : Navy Sub.-Commission,
Headquarters Allied Commission.

1. Reference your NSC/4369 dated 4 January 46.
2. We refer you to your NSC/3711 dated 3 October 45 in which it was agreed to sell this engine to the highest bidder.
3. The highest bid was 9,000 lire which was paid into the Banca d'Italia, Roma on 15 October 45. The Bank was instructed to transfer this cash to Base Supply Office, Naples.
4. Apparently this was ^{not} done, so we have today written to the Bank to expedite this transfer, and enclose copy of the letter herewith.


J. A. CAMPBELL,
Lieut.-Colonel,
Director,
CEM Branch.

6092

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

HDG/4369.
4th January, 1946.

From : Navy Sub Commission, Hq., Allied Commission.
To : Captured Enemy Material Branch, Hq., Allied Commission.

Subject : Proceeds of sale of engine from M.M.S. 117.

Reference (A) : Navy Sub Commission's letter No. HDG/3382
dated 27th August, 1945.

Reference (B) : War Materials Disposal Sub Commission's
letter No. WED/74/275 dated 31st August, 1945.

With regard to paragraph 2 of Reference (A) and paragraph 3 of Reference (B) information has been received from the Naval Officer-in-Charge, Naples, to the effect that the proceeds of the sale of the engine from M.M.S. 117 have not yet been transferred to the Royal Navy, Base Supply Officer, Naples.

2. It is requested, therefore, that the matter may be investigated forthwith and action taken in accordance with paragraph 2 of Reference (A) observing the imminent closing down of the Royal Naval Base at Naples.

H. W. ZIROLLI,
COMMODORE, U. S. NAVY,
FOR FOR REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

6091

(Copy to :- Naval Officer-in-Charge, Naples)
Ref. Signal 291641A December.

7 JAN 1946

NAVY SUB COMMISSION

NOIC NAPLES

UNCLASSIFIED
MED 45/218/5/5 OF 22 AUG. 1945 PROCEEDS OF SALE OF ENGINE FROM
MMS 1117 HAVE NOT YET BEEN TRANSFERRED TO BASE SUPPLY OFFICER.

.....291641A DECEMBER.....

DIST...NSC(4) LOG.

T/P

P/L

TOR...1958

RCB

29/12

6090

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3711
3 October 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: War Materials Disposal Sub-Commission, Hq. Allied Commission.
Subject: Engine from H.M.S. 117 - Salvage and disposal of.

1. In reply to War Materials Disposal Sub-Commission letter WMD/74/371 of 14 September 1945, the Commander-in-Chief, Mediterranean authorizes the sale of the subject engine to the highest bidder as scrap.

U. S. L. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

6089

B

4 OCT 1945

18N-19

NAVY SUB CCM

C IN CM MED
011204A

U/C

YOUR 181128 CONCUR.

== 011204A OCT ...

REP. SALE OF ENGINE TO HIG RESP BUDGET FOR SCRAP.

DIST. 0-5, 13, 14, 16, 24. LOC. NSC 4.

T/P P/L TOR 1915 LAG 1/10

6088

0177

785020

D.D-88/21428 7/44. 8435.333. CDAR 104. 46.945

S. 1320d.
(Established—May, 1950)
(Revised—June, 1944)

G I E C T E D

NAVAL SUB COMMISSION

UNCLASSIFIED

REF MND. 44/218/5/5 OF 22ND AUGUST AND NSC/3144 DATED 14th AUGUST
1945. REQUEST FOR FIGURE IN QUESTION IS NOW OFFERED ONLY 9,000 KILO
N.S.C. REQUESTS FIGURE OFFERED OVER TO FAR MATHEMATICS DISPOSAL
SUB-COMMISSION FOR DISPOSAL TO HIGHEST BIDDER AS PER. THIS
WOULD BE IN ACCORDANCE WITH ADMIRALTY MESSAGE TIME 220311
JULY 1945. DO YOU CONCUR.

T/P

R/L

81120A EST. 8/9
TOP 145 PAG. D.

DIST. 15 6 24 NSC(4) 103.

6087

HEADQUARTERS ALLIED COMMISSION
APC 394
WAR MATERIALS DISPOSAL SUB COMMISSION

WMD/74/371

14 September 1945

SUBJECT: Engine from HMS 117 - Salvage and Disposal of.

TO : Navy S/C -
~~Headquarters A.C.~~

1. Ref yours NSC/3382 of 27 August 1945 and ours WMD/74/275 of 31 August 1945.
2. Enclosed is a copy of letter received from Mannini.
3. Are you prepared to accept the offer of 3,000 lire?

J. A. Campbell

J. A. CAMPBELL
Lieut.-Colonel
Director
WMD Sub-Com.

Copy to: N.C.I/C Naples.

6086

C O P Y

MANNINI RENATO
Materid Prime per L'Industria
Tessile e Cartaria = Metalli =

Civitavecchia 11 September 45
Via Lepoli 4

TO: Headquarters Allied Commission
APO 394
War Material Disposal Sub-Comm.

Reference your letter WMD/74/276 dated 31st august 1945.

My offer of the wreck regarding the motor belonging to the English mine-sweeper H.M.S. 117 was sent by me on the 22nd of March 1945.

Owing to the increase of wages, I am unable to accept your request of 20.000 lire.

I could buy the motor of the price of 9000 lire.

Hoping that my offer will be favourable accepted, I remain respectfully

yours

F.to MANNINI RENATO

6085

HEADQUARTERS ALLIED COMMISSION
APO 394
War Materials Disposal Sub-Commission

WMD/74/275

31 August 1945

SUBJECT: Engine from H.M.S. 117 - Salvage and Disposal of.

TO : Navy S/C.
Headquarters A.C.

1. Ref your letter NSC/3382 of 27 August 1945.
2. We note your remarks and have arranged to dispose of this engine for 20,000 lire.
3. We will instruct the Bank to transfer the payment to Base Supply Officer - NAPLES.

J. A. Campbell
J. A. CAMPBELL
Lieut.-Colonel
Director
WMD Sub-Com.

Copy to: N.D.I.L. NAPLES.

6084

1 RN-19

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3382
27 August 1945. FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : War Materials Disposal and Italian Prisoner of
War Sub-Commission, Hq. Allied Commission.

Subject: Engine from H.M.S. 117 - Salvage and Disposal of.

1. With reference to your WMD/74/166 of 30 July 1945, permission has been received for the sale of above subject for 20,000 lire or a price near this figure.
2. Payment is to be made into the Allied Financial Agency Account No. 1, Bank of Italy and transferred to the Base Supply Officer, Naples for debiting in his cash accounts.

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

7/4/45

B

Copy to: NOIC Naples.
(Ref. CIRCMED Med.45/218/5/5 dated 22 Aug. '45).



6083

~~12A-17~~

1RN-19

28.AUG 1945

Ref. Pay

ENGINE FROM M.M.S.117 - SALVAGE AND DISPOSAL OF

(The Navy Sub Commission, Headquarters, Allied Commission's
MSC/3145 dated 4th August, 1945)

II

Med.45/218/5/5.

THE NAVY SUB COMMISSION, HEADQUARTERS, ALLIED COMMISSION.

(Copy to:

The Naval Officer in Charge, Naples).

Sale of this engine for 20,000 Lire or near offer, payment to be made in Lire, is approved.

2. Payment to be made into Allied Financial Agency Account No.1, Bank of Italy and transferred to the Base Supply Officer, Naples, for debiting in his Cash Account.

3. A.F.O.1047/44 is read as referring to supplies to Italian Armed Forces, whereas Admiralty message timed 220311 July 1945 (copy of which is attached), creates a precedent for sale of articles as scrap to the Italian Government or private firms.

Ms. Hames

for ADMIRAL

MEDITERRANEAN.
22nd August 1945.

Enclosure:

Admiralty message timed 220311 July 1945.

6082

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3145
4 August 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Engine From M.M.S. 117 - Salvage and disposal of.
Enclosure: (A) Copy FORAM Disp. 201731 A March 1945.
(B) Copy POTALI (Rome) Disp. 241711 A March 1945.
(C) Form F/P 18 A.M.G. Issue Voucher.

FILE

1. Enclosures (A) and (B) relate to the salvage and disposal of an engine from M.M.S. 117. The War Materials Disposal Sub-Commission, Allied Commission informs the Navy Sub-Commission, Allied Commission that the engine is valued as scrap at 20,000 Lire.

2. Instructions are requested whether the sale of the engine for approximately 20,000 Lire, payment to be made in Lire, is authorized. The War Materials Disposal Sub-Commission, Allied Commission advises that normally payment is made into Allied Financial Account No. 1, Bank of Italy, using issue voucher forwarded herewith as enclosure (C).

3. In the event sale of the engine is authorized, instructions are requested as to the disposition of the proceeds thereof. In this connection reference is made to Admiralty Fleet Order 1047/44.

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

Bj

Copy to:
War Materials Disposal S/C, AC.

6081

XP
FILE

5 AUG 1945

13A-19

HEADQUARTERS ALLIED COMMISSION

A P O 394

War Materials Disposal and Italian
Prisoners of War Sub-Commission

WMD/74/166

30 July 1945

SUBJECT: Diesel Engine.

TO : Navy Sub-Commission.
(attn. Capt. Butler).

1. Reference yours NSC/1963 of 27 March 1945.
2. The engine has been valued (as scrap) at 20,000 lire.
3. Please advise us the procedure to be adopted to complete this sale.
4. Normally the purchaser pays into A.F.A. a/c No.1, Bank of Italy, using issue voucher as enclosure herewith.

J. A. Campbell
J. A. CAMPBELL
Lieut.-Colonel
Director
WMD & IPOW Sub-Com.

6080

S. 1320b.

(NAV100) WT. 10.33/DTG12: 5091 17-38 7 42 11 38 100 51-295

NAVAL MESSAGE.

For use in
Signal
Department
only

Copy.

Originals Instructions (Indication of Priority, Intercept group, etc.)	Unclassified.	Codress/Plainness	No. of Groups
--	---------------	-------------------	------------------

TO: C IN C MED (R) GENOA
HAMILCAR

FROM: ADMTY.

Admiralty message 150150B July LOTS may be offered for sale as scrap to Italian Government or to private firms at best price obtainable after removal of guns stores etc.

2. Colonel H.D. Fry Chief Disposal Officer Ministry of Supply in Rome should be consulted.

= 220311A July

Ref: Permission requested to sell locally LOT stranded and damaged at Genoa.

6079

System	T/L Code or Cypher	Time of Receipt	Time of Dispatch	Operator	P.O.O.W.	Date
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HEADQUARTERS, ALLIED COMMISSION
APO 334

Navy Sub Commission.

NSC/ 1971
27th March, 1945.

File

FIRST ENDORSEMENT on
Headquarters, Allied Commission,
Navy Sub Commission's letter No.
NSC/1963 of 27th March, 1945.

From: Navy Sub Commission, Hq. Allied Commission.
To : Flag Officer, Northern Area, Mediterranean.
(Copy to :- Captain Minesweepers, Mediterranean.)

Subject: Recovery of Minesweeper engine at Civitavecchia.
For information with reference to my 241711 March, 1945.

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



1 6078

29 MAR 1945

1 RN 19

2

HEADQUARTERS, ALLIED COMMISSION,
Navy Sub Commission APO 394

NSC/1963.
27th March, 1945.

From: Navy Sub Commission, Hq. Allied Commission.
To : The Director, War Materials Disposal Sub Commission, A.C.

Subject: Recovery of Mine-sweeper engine at Civitavecchia.

It has been reported to the Navy Sub Commission, that an engine from a motor minesweeper is lying on the foreshore in the harbour at Civitavecchia. An investigation has revealed that the engine is suitable only for scrap and it is requested, therefore, that the War Materials Disposal Sub Commission will arrange for its recovery and disposal in due course.

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



6077

29 MAR 1945

IRN 17

d
2

10 1 8 3

785020

WL 32206, BUSH 1/44 10000M Q. & T. 51-7601

NAVAL MESSAGE.

S. 1320e.
(Established - 31st, 1910)
(Revised - December, 1931)

To: CAPT. I/S (R) FONAM

FROM: TOTAL HOME.

DEFERRED

RESTRICTED.

LEUT. CDR. BROWN HAS REPORTED ENGINE OF M.M.S. 117 USEFUL FOR SCRAP
ONLY. ARRANGEMENTS FOR DISPOSAL ARE BEING INVESTIGATED BY NAVY
SUB-COMMISSION A.C. FONAM'S 201731 MAR HI REFERS.

201711 A MARCH.

DIS. 5.9.10.

DATE: 24 March, 1945
FROM: FONAM
TO: NAVY SUB-COMMISSION A.C.

25/3/45

FORWARDED FOR A. [unclear] [unclear]

[Signature]
REAR ADMIRAL

6076

NAVAL MESSAGE.

(GPO: 1946) W. 3326 (1-831) 32,500 M. 12-43. U. S. Gov. 51,728.

S. 1320c.

(Established - May, 1943)
(Revised - November, 1951)

To:

CAPT M/S MED.

FROM:

FONAM.

A REPORT HAS BEEN RECEIVED FROM NOIO PARY ITEM THAT THERE IS ON THE FORESHORE IN THE HARBOUR AT CIVITA VECCHIA THE ENGINE OF AN M.M.S. WHICH HAS BEEN HAULED UP HALF IN AND HALF OUT OF THE WATER, AND THAT IN HIS OPINION STEPS SHOULD BE TAKEN TO RECOVER IT.

2. NO ORDERS HAVE BEEN GIVEN BY FONAM AND IT IS NOT KNOWN HOW THIS ENGINE, WHICH IT IS PRESUMED IS FROM M.M.S. 117 GOT INTO IT'S PRESENT POSITION OR IN WHAT STATE IT IS.

3. AS THERE IS NO ENGINEER OFFICER ON STAFF OF FONAM AND NO ENVO AT CIVITA VECCHIA, IT IS REQUESTED YOU WILL HAVE IT INSPECTED AND A DECISION MADE AS TO WHAT IS TO BE DONE WITH IT.

201731 A MARCH.

DIS. 3.9.10.

HAND P.L. TCR P.M. 24/3

25/3/45.

(LT. (E) ROBINSON'S FOOTNOTE 21/3/45) THIS IS THE RESULT OF A CONVERSATION YESTERDAY WITH CBO FONAM LT. (E) LOCKHART BROUGHT THE INFORMATION FROM C.V. MACHINE IS A LUBRICATOR, AND HAS BEEN UNDER WATER FOR 6 1/2 MONTHS.

6075

NSC/5751
10 December 1946

From: Navy Sub Commission, Headquarters Allied Commission.
To: Ministry of Marine.
Subject: List of Lend Lease Salvage Equipment.

1. The attached list represents Lend Lease equipment held by the Italian Naval Salvage organization, which was transferred to the Salvage Officers at the various bases by the Royal Navy Fleet Salvage together with items of British origin, and receipts obtained.

2. A communication from the Commander-in-Chief, Mediterranean Station has now been received to the effect that the question of permanent transfer of the Lend Lease gear to the Italian Navy has been taken up with the United States Government and that the financial arrangements should be made direct between the Italian and United States Governments.

H
11/12

3. Further information has been received from the British Admiralty Delegation Washington, that the provisional consent of the United States Government has now been obtained to this retransfer, and a representative of the Ministry of Marine should approach the representatives of the United States Foreign Liquidation Commissioner Via Umbria, Rome, concerning terms of transfer. The United States Government's consent is subject to financial terms being agreed, upon in advance of this retransfer.

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

Copy to:
The United States Foreign Liquidation Commissioner,
Rome.

IRN-19

12 DEC 1946 6074

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785020

20147 (MAY) 11/44 20,000th. C.R. & S. 120. 01.6549.

S. 1320d.
(Established—May, 1950)
(Revised—June, 1954)

TO NSC ROME, ENA PARIS (R) BADWASH.

FROM GING MED.

Restricted.

Badwash's 192421 is passed with reference to my Letter Med.
46/227/1/3 dated 13th Nov, 1946.

.....25 1905A/Nov.....

REF: Consent of State Dept. now obtained.

DIST: 0-6; 10, Log.

C32N 1323 0000 AM 26th DCS 26/11

**This signal must be
PARAPHRASED
before being shown to
British or U.S. non-official
authorities.**

6073



Office of the Commander-in-Chief,
Mediterranean Station,
13th November, 1946.

Med. 46/222/3/3.

NAVY SUB-COMMISSION,
HEAD-QUARTERS ALLIED COMMISSION,
ROME.

(Copy to:-
British Admiralty Delegation,
Washington).

LIST OF LEND LEASE SALVAGE EQUIPMENT.

...
* The attached list represents Lend Lease equipment held by the Italian Naval Salvage organisation, which was transferred to the Salvage Officers at the various bases by the Royal Navy Fleet Salvage together with items of British origin, and receipts obtained.

2. The question of permanent transfer of the Lend Lease Gear to the Italian Navy has been taken up with the American Government and information has been received that the financial arrangements should be made direct between the Italian and American Governments. * It is requested that the Ministry of Marine may be informed accordingly.



for ADMIR 6071

List of Lend Lease Salvage Equipment held on temporary loan by the Italian Government pending disposal instructions.

Item Condition Number Held

Held by Italian Navy Salvage Officer, Bari.
 Motor Salvage Pump 10". Construction Machinery Co.
 Pump: Hercules Power Engine
 Motor Salvage Pumps 4". Jaeger pump; Waukesha Motor Co. Engine. Model 5337. Units Nos. 52292 and 53303 (Both reconditioned with British parts total value £50 each pump).
 Suction Hose, rubber flexible.
 10" diam. 10 ft. lengths
 4" " 15 ft. "
 4" " 10 ft. "
 Suction Hose, steel rigid
 10" diam. 5 ft. lengths
 10" " 3 ft. "
 10" " 2 ft. "
 4" " 6 ft. "
 4" " 5 ft. "
 4" " 4 ft. "
 4" " 3 ft. "
 4" " 1 ft. "

Held by Italian Navy Salvage Officer, Genoa.

Air Compressor Ingersoll Rand, Type 160, Model VRZH, Serial No. 516537, Complete with 4 x 50 ft. lengths 3/4" Air Hose.
 Pneumatic Sump Pumps. Ingersoll Rand, Model 25, 2 1/2" Complete with: 1 x 12 ft. lengths Exhaust Hose
 1 x 50 ft. lengths Canvas discharge Hose
 Pneumatic Sump Pumps, Cleveland 2"
 " " " "
 " " " "
 Each complete with:
 1 x 12 ft. lengths Exhaust Hose
 1 x 50 ft. lengths Canvas discharge Hose
 Pneumatic Steel Drilling Tool, Ingersoll Rand, Type 44 S
 Multivane, Complete with drills and sleeves
 Pneumatic Steel Drilling Tool, Ingersoll Rand, Type HBSE Complete with drills and sleeves
 Pneumatic Wood-boring Tool, Ingersoll Rand, Type M33W, Multivane, Complete with Augers
 Motor Salvage Pumps 10", Construction Machinery Co. Pump, Hercules Power Engine, Model JXD
 Serial No. 1328860-36659
 Serial No. 1328859-36654
 Serial No. 1328866-36646
 Motor Salvage Pumps 6", Barnes Pump, Leroi Engine Model 90V Serial No. C 1066
 Model 90 M Serial No. C. 4860
 Motor Salvage Pumps 4" Jaeger, Serial No. illegible
 Arc Electric Welding Generator, 300 Amp. General Electric Co. Type WD 33 Model 6 WD3325. Serial No. 1885730

6070

Held by Italian Navy Salvage Officer, Genoa, (Contd.)

<u>Item</u>	<u>Condition</u>	<u>Number Held</u>
<u>Rigid Steel Suction Pipes:</u>		
10" x 8 ft. lengths M & F, Connections	E - 2	2
10" x 6 ft. " "	E - 2	1
10" x 5 ft. " "	E - 2	4
10" x 4 ft. " "	E - 2	3
10" x 3 ft. " "	E - 2	6
10" x 2 ft. " "	E - 2	6
10" x 1 ft. " "	E - 2	6
<u>Rigid Steel Suction Pipes:</u>		
10" diam. 90 Bends	E - 2	5
10" diam. 45 " "	E - 2	4
10" diam. 22 1/2 " "	E - 2	3
10" diam. 2 ft. lengths M. Con.	E - 2	3
10" diam. Suction Strainers	E - 2	2
<u>Rigid Steel Suction Pipes:</u>		
6" diam. 5 ft. lengths M & F. Connections	E - 2	4
6" diam. 3 ft. " "	E - 2	4
6" diam. 45 Bends	E - 2	3
6" diam. Footvalves & Strainers	{ E - 2	1
6" " " "	{ 0 - 3	1
<u>Rigid Steel Suction Pipes</u>		
4" diam. 5 ft. lengths M & F. Connections	E - 2	4
4" diam. 3 ft. " "	E - 2	4
4" diam. 90 Bends	E - 2	4
4" diam. Footvalves & Strainers	{ E - 2	1
4" diam. " " "	{ 0 - 3	1

Held by Italian Navy Salvage Officer, Lerhorn

<u>Welding Generator Hobart "Simplified Arc Welder" 300 Amp.</u>	E - 3	1
40 Vct. 1500 r.p.m. Serial No. DW 20678. Complete with electrode holder and 120 feet of insulated copper cable.	E - 3	1
Air Compressor Davey, 4 1/2" x 5 1/4" Model RXB Engine No. 1208220. Complete with rubber Air Hose	E - 3	1
Pneumatic Wood-boring Tool, Ingersoll Rand Multivane Serial No. 744025. Complete with 5 Augers	E - 2	1
Pneumatic Sump Pump. Ingersoll Rand 2 1/2"	E - 2	1
Salvage Pumps, Motor Barnes/Lerci Serial No. 182140 and 12209	0 - 3	2
Salvage Pump Motor Jaeger 4". Serial No. 538021	R - 2	1
Salvage Pump Motor Jaeger 3" "Sure Prime" Serial No. 3070	R - 4	1
Salvage Pump, Motor Jaeger 3" "Sure Prime" Serial No. 692	E R - 3	1
Suction Hose, Rubber Flexible, 4" diam. 15 ft. lengths	0 - 3	10
Suction Hose, Rubber Flexible, 4" diam. 15 ft. lengths	0 - 3	12
Suction Hose Steel Rigid; 4" diam. lengths 1 to 6 ft.	E - 2	34
Suction Hose Steel Rigid; 4" diam. Bends 22 1/2 - 90	E - 2	12
Footvalves Steel; 4" diam.	E - 2	2
Footvalves Steel; 3" diam.	E - 2	2
Diesel Marine Engine Gray Model 64 HW 4, Engine No. C. 12668	E - 2	1

10" diam. Suction Strainers 2

E - 2

E - 2

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E - 2

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E - 2

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Rigid Steel Suction Pipes:

6" diam. 5 ft. lengths M & F. Connections 4

6" diam. 3 ft. " 4

6" diam. 45 Bends 3

6" diam. Footvalves & Strainers 1

6" " " 1

Rigid Steel Suction Pipes

4" diam. 5 ft. lengths M & F. Connections 4

4" diam. 3 ft. " 4

4" diam. 30 Bends 4

4" diam. Footvalves & Strainers 1

4" diam. " " " 1

Held by Italian Navy Salvage Officer, Leghorn

Welding Generator Hobart "Simplified Arc Welder" 300 Amp. 1

40 Volt. 1500 r.p.m. Serial No. DW 20678. Complete with electrode holder and 120 feet of insulated copper cable. 1

Air Compressor Davey, 4 1/2" x 5 1/2" Model EXB Engine No. 1208220. Complete with rubber Air Hose 1

Pneumatic Wood-boring Tool, Ingersoll Rand Multivane Serial No. 744025. Complete with 5 Augers 1

Pneumatic Sump Pump. Ingersoll Rand 2 1/2" 1

Salvage Pumps, Motor Barnes/Leroui Serial No. 182140 and 12209 2

Salvage Pump Motor Jaeger 4". Serial No. 539021 1

Salvage Pump Motor Jaeger 3" "Sure Prime" Serial No. 3070 1

Salvage Pump, Motor Jaeger 3" "Sure Prime" Serial No. 692 1

Suction Hose, Rubber Flexible, 4" diam. 15 ft. lengths 10

3" diam. 15 ft. lengths 12

Suction Hose Steel Rigid; 4" diam. lengths 1 to 6 ft. 34

4" diam. Bends 22 1/2 - 90 12

Footvalves Steel; 4" diam. 2

3" diam. 2

Diesel Marine Engine Gray Model 64 HW 4, Engine No. C. 12668 1

Held by Italian Navy Salvage Officer, Naples.

6009

Diving Dresses (American Type)

Air Lines 1

Shot Weights 1

Canvas Suits 1

Spare Cuffs 1

Gloves 1

Knives in cases 1

Corselet Pads 1

Helmets and Corselets 1

Shot Ropes, American fitted 1

Jacks Hydraulic, 60 ton 4

" " 30 ton 2

" " 10 ton 2

" " 5 ton 3

Wisconsin Engine (1 CML) on bedplate 1

...

contd.

Held by Italian Navy Salvage Officer, Naples (Contd.)

Air Hoist, I.R.	
Air Winch, I.R.	
Wood-boring set I.R.	
Steel-boring set I.R.	
Spares 4" Jaeger, Box	
Spares I.R. Compressor 160, box	
Shallow Water Diving Set, American Type	
Carpenters Stoppers 6", American	
Blocks Differential 3 ton, American	
" " 2 ton, "	
" " 1 ton, "	
Lengths Air Hose	
8" German Rupp	
4" Jaeger pumps	
10" C.M.C. pump	
6" Barnes Leroy pump	
Sullivan Euda Compressor	
Oxygen Bottles, American	
10" Bends 90 degs	
10" Bends 45 degs.	
4" Steel Piping 8 ft. lengths	
4" " 6 ft. "	
4" " 5 ft. "	
4" " 4 ft. "	
4" " 3 ft. "	
4" " 2 ft. "	
4" " 1 ft. "	
4" " 90 deg. Bends	
4" " 45 deg. "	
4" " Strainers	
4" " Footvalves	
4" " Flexes	
10" Footvalves	
Ingersoll Rand Compressor - 160 -	
I.R. Air Lines	
8" Jaeger Motor Pumps	
10" C.M.C. Motor Pumps	
I.R. Pneumatic Winch	
Gray Marine Diesel complete propelling gear	
Jaeger 5 ton Motor Winch	
Hand Winch	

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6068

NSC/5711
29 November 1946

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

Subject: Salvage of Naval Material.

Reference: (a) Ministry of Marine (Maristat) ltr. 50108 of
17 October 1946.

1. There is no objection to the Ministry of Marine salvaging the German landing craft No. 233 as requested in reference (a).

2. The submarine of unknown nationality may also be salvaged. As soon as the nationality is ascertained it is requested that the Navy Sub-Commission be informed in order that appropriate instructions for its disposition may be issued.

H. W. ...
COMMISSIONER, NAVY,
FOUR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

3 DEC 1946

1600
29/11

6067

33

1RN-19



Office of the Commander-in-Chief,
Mediterranean Station.
13th November, 1946.

Mod. 46/217/3/7.
NAVY SUB COMMISSION, HEADQUARTERS
ALLIED COMMISSION.

SALVAGE OF SUNKEN CRAFT IN THE LA SPEZIA AREA
BY THE ITALIAN NAVY

With reference to your letter No. MSC/5570 dated 23rd October, 1946, it is requested that you will inform the Ministry of Marine that there is no objection to their salvaging the German Landing Craft at Port of La Spezia.

2. The Ministry of Marine should be instructed to report the nationality of the submarine in the Gulf of La Spezia.

Al. H.
for ADMIRAL.

20 NOV 1946

6066

HEAD QUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

HSC/5570.
23rd October, 1946.

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

Subject : Salvage of sunken craft in the La Spezia area by the
Italian Navy.

Enclosure (a) : Copy of Ministry of Marine's letter 50108 of
17th October, 1946.

1. The request contained in reference (a) is forwarded
herewith for favourable consideration.

IRN-19

H W ZIROLI
COMMODORE U.S.N.
FOR CHIEF, NAVY SUB COMMISSION,
(on leave)

23 OCT 1946 6065

From: MINISTRY OF MARINE (Maristat)
To : M.S.C. - Rome
Date: 17th October 1946
Ref.: 50103

Subject: Naval Material

The A.R.A.R. informs us that the following ships are sunk in the Ligurian Sea :

Port of La Spezia No.3 Basin zone: 1 German landing craft No.233,

Gulf of La Spezia Varicella zone: 1 submarine of unknown nationality, though neither Italian nor French, numbered 231, of about 500 tons, and broken up into various parts; unusable for war purposes.

It would be appreciated if you could inform us whether the above wrecks are considered "surplus" and therefore whether they may be salvaged by the Italian Authorities.

for CHIEF OF STAFF

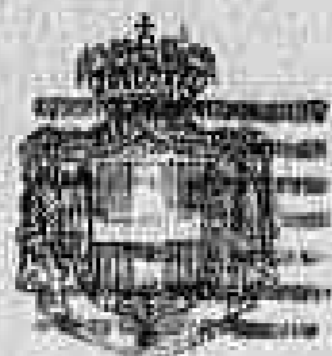
JLP/P.
18

Navy Sub-commission, Hq. AC

18 OCT 1946

6064

Mod. 39



Stato Maggiore della R. Marina

Reg. MDS III CRA

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Sub. N. 50108. Allegati

ARGOMENTO: Materiale Navale.

87 511 342

Roma 19

NAVY SUB COMMISSION

ROMA

L'A.R.A.R. comunica che nel Mar Ligure si trovano affondati i seguenti natanti:

BORTO DI LA SPEZIA Zona Bacino N° 3 una motonattera di nazionalità tedesca portante il N° 233;

NEL GOLFO DI LA SPEZIA - Zona Varicella un sommergibile di nazionalità sconosciuta, comunque né Italiana né Francese, portante il N° 231 di circa 500 Tonn. spezzato in varie parti e inutilizzabile ai fini bellici.

Si prega di voler comunicare se i relitti sopra detti possono ritenersi materiali del SURPLUS e pertanto recuperabili dalle Autorità Italiane.

IL CAPO DI STATO MAGGIORE

[Handwritten signature]

6063

RESTITUIRE QUESTO DOCUMENTO ALL'ESITANTE

NSC/4886
11 April 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: French Representative to the Allied Commission.
Subject: Salvage of French Ships.
Reference: (a) French Representative letter No. 40 of 10
February 1946.
(b) Navy Sub-Commission letter NSC/4876 of 9
April 1946 to the French Marine Mission,
Italy.

1. The question of the salvage and repair of certain French merchant ships at the expense of the Italian Government was raised in Reference (a).
2. In this connection the attention of the French Representative, Allied Commission is invited to Reference (b) in which a definite decision is presented.

(Sgd) G. L. WARREN

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

11 APR 1946 6062

(32)

FRN-19121

SECRET

5710
NAVY

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 912.24

4 April 1946

SUBJECT: Salvage of French Ships.

TO : Headquarters, Allied Commission,
APO 394.

Reference your NSC/4531 of 1 February 1946.

1. The following reply has been received from the Admiralty:

"The French Government have been informed in reply to their diplomatic demarche that in the view of the British Government they are perfectly entitled in point of form to claim under Article 15 of the Armistice Terms in respect of the cost of salvage and repair of liberated ships which have been found stranded or sunk in Italian waters. It was added, however, that since the conclusion of the Armistice a distinction has been drawn between current occupation expenses, which can properly be charged to the Italian Government under the Armistice, and restitution, which is regarded as a matter belonging peculiarly to the Peace Treaty. The cost of salvage of liberated ships falls into the category of restitution and the French Government have been advised to obtain lire from the Italian Government to meet their expenses in Italy by the establishment of a blocked franc account, the disposal of which would be determined under the Peace Treaty. It is the intention of the British Government that under the Peace Treaty the Italian Government shall bear the cost of salvage of any British ships seized by Italy before the Armistice. The French have been informed accordingly."

2. It is confirmed that it is the responsibility of the owners of the vessels or of the Governments concerned to make the necessary arrangements for salvage.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

A. L. Hamblen
Col
6061
A. L. HAMBLIN
Brigadier General, CSC
Assistant Chief of Staff, G-5.

SECRET

3804

Navy

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 560.1 NEI

16 February 1946

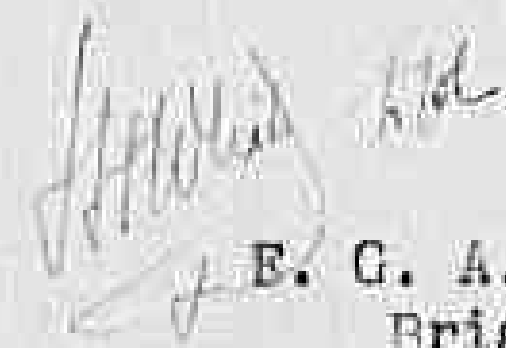
SUBJECT: Salvage of French Ships in Italian Waters

TO : Headquarters, Allied Commission
APO 394

Reference your NSC/4531 dated 1 February 1946.

1. An answer is awaited from the Admiralty on the question of the salvage of Allied shipping in Italian waters.
2. The case of the "SAN JOSE" will be covered by this answer.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:


E. G. A. PARSONS
Brigadier
Acting Assistant Chief of Staff, G-5

1R-17

6060

NSC/4594
14 February 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: French Representative to the Allied Commission.

Subject: Salvage of French Ships.

References: (a) Your ltr No. 40 of 10 February 1946.
(b) Navy S/C ltr NSC/4526 of 31 January 1946.

1. Reference (a) received and contents noted.
2. Until data relative to information requested in reference (b) is received, further action at this time is not possible.

G. E. MENTZ,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

18N-111
18N-111

VB

6056

NSC/4587
13 February 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: French Representative to the Allied Commission.
Subject: Salvage of French Cargo Ship "SAN JOSE".
Reference: (a) Your ltr No. 39 dated 11 February 1946.
(b) Navy S/C ltr NSC/4526 dated 31 January 1946.

1. Reference (a) received and undoubtedly was written previous to receipt of reference (b), which applies.

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

184-17

BP

15 FEB 1946

6058

NSC/L526
31 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: French Representative to the Allied Commission.
Subject: Salvage of the S.S. "SAN JOSE".

1. Receipt of your letter No. 18 of 24 January is acknowledged.
2. The question of salvage of the S.S. "SAN JOSE" comes within the same category as several other requests for salvage of sunken vessels, now awaiting decision by higher authority. Consequently, a specific request for salvage of this vessel has had to be put before higher authority for decision.
3. You will be advised just as soon as decision in this matter has been reached.

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

LRN-19

31 JAN 1946

6057

TRANSLATION

10 February 1946

No. 40

From: Captain MOULLEC.

To : Navy Sub-Commission.

Subject: Salvage of French Ships.

I thank you for the information contained in your letter NSC/4453 dated 19 January 1946 regarding the ships seized by Italy.

The French Government, to whom this information has been communicated, wish to make it clear that the vessels in question were seized by Italy. The NICOL - KAUFMAN Agreement which might appear to have given the impression of a contract for the transfer of the ships, is considered null and void, having been signed under enemy pressure. This agreement, in any case, can only be considered in the light of the declaration of the United Nations 5/1/43.

The French Government is of the opinion that those of the seized vessels which it has been possible to trace in Italian Ports must be refloated and repaired at expense of the Italian Government in accordance with the Armistice Terms.

I have therefore been ordered to request your intervention with the Italian Authorities for the necessary work to be undertaken on the vessels to be refloated and repaired.

The vessels to be refloated urgently in order of precedence are:-

SAN JOSE	8460 t.	T. B. OLSIA.
PIERRE CLAUDE	1767	NAPLES.
ESTEREL	3100	TRAPANI.
REMOIS	3713	PALESTINE.
JACQUES SCHIAFFINO	1757	PALESTINE.
ARIZONA	5457	PALESTINE.
HABELAIS	4999	PALESTINE.
BENTY	3078	NAPLES.
SIDI OKBA	2824	NAPLES.
OUEGHHA	1956	NAPLES.

I hope to send to you in the near future all the information I possess regarding the state and situation of these vessels.

/s/ MOULLEC.

6056

COMMISSION ALLIÉE
EN ITALIE

Rome, le 10 Février 1946

LE REPRÉSENTANT FRANÇAIS

N° 40 -

Le Capitaine de Vaisseau MOULLEC
Représentant Français à la Commission Alliée

à

Monsieur le Directeur
de la Navy-Sub-Commission .

---oOo---

O B J E T : Renflouement des navires Français .

1.- Je vous remercie des renseignements que vous avez bien voulu m'adresser par lettre N° 4453 NSC du 19/1/46 au sujet des navires saisis par l'Italie .

2.- Le Gouvernement Français, à qui ces renseignements ont été communiqués, tient à marquer nettement que les bâtiments en question ont bien été saisis par l'Italie. L'accord NICOL-KAUFMAN qui pourrait paraître avoir donné une base contractuelle à la cession de ces navires, est considéré comme nul, ayant été signé sous la pression de l'ennemi. Cet accord ne peut d'ailleurs que tomber sous le coup de la déclaration des Nations Unies 5 Janvier 1943.

3.- Le Gouvernement Français estime que ceux des bâtiments saisis qui ont pu être retrouvés dans les ports italiens, doivent être remis à flot et réparés aux frais du Gouvernement italien, conformément à la Convention d'Armistice.

Je suis donc chargé de vous demander d'intervenir auprès des Autorités italiennes pour que les travaux nécessaires soient entrepris sur les bâtiments susceptibles d'être renfloués et réparés.

4.- Les bâtiments dont le renflouement devrait être entrepris en première urgence sont :

SAN JOSE	8480 t.	T. B. OIBIA.
PIERRE CLAUDE	1787	NAPLES.
ESTEREL	3100	TRAPANI 5055
REMOIS	3713	PALERME.
JACQUES SCHIAFFINO	1757	PALERME.
ARIZONA	5457	PALERME.

...../.....

- 2 -

RABELAIS	4999	PALERME.
BENTY	3078	NAPLES.
SIDI OKBA	2824	NAPLES.
OUERGHA	1956	NAPLES.

Je compte vous adresser prochainement toutes les informations que je possède sur l'état et la situation de ces bâtiments.

Mindel

DESTINATAIRE :

Navy-Sub-Commission

COPIES :

Executive Commissioner.
Archives. (4)

6054

NSC/4453
19 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
 To: French Representative to the Allied Commission.
 Subject: Recovery of French Naval Equipment in Italy.
 Enclosure: (1) Copy "Kaufmann-Nicol Agreement".
 (2) Copy "Kaufmann-Giannini Protocol".
 (3) State of French Shipping Placed under Italian Control by Germany.

1. With reference to the list of questions submitted in your letter of 6 September 1945, the following information has been received from the Ministry of Marine:

"In November 1942, following consultations between the Reichskommissar for Shipping, KAUFMANN, and the President of the French Council (of Government), LAVAL, France placed its merchant navy in the Mediterranean at Germany's disposal as a contribution to defence and the reconquest of the French colonies in North Africa. France retained to herself only 50,000 tons, approximately, of shipping which was necessary to maintain coastal trade and the services with Spain and Corsica.

"It would seem that this understanding, although put into effect immediately, was not placed in writing until the following January in the Protocol known by the name of its signatories as the "KAUFMANN-NICOL Agreement". (Enclosure 1),

"Subsequently, as difficulty was experienced in manning the ships with French crews, Germany gave the greater part of the ships into Italian management. This was arranged in the Kaufmann-Giannini Protocol of 1st December 1942 (Enclosure No. 2).

"The agreement provided for handing over to Italian management 400,000 tons of shipping, but that figure was never reached. In actual fact Germany delivered to Italy the vessels named in the attached list (enclosure No. 3), totalling 286,360 tons gross weight.

"The names of these vessels and the information held concerning them are indicated in the said enclosure which has been compiled from the details in the possession of this Ministry and from a number of particulars supplied by the French Representative at the Allied Commission.

6053

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35020

NSC/4453
19 January 1946

Subject: Recovery of French Naval Equipment in Italy.

"On the other hand this Ministry has no information whatsoever upon the Nevers Agreement to which reference is made in para. two of the Allied Commission's letter to which reply is now made. It is undertaken, however, to communicate any details emerging from the investigations now in progress. //

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

19 JAN 1946

1 (1) - 21 (2)

1 6052

Enclosure No.1P R O T O C O L

Relating to the agreements reached between
The Reichskommissar in Berlin for Shipping
and :
Mr. NICOL, Delegate of the French Government.

1.

The French Government hires to the Government of the Reich the tonnage of French Merchant Shipping (ships for transport by sea, of more than 1600 tons) and the minor vessels (from 100 to 1,600 tons) indicated in para.2.

2.

The present agreement refers in the following order to the tonnage specified alongside which is lying in French Mediterranean port :

1. All French steamships (coal-burning cargo boats and passenger ships) of more than 1600 tons.
2. All petrol-tankers of more than 1600 tons.
3. Minor craft from 100 to 1600 tons.
4. All motor-vessels and oil burning vessels of more than 1600 tons.

French internal navigation is not effected by the present agreement.

The Reichskommissar has placed at the disposal of the French Government about 50,000 tons of shipping, to be chosen by the said Government, for its own requirements - P.679 DS/M of 21st September 1942.

3.

The tonnage which is subject of this agreement will be administrated by a German Shipping Co. (Mittelmeerreederei G.m.b.H.), having head offices in Hamburg and a branch at Marseilles.

By nomination of the Reichskommissar for shipping upon proposal of the French Government, representatives of the French Mercantile Marine will be called to form part of the Committee of the Mittelmeerreederei.

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4.

Upon repayment the French Government places the ships specified in paragraph two at disposal in the ports where they are lying, ready to sail, with relative inventories and all equipment, and - where possible - the full crew. In the event of it being impossible to deliver French ships in a state of readiness for sea, owing to damage, the German Government will be enabled to take delivery of these ships in their present state and to remedy their defects at its own expense.

5.

For making these ships available the Government of the Reich pays the French Government annual compensation of 5% of the value of the Ships as at 31st August 1939.

The value of the ships will be established by a mixed franco-German Commission under the chairmanship of a German and with two representatives of each party. The members of the Commission will be nominated by the Reichskommissar for Shipping in agreement with the French Government. The determination of the value is to be effected at the earliest possible.

Should an agreement not be reached within an adequate period of time the decision will remain with the Reichskommissar for Shipping.

In ascertaining the value, the same standards will be adopted as are employed by the Government of the Reich in respect of the hiring of German shipping from German owners.

In the event of ships requiring repair as laid down in para. four, the Commission will determine from time to time what amounts should be subtracted from this value.

In addition to the above, the Reich Government will pay 5% on the established value as a depreciation quota.

For all voyages to North Africa the present paragraph is not applicable.

6.

All repairs, harbour dues, payments, provisioning, and insurance fees for the crew will be the responsibility of the Reich, in accordance with the practices in Germany. The German Government insures the ships against Maritime risks and war risks. In traffic for North Africa insurance against all war risks (is?) assumed by the French Government. Acts of sabotage the blame for which is proved to be French are not covered by insurance.

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Page No. 3

The French Government undertakes to give instructions to shipyards, port authorities, and authorities administering port storehouses to do all necessary towards the preparation, fitting, repair and any work of alteration necessary for the safety of these ships.

The ships mentioned in the present protocol remain French property and will be returned at the expiry of the agreements defined in this protocol, duration of which is fixed until the termination of hostilities.

Paris, 23rd January 1943.

For the French Government.
Sgd. NICOL

For the Reich Government
Sgd. Karl KAUFMANN

GGE/P.

Enclosure No. 2P R O T O C O L

of the Italo-German understandings concerning French Merchant vessels (Rome 1st December 1942).

On the basis of the understandings reached between the German and French Governments for the employment of French merchant vessels, the delegates of the Italian and German Governments agree as follows:

1. French Merchant ships lying in Mediterranean ports are to be allocated as far as possible for transport to North Africa and also for commercial transport of importance for purposes of war. They will be turned over for the most part to Italian control, without prejudice to the regulations which will be laid down in the Peace Treaty, having regard to the enormous losses suffered by the Italian Mercantile Fleet during the present war;
 2. In consideration of losses and of other unforeseen happenings a minimum fourhundredthousand tons of French ships burning coal, heavy-oil or gasoil, shall be allocated to Italy;
 3. French ships shall be transferred from the port of Marseilles to Italian ports with German crews and will be delivered to the Italian Authorities in the Italian harbours, since they are to be transferred to Italian management;
 4. The detailed instructions for giving effect to the preceding clauses will be laid down by a mixed Italo-German Commission nominated on the Italian side by H.E. Senator GIANNINI, and on the German side by Reichskommissar KAUFMANN;
 5. With regard to the request for two Norwegian tankers as replacement and compensation for the Greek ships transferred to Italy by the German Government, it is evidently advantageous to leave aside the Norwegian ships and thus avoid meeting with the numerous questions of principle deriving therefrom: the two parties are agreed that, in their stead, compensation shall be found in a larger allocation of French ships. This matter will be examined by the Commission mentioned in para. (4) and, in the event of no agreement being reached, examination thereof shall be referred back to the mixed Italo-German Commission.
 6. It is agreed that an Italian fiduciary shall be appointed to the office of the Reichskommissar for Sea Transport at Marsiglia.
- Compiled at Rome, in two valid copies, in Italian and German languages, on 1st December 1942.

Sgd. : GIANNINI

Sgd. : KAUFMANN

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GGE/P.

State of French Shipping placed under Italian Control by Germany

- Returned to France in accordance with the Armistice clauses	4	5850	Tons Gross	6048
- Being taken over by Germany on 9th September 1943	1	1767	Tons Gross	-
- Returned to Germany before 8th September 1943	1	8561	Tons Gross	-
- Remaining in German-occupied territory on 9th September 1943 and taken over by them	30	151,942	Tons Gross	(No information of (sunk in French ha (Sunk off the Frer (Sunk in Italian P
- Sunk during period of Italian management before 9th September 1943	36	110,240	Tons Gross	(Sunk in Tunisian (Sunk in Italian (Sunk at sea
	<u>80</u>	<u>286,380</u>		

Rome, 14th January 1946.

CCE/P.

State of French Shipping placed under Italian Control by Germany

with							
.....	4	5850	Tons Gross	6048			
th	1	1787	Tons Gross				
.....	1	8564	Tons Gross				
					(No information concerning	2	9267 Tons Gross
ritory					(sunk in French harbours	17	80251 Tons Gross
over by them	38	151,942	Tons Gross		(Sunk off the French coast	5	15694 Tons Gross
					(Sunk in Italian Ports	14	1,6730 Tons Gross
agement					(Sunk in Tunisian ports	4	16999 Tons Gross
.....	56	118,210	Tons Gross		(Sunk in Italian ports	12	12582 Tons Gross
	<u>80</u>	<u>286,380</u>			(Sunk at sea	20	53659 Tons Gross

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MICAVICINI ROYTER	CRESCITA	1570	Lauro then Villain & Masnio
MANOQ	LUCERA	2156	Garibaldi then Tripovich
LACYDEM	MACERATA	715	Pirouia then Petroleum
EMPIGHETTE	SELEN	1109	N.G. Genirildich
PINONE CLAUDE	MADDAIANI	1787	Lauro and Montella
ASIE	ROSSANO	8561	Linea Triestino
GOVERNOR GENERAL CHADKY	NICASTRO	4397	Italia S.A.N. then Tirmania
EL MANSOUR	ANAGNI	5818	Italia S.A.N.
FRANCAISE II	ARFIMO	581	Italia S.A.N.
VENDÉMIAIRE	ASSISI	9228	G. Cavarone
GOVERNOR GEN. GIBBY	AVEZZANO	4565	Orions
PLUVIOSE	BITUNTO	9561	Italia S.A.N.
SAMPINO CORSO	CANOSA	2825	Orions
EL DJEZAIR	CASSINO	3790	Italia S.A.N.
ORNEVILLE	CASIMILVERIANO	2285	Premia
BOURGES	FOLLIGNO	2910	Soc. Ligure d'Assamento
IDEA	GRICE	3747	R.A.M.B. then Comp. Nav. Genovese

- At Barcelona on 8th September on 12th February 1915.
- At port Torres on 3th Sept 21st April 1914 at Taranto.
- At La Maddalena on 3th Sept 15th January 1914.
- At Taranto on 8th September 5th January 1914.
- On 8th September 1913 was still on board. Sunk at G.I.R.M. on 28th June 1914, on the bottom again in an area of water at the Milita.
- Returned to the Germans on the Carnosiolo jetty. Sold.
- Taken over by the Germans undergoing repair in France.
- Taken over by the Germans at Marseilles.
- At Portoferraio on 8th Sept 23rd November at Genoa. Sunk.
- Under repair at Genoa on 8th Germans and sunk in the Ete.
- Under repair at Genoa on 8th Germans and sunk at Marseilles.
- Under repair at Genoa on 8th Germans and sunk at Marseilles.
- Under repair at Genoa on 8th Germans and sunk at Cassis.
- At Testia on 8th September sunk at Stang de Thau on 23rd.
- At Civitavecchia on 8th Sept and sunk at Marseilles in 1914.
- At Genoa on 8th September 1914 Germans and sunk at Port S. I.
- Under repair at Genoa on 8th Germans and sunk at Marseilles.

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- 70 Lauro then Villain & Passio - At Barcelona on 8th September 1943. Returned to France at Barcelona on 12th February 1945.
- 56 Garibaldi then Tripovich - At port Torres on 8th September 1943. Handed back to France on 21st April 1944 at Taranto.
- 45 Tirreola then Petroleum - At La Maddalena on 8th September 1943. Handed back to France on 13th January 1944.
- 09 M.C. Centrifinich - At Taranto on 8th September 1943. Handed back to the France on 5th January 1944.
- 37 Lauro and Montella - On 8th September 1943 was being delivered, and a German crew was still on board. Sunk at Castellammare di Stabia. Salvaged by I.R.N. on 20th June 1944, and by order of the R. Navy was re-laid on the bottom again in an area out of the way of traffic in the area of water at the Military Mole Castellammare. Easily salvagable.
- 61 Lince Trieste - Returned to the Germans on 2nd September 1943. Sunk at Genoa near the Garacciolo jetty. Sold by the FRENCH Delegate to the Venturi Co.
- 97 Italia S.A.N. then Tiranzia - Taken over by the Germans at Leghorn on 9th September 1943. Is now undergoing repair in France.
- 48 Italia S.A.N. - Taken over by the Germans at Genoa on 9th September 1943. Sunk at Marseilles.
- 84 Italia S.A.N. - At Portoferraio on 8th September 1943. Taken over by Germans on 23rd November at Genoa. Sunk at Port Vendres.
- 228 C. Covarzone - Under repair at Genoa on 8th September 1943. Taken over by the Germans and sunk in the Etang de Berre.
- 65 Oriens - Under repair at Genoa on 8th September 1943. Taken over by the Germans and sunk at Marseilles.
- 61 Italia S.A.N. - Under repair at Genoa on 8th September 1943. Taken over by the Germans and sunk at Marseilles.
- 23 Oriens - Under repair at Genoa on 8th September 1943. Taken over by the Germans and sunk at Cassis on 22nd June 1944.
- 790 Italia S.A.N. - At Bastia on 8th September 1943. Taken over by the Germans and sunk at Etang de Thau on 25th June 1944.
- 25 Parnada - At Civitavecchia on 8th September 1943. Taken over by the Germans and sunk at Marseilles in August 1944.
- 910 Soc. Liguro d'Armamento - At Genoa on 8th September 1943 (for repair). Taken over by the Germans and sunk at Port S. Louis du Rhone in August 1944.
- 747 R.A.M.B. then Comp. Nav. Genovese - Under repair at Genoa on 8th September 1943. Taken over by the Germans and sunk at Marseilles in August 1944.

AUVERGNE	POTENZA	2114	Italia S.A.N. then SIRMAR	6046	- At Genoa on 8th Sept Sunk at Port S. Louis
CONDE	RANDAZZO	7202	INCSA then E.V. Parodi		- Taken over by the G Sunk at Nice on 7th
KABYLE	NOVIGO	1881	Sidarna		- Under repair at La Taken by the Germans
TAMARA	SALUZZO	3747	R.A.M.B.		- Taken over by the G in August 1944.
DAUPHINE	VOGHIERA	9716	Lauro		- Under repair at Gen the Germans; sunk at
SIDI MABROUK	SASSARI	3883	Adriatico S.A.N.		- At Bastia on 8th Sep Would appear to have
PRIN. DAL PIAZ	MELFI	4866	Italia S.A.N.		- At Bastia on 8th Sep by the Germans at L side Cassis.
SAHEL	LUCCA	2550	Corrado		- At Genoa on 8th Sep Sunk in August 1944
ASTREE	SIENA	2147	Italia S.A.N. then Bar. Agelata		- At Genoa on 8th Sep Sunk on 1st May 1944
SAUMUR	TOLMENO	2955	L. Posco		- at Genoa on 8th Sep Sunk on 21st May 1944
CAPTAIN LUIGI	CIVIDALE	3176	C.I.T.O.M.		Under repair at Savon the Germans. Sunk
GUYANE	ACQUI	1794	S. Com. di Navigazione		- Adapted as minelayer repairs. It seems No further informat
LINOIS	ORVIETO	7473	Scerni and Garibaldi		- Under repair at Gen Germans. No inform
CONGO	PROSINONE	5202	Lauro then Oriens		- Sunk at Harin on 2
PASCAL POLLI	ALTAMURA	3200	Italia S.A.N.		- Sunk by Germans at Santa Maria. Salv
KAROLIMA	AVERSA	3723	Lauro		- At Civitavecchia on Marconi wharf.
LE VOLONTAIRE (M/v.)	ASCOLI	224	Tirenia S.A.N.	- Taken over by the G near the Principe	
TAMISE	CAPTANISSETTA	265	Italia S.A.N. then ST.T.MAR.	At Genoa on 8th Sept Gamajore beach (Vi	

6046

- 2114 Italia S.A.N. then STIMAR
 - 7202 INCSA then E.V. Parodi
 - 1081 Sidarna
 - 3747 R.A.M.B.
 - 9716 Lauro
 - 3883 Adriatico S.A.N.
 - 4866 Italia S.A.N.
 - 2550 Corrado
 - 2147 Italia S.A.N. then Barbagelata
 - 2955 L. Rosco
 - 3176 C.I.T.O.M.
 - 1794 S. Com. di Navigazione
 - 7473 Scerni and Garibaldi
 - 5202 Lauro then Oriens
 - 3200 Italia S.A.N.
 - 3723 Lauro
 - 224 Tirrenia S.A.N.
 - 265 Italia S.A.N. then SI.T.MAR.
- At Genoa on 8th September 1943. Taken by the Germans. Sunk at Fort S. Louis du Rhone.
 - Taken over by the Germans at Genoa in September 1943. Sunk at Nice on 7th August 1944.
 - Under repair at La Spezia on 8th September 1943. Taken by the Germans; sunk at Marseilles in August 1944.
 - Taken over by the Germans at Leghorn. Sunk at Marseilles in August 1944.
 - Under repair at Genoa on 8th September 1943. Taken by the Germans; sunk at Marseilles in August 1944.
 - At Bastia on 8th September 1943. Taken by the Germans. Would appear to have been sunk at Bastia.
 - At Bastia on 8th September 1943. Subsequently captured by the Germans at La Spezia. Sunk in August 1944 outside Cassis.
 - At Genoa on 8th September 1943. Taken by the Germans. Sunk in August 1944 off the Mediterranean coast of France.
 - At Genoa on 8th September 1943. Taken over by the Germans. Sunk on 1st May 1944 off the French Coast.
 - at Genoa on 8th September 1943. Taken over by the Germans. Sunk on 21st May 1944 off Port Vendres.
 - Under repair at Savona on 8th September 1943. Taken over by the Germans. Sunk between Genoa and Marseilles in December 1943.
 - Adapted as minelayer; at Spezia on 8th September 1943 completing repairs. It seems to have been scuttled on 9th September 1943. No further information held.
 - Under repair at Genoa on 8th September 1943. Taken over by the Germans. No information to hand.
 - Sunk at Marin on 2nd December 1943. Salvageable.
 - Sunk by Germans at La Spezia on 10th September 1943 near Pt. Santa Maria. Salvage difficult.
 - At Civitavecchia on 8th September 1943. Sunk there at the Marconi wharf.
 - Taken over by the Germans on 9th September 1943. Sunk at Genoa near the Principe Umberto jetty. Salvage in progress.
 - At Genoa on 8th September 1943. Sunk on 12th May 1944 near Gamajore beach (Viareggio).

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SIDI CIMA TOURQUERNOIS	CASERTA MISNARA	2829 2993	Afin. Corrado	16045	- At Genoa for repair on 8 1944 at Genoa near the Pr
SPIL. GABOUEH	MASERA	5011	A.G.I.P.		- At Imperia on 8th Septemb Germans and sunk there. S
TRISONE	PIRROLO	2088	Tirrenia then Comp. Ital.		- Under repair at Torre Ar sunk at Rapoli by the II
CORTICCHI	POSTELLA	595	Tirrenia then T. Campanella		- Sunk at Naples in Septemb Easily salvageable.
SPINX	SUPIACO	11375	Linee Triestine		- At Genoa under repair on Genoa by the Germans near progress.
LA MARSA	TRIGLI	1139	Pistaluga		- Sunk at Naples in Septemb Salvageable.
GOUVERNEMENT GENERAL CAMBON IPAMEIA	URBINO	3509	Italia S.A.N.		- At Genoa on 8th September sunk at Genoa. Easily sa
FORT DE FRANCE ARESCITA	VILLANOVA	1282	Linee Triestine		- Under repair at Naples on salvaged.
MONTESQUERU	PELLANO ORIENTI	1279 9457	Oriens Corrado		- Sunk in Tunis harbour on - Sunk at Palermo on 17th A jetty. Made into a quay
REMOIS	TRIA	3225	Oriens		- Sunk at Naples at the Vit air attack; was loaded wi
OVARCHIA	LANUSCI	3713	Italia S.A.N.		- Sunk by air attack at Sel North Mole.
HERSIA	LEONE	1956	Mare Nostrum		- Sunk by air attack at the 15th February 1943.
CHEF M.A. BLANG BOURANONI MAURICE DELMAS	LEVINI	1068	Tirrenia		- Sunk at the Vittorio Venet 1943. Salvageable.
SAINTE HELENE	BERGARA MONTA SOLICA	3070 3050 3161	Tripovich P.lli Nissato Lauro Alta Italia		- Sunk by air attack on 26th - Sunk at Palermo on 22nd M - Sunk by air attack at Nep into a quay by the Allian
DONALD RADER	MEDIOVI ROTO	1461 3168	Tirrenia Italia S.A.N.		- Sunk at Palermo on 22nd M jetty. Salvageable. - Set afire and destroyed at

6045

2626	Adri.	
2993	Corrado	- At Genoa for repairs on 8th September 1943. Sunk in 1944 at Genoa near the Principe Umberto Jetty.
5011	A.C.I.P.	- At Imperia on 8th September 1943. Taken over by the Germans and sunk there. Salvage in progress.
2088	Tirrenia then Comp. Ital. Marittima	- Under repair at Torre Annunziata on 8th September 1943; sunk at Ragnoli by the Ilva Jetty - broken in two.
595	Marconi then T. Campanella	- Sunk at Naples in September 1943 near the Vigliena Jetty. Easily salvageable.
11375	Mare Cristino	- At Genoa under repair on 8th September 1943. Sunk at Genoa by the Germans near the Libia Jetty. Salvage in progress.
1139	Pittaluga	- Sunk at Naples in September 1943 near the Vigliena Jetty. Salvageable.
3509	Italia S.A.N.	- At Genoa on 8th September 1943. Taken over by the GERMANS, sunk at Genoa. Easily salvageable.
1282	Mare Cristino	- Under repair at Naples on 8th September 1943. Sunk there; salvaged.
1279	Oriens	- Sunk in Tunis harbour on 6th May 1943.
3457	Corrado	- Sunk at Palermo on 17th April 1943 by the Vittorio Veneto Jetty. Made into a quay by the Allies. (was sunk on 30/5/43)
3225	Oriens	- Sunk at Naples at the Vittorio Veneto wharf as a result of air attack; was loaded with munitions.
3713	Italia S.A.N.	- Sunk by air attack at Palermo on 12th March 1943 by the North Pole.
1956	Mare Postum	- Sunk by air attack at the Cesare Consalvo mole, Naples, on 15th February 1943.
1068	Tirrenia	- Sunk at the Vittorio Veneto Jetty, Palermo, on 17th April 1943. Salvageable.
3070	Tricovich P.lli Rizzato	- Sunk by air attack on 26th May 1943 at Leghorn.
3050	Lauro	- Sunk at Palermo on 22nd March 1943. Salvage in progress.
3161	Alta Italia	- Sunk by air attack at Naples on 15th February 1943. Made into a quay by the Allies.
1461	Tirrenia	- Sunk at Palermo on 22nd March 1943 at the Vittorio Veneto Jetty. Salvageable.
3168	Italia S.A.N.	- Not afloat and destroyed at Bisorta on 30th January 1943.

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TERRENI	PARTINICO	4125	Zanchi	6044	- Sunk in the fishing In poor condition.
CALDONI	SCOLARO	7960	Italia S.A.M.		- Sunk at Biserta on
M. TH. LE BONCER	TRINAC	1552	Mare Nostrum		- Sunk near the Cape
BARRELLIS	TOYI	4939	Alta Italia		- Sunk at Palermo on
MIN	CONTELLANO	7997	Oriens		- Sunk at Olbia on 18
AYEMIA	AQUILA	5386	Oriens		- Ran aground and sunk
EL. MARTARA	AQUINO	5079	Italia S.A.M.		- Sunk on 23rd April Marettimo.
FORT DE SORVILLE	BIENVITO	5229	Oriens		- Sunk near Ras Jebib
SOCCORRE	FRIGIA	1616	A.G.I.P.		- Sunk in Trapani area
BONIFACIO	CAROLASSO	3966	Adriatica		- Sunk east of Melibi
ORSTRO	CANTA	600	Tirrenia		- Sunk between Trapani
ILE ROUSSE	COSENTA	1171	Garibaldi then Ribolini		- Sunk at sea in post while on route from
HEBE	SEMA	1684	Mare Nostrum		- Sunk to N.E. of Cape
MAYNER	MARLIANO	2913	Laurv		- Sunk near Cape Gall
MCNT. ST. CLAUDE	FOGLIA	1227	Sidarna		- Sunk in position 10 (Tunisia) on 8th Apr
SEBAA	FORLI'	1525	Corrado		- Sunk between Palermo 41° 23' S.G. on 17th
SANT AMBROISE	TRARO	3075	Adriatica		- Sunk between Trapani
VILLINIS	PARMA	2918	Garibaldi		- Sunk off Tunis on 30
OUED BREGU II	PISTOIA	2148	Oriens		- Sunk near Ustica on
YALOU	ROVERETO	2563	Oriens	- Sunk near Biserta on	
MONTET GANET	SALAMI	1176	Garibaldi	- Sunk off Capri on 21	
AZROU	TRIFI	2998	Tirrenia	- Sunk in Catania area	
FRANCOIS	VERGILI	3094	Italia S.A.M.	- Sunk near Cape Furia	
CARTHAGE	VIGONA	4459	Oriens	- Sunk on 21st January	
MONTAGANEN	---	1912	Oriens	- Sunk off Marettimo Trapani on 19th Apr	

Rome, 4th January 1946.

CC/P.

6044

- 1125 Zonchi - Sunk in the fishing harbour at Catania on 11th May 1943. In poor condition.
- 7960 Italia S.A.N. - Sunk at Biserta on 31st January 1943.
- 1592 Mare Nostrum - Sunk near the Cape Bon signal station on 29th April 1943.
- 4999 Alta Italia - Sunk at Palermo on 5th April 1943 by the Quattroventi quay.
- 7997 Oriens - Sunk at Olbia on 18th June 1943 by air attack.
- 3586 Oriens - Ran aground and sunk at Cape Zebib on 1st April 1943.
- 5079 Italia S.A.N. - Sunk on 23rd April 1943 in position 34 miles N.W. of Muretto.
- 5229 Oriens - Sunk near Cap Zebib on 18th April 1943.
- 1616 A.G.I.P. - Sunk in Trapani area on 19th April 1943.
- 3566 Adriatica - Sunk east of Melibia on 4th May 1943.
- 600 Tirrenia - Sunk between Trapani and Palermo on 17th April 1943.
- 1171 Garibaldi then Ribolini - Sunk at sea in position 40° 00' N. - 14° 10' E.G. while on route from PALERMO to Naples on 13th July 1943.
- 1684 Mare Nostrum - Sunk to N.E. of Cape Farina on 1st April 1943.
- 2913 Laura - Sunk near Cape Gallo on 11th April 1943.
- 1227 Sidarna - Sunk in position 10 miles through 46° from Susa (Tunisia) on 8th April 1943.
- 1525 Corrado - Sunk between Palermo and Naples in position 40° 11' N. - 14° 23' E.G. on 17th March 1943.
- 3075 Adriatica - Sunk between Trapani and Biserta on 31st March 1943.
- 2548 Garibaldi - Sunk off Tunis on 30th January 1943.
- 2148 Oriens - Sunk near Utica on 24th January 1943.
- 3563 Oriens - Sunk near Biserta on 6th April 1943.
- 1176 Garibaldi - Sunk off Capri on 2nd February 1943.
- 2996 Tirrenia - Sunk in Catania area on 16th June 1943.
- 3094 Italia S.A.N. - Sunk near Cape Surina on 30th January 1943.
- 1459 Oriens - Sunk on 24th January 1943 between Naples and Biserta.
- 1942 Oriens - Sunk off Muretto Island on route from Biserta to Trapani on 19th April 1943.

BEST COPY POSSIBLE

FRIBI MERCHANT SHIPPING PLACED UNDER ITALIAN CONTROL BY GERMANY

NAME OF SHIP		Weight, gross tons	Italian management	Latest known status
Original	Italian			

0 2 3 0

125020

EMERGENCY SHIPPING PLACED UNDER ITALIAN CONTROL BY GERMANY

Weight gross (tons)	<p>1. Name of ship</p> <p>2. Date of departure</p> <p>3. Destination</p> <p>4. Name of agent</p>	<p>Latent known state of ship</p>
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6/1/45

Allegato 1.

Traduzione dal tedesco

PROTOCOLLO

relativo agli accordi intervenuti

fra:

il Commissario del Reich per la Navigazione Marittima in Berlino, quale delegato del Governo del Reich,

e:

il Signor Nicol, quale delegato del Governo francese.

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1.

Il Governo francese noleggia al Governo del Reich il tonnellaggio mercantile francese (navi per trasporti marittimi di oltre 1.600 tonn.) e il naviglio minore (dalle 100 alle 1.600 tonn.) indicati nel paragrafo 2.

2.

Il presente accordo si riferisce nell'ordine seguente al tonnellaggio in appresso specificato che si trova nei porti francesi del Mediterraneo:

- 1) tutti i piroscafi francesi (navi da carico con combustione a carbone e piroscafi da passeggeri) di oltre 1.600 tonn.
- 2) tutte le petroliere di oltre 1.600 tonn.
- 3) il tonnellaggio minore da 100 a 1.600 tonn.
- 4) tutte le motonavi e le navi con combustione a nafta di oltre 1.600 tonn.

La navigazione interna francese non viene toccata con il presente accordo.

Per il proprio fabbisogno sono stati messi a disposizione del Governo francese, a scelta dello stesso Governo, dal Commissario del Reich, circa 50.000 tonn. di navi -P.679 DE/M del 21.XI.942.

3.

Il tonnellaggio facente oggetto del presente accordo sarà amministrato da una società armatrice tedesca (Mittelmeerreederei G.m.b.H) con sede in Amburgo e filiale a Marsiglia.

Saranno chiamati a far parte del Consiglio della Mittelmeerreederei, dietro designazione del Commissario del Reich per la Navigazione Marittima - su proposta del Governo francese - rappresentanti della Marina mercantile francese.

4.

Il Governo francese mette a disposizione contro pagamento le navi specificate al paragrafo 2, nei porti dove si trovano, pronte a partire, con i relativi inventari e tutte le dotazioni, e, ove possibile, con l'equipaggio al completo. Nel caso di navi francesi

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(2)

che in seguito ad avaria non potessero venir consegnate pronte a partire, il Governo tedesco avrà facoltà di prendere in consegna tali navi nello stato in cui si trovano e rimetterle in efficienza a proprie spese.

5.

Il Governo del Reich paga al Governo francese per la messa a disposizione delle navi un compenso del 5% p.a. sul valore delle navi al 31 agosto 1939.

Il valore delle navi verrà stabilito da una Commissione mista franco-tedesca presieduta da un tedesco e con due rappresentanti per ciascuna delle parti. I componenti la Commissione verranno nominati dal Commissario del Reich per la Navigazione Marittima d'accordo con il Governo francese. L'accertamento del valore dovrà effettuarsi al più presto.

Qualora l'accordo non potesse venire raggiunto entro un adeguato periodo di tempo, la decisione spetterà al Commissario del Reich per la Navigazione Marittima.

Nell'accertamento del valore verranno adottati gli stessi criteri che sono in uso nei confronti degli armatori tedeschi per il noleggio di tonnellaggio germanico da parte del Governo del Reich.

Nel caso di navi che abbisognino di riparazione a sensi di quanto previsto dal paragrafo 4, la Commissione stabilirà di volta in volta gli importi che dovranno detrarsi dal loro valore.

In aggiunta a quanto sopra il Governo del Reich pagherà quale quota di ammortamento il 5% sul valore stabilito.

Il valore preso per base del compenso si riduce annualmente nella misura della quota di ammortamento del 5%.

Per tutti i viaggi per l'Africa Settentrionale non si applica il regolamento previsto dal presente paragrafo.

6.

Tutte le riparazioni, tasse portuali, paghe, panatiche e spese di assicurazione per gli equipaggi verranno presi a proprio carico dal Governo del Reich, secondo gli stessi criteri in uso in Germania.

Il Governo tedesco assume l'assicurazione delle navi contro i rischi marittimi e di guerra. Nel traffico per il Nord-Africa l'assicurazione contro tutti i danni di guerra assunta dal Governo francese. Atti di sabotaggio, per cui risulti provato che siano dovuti a colpa francese, non sono coperti da assicurazione.

Il Governo francese si impegna a dare istruzioni ai cantieri, alle autorità portuali e alle amministrazioni dei magazzini portuali di fare tutto quanto sia necessario per l'approntamento, l'attrezzamento, le riparazioni e gli eventuali lavori di trasformazione necessari alla sicurezza delle stesse navi.

Le navi menzionate nel presente protocollo rimangono di proprietà francese e verranno restituite alla scadenza degli accordi riportati in questo protocollo, la cui durata è fissata sino alla cessazione delle ostilità.

Parigi, 23 Gennaio 1943.
Per il Governo francese
F.to L. NICOL

Per il Governo del Reich
F.to Karl Kaufmann

Allegato 2.PROTOCOLLO

delle intese italo-germaniche circa le navi mercantili francesi (Roma, 1° dicembre 1942).

Sulle basi delle intese intercorse a suo tempo tra il Governo tedesco e il Governo francese per l'impiego delle navi mercantili francesi, i delegati del Governo italiano e del Governo germanico sono d'accordo su quanto segue:

1) - le navi francesi che si trovano nei porti mediterranei dovranno essere assegnate anzitutto ai trasporti per il nord Africa ed inoltre ai trasporti commerciali di importanza per i fini della guerra. Esse saranno consegnate nella maggior parte all'Italia per essere gestite, senza pregiudizio delle norme che saranno adottate nel Trattato di pace, avuto riguardo alle ingenti perdite subite dalla flotta mercantile italiana nella guerra attuale;

2) - tenuto conto delle perdite e di altri eventi imprevisti saranno assegnate all'Italia quattrocentomila tonnellate al minimo di navi francesi a carbone, a olio pesante, o gasolio;

3) - le navi francesi saranno trasferite dal porto di Marsiglia ai porti italiani con equipaggi germanici e saranno consegnate nei porti italiani alle autorità italiane, in quanto debbano essere trasferite in gestione dall'Italia;

4) - le norme di dettaglio per l'esecuzione delle clausole precedenti saranno stabilite da una Commissione mista italo-germanica, nominata da parte italiana dall'Ecc. il Senatore GIANMINI e da parte germanica dal Reichskommissar KAUFMANN; 6040

5) - in relazione alla richiesta di due petroliere norvegesi a titolo di conguaglio e di compensazione per le navi greche

- 2 -

trasferite all'Italia da parte germanica, si rileva la convenienza di lasciar da parte le navi norvegesi per evitare che si debbano affrontare numerose questioni di principio che ne derivano; le due parti sono d'accordo, che in loro vece, si troverà un compenso in una maggiore assegnazione di navi francesi. Tale questione sarà esaminata dalla Commissione di cui al paragrafo 4) e, in caso di mancato accordo, ne sarà deferito l'esame alla Commissione mista italo-germanica.

6) - si è d'accordo che un fiduciario italiano sarà delegato presso l'Ufficio del Commissario del Reich per i trasporti marittimi a Marsiglia.

Fatto a Roma, in duplice esemplare, in lingua italiana e tedesca, il 1° dicembre 1942.

F.to GIANNINI

F.to KAUFMANN

6039

TLENGEN	PARMIGIO	4425	Zanchi	Su Affo In m
CALEBONTEN	SPOLETO	7960	Italia S.A.N.	Su Affo
M. TH. LE BORGNE	TERAMO	1592	Mare Nostrum	Su Affo
RABELAIS	TODI	4999	Alta Italia	Su Affo
MIN	CONESGLIANO	7997	Oriens	Su Affo
ALGERIE	AQUILA	3386	Oriens	Ra Affo
EL KANTARA	AQUINO	5079	Italia S.A.N.	Su Affo
FORT DE SOUVILLE	BENEVENTO	5229	Oriens	Su Affo
SOCOMBEL	BIVONA	1646	A.G.I.P.	Su Affo
BONIFACIO	CAMPOBASSO	3566	Adriatica	Su Affo
ORSURO	CAPUA	600	Tirrenia	Su Affo
ILE ROUSSE	COSENZA	1471	Caribaldi poi Bibolini	Su Affo 40°
HEBE	CREMA	1684	Mare Nostrum	Su Affo
MAYENNE	FAERIANO	2943	Lauro	Su Affo
MONT. ST. CLAIRE	FOGGIA	1227	Sidarna	Su Affo
SEBAA	FORLI'	1525	Corrado	Su Affo
SAINT AMERCOISE	NUORO	3075	Adriatica	Su Affo
VILLIERS	PARMA	2548	Caribaldi	Su Affo
QUED SEBOU II	PISTOIA	2448	Oriens	Su Affo
YALOU	ROVERETO	8563	Oriens	Su Affo
PONSET CANET	SALEMI	1176	Caribaldi	Su Affo
AZROU	TERNI	2998	Tirrenia	Su Affo
BASTOIS	VERCELLI	3094	Italia S.A.N.	Su Affo
CARIMARÉ	VERONA	4459	Oriens	Su Affo
MOSTAGAMEN	XXXX -	1942	Oriens	Su Affo da B

Roma, li 4 Gennaio 1946.

Zanchi *Sunk in the fishing harbors at C. - on - on. In poor condition.*
 Affondato a Catania l'11/5/43 nel porticciolo pescherecci.
 In mediocri condizioni.

Italia S.A.M. *Sunk at B. - on - on*
 Affondato a Biserta il 31/1/43.

Mare Nostrum *Sunk near Cape Bon against station 0438*
 Affondato presso il semaforo di Capo Bon il 29/4/43.

Alta Italia *Sunk at P. - on - on by the A. - on - on*
 Affondato a Palermo il 5/4/43 alla banchina quattroventi.

Oriens *Sunk at O. - on - on by air attack*
 Affondato a Gibia per incursione aerea il 18/6/43.

Oriens *Ran returned and sank at Cape Z. - on - on*
 Affondato presso Capo Zebib per incendio l'11/4/43.

Italia S.A.M. *Sunk in the position 30 miles N.W. of M.*
 Affondato il 23/4/43 a 34 mg. a N.W. di Marettimo.

Oriens *Sunk near R. Z. - on - on*
 Affondato presso Ras Zebib il 18/4/43.

A.S.I.P. *Sunk in T. - area on - on*
 Affondato nella zona di Trapani il 19/4/43.

Adriatica *Sunk east of K. - on - on*
 Affondato a Est di Relibia il 4/5/43.

Tirrenia *Sunk between T. and P. - on - on*
 Affondato fra Trapani e Palermo il 17/4/43.

Garibaldi poi Bibolini *Sunk at sea in position while en route from Y. - on - on*
 Affondato il 13/7/1943 in navigazione da Palermo a Napoli in $40^{\circ} 00' N. - 14^{\circ} 10' E. G.$

Mare Nostrum *Sunk in N.E. of Cape F. - on - on*
 Affondato a N.E. Capo Farina il 1^o/4/43.

Lauro *Sunk near Cape G. - on - on*
 Affondato presso Capo Gallo l'11/4/43.

Sidama *Sunk in position 10 miles through 46° from S. - (T. -) on - on*
 Affondato l'8/4/43 a 10 miglia per 46° da Susa (Tunisia).

Corrado *Sunk between P. and N. - on - on N. - E. G. on 17/4/43*
 Affondato fra Palermo e Napoli il 17/3/43 in $40^{\circ} 11' N. - 14^{\circ} 23' E. G.$

Adriatica *Sunk between T. and B. - on - on*
 Affondato tra Trapani e Biserta il 31/3/43.

Garibaldi *Sunk off Tunis on - on*
 Affondato al largo di Tunisi il 30/1/43.

Oriens *Sunk near C. - on - on*
 Affondato il 24/1/43 presso Ustica.

Oriens *Sunk near R. - on - on*
 Affondato presso Biserta il 6/4/43.

Garibaldi *Sunk off C. - on - on*
 Affondato al largo di Capri il 2/2/43.

Tirrenia *Sunk in C. - area on - on*
 Affondato nella zona di Catania il 16/6/43.

Italia S.A.M. *Sunk near Cape F. - on - on*
 Affondato presso Capo Farina il 30/1/43.

Oriens *Sunk in between N. and B. - on - on*
 Affondato il 24/1/43 tra Napoli e Biserta.

Oriens *Sunk off the N. - on - on while en route from B. - to T. - on - on*
 Affondato il 19/4/43 al largo isola di Marettimo nel viaggio da Biserta a Trapani.

10 2 3 7

SIDI OKBA	CASERTA	2824	Adriatica
FOURQUEMOIS	FERRARA	2993	Corrado
GEN. GASSOUIN	MATERA	5011	A.G.I.P.
THESEE	PINEROLE	2088	Tirrenia poi Comp. Ital. Marittima.
GOBILOGON	POSTUMIA	595	Tirrenia poi T. Campanella
SPHINX	SUBIACO	11375	Linee Triestine
LA MARSA	TIVOLI	1439	Pittaluga
GOVERNEMENT GÉNÉRAL CAMBODGE	URBINO	3509	Italia S.A.N.
IPANEMA	VILLAMOSA	4282	Linee Triestine
PORT DE FRANCE	BELLUNO	4279	Oriens
ARIZONA	CHEMI	5457	Corrado
MONTESEQUIEU	ENNA	3225	Oriens
REMOIS	LANUSEI	3713	Italia S.A.N.
OUERSHA	LECCE	1956	Mare Nostrum
HERMIA	LEGNANI	1068	Tirrenia
CHEF M.A. BLANC	LERGARA	3070	Tripovich F.lli Rizzuto
BOUCARONI	MODENA	3050	Lauro
MAURICE DELMAS	MODICA	3161	Alta Italia
XXXXXXXX			
SAINT BRIEUC	MONDOVI'	461	Tirrenia
DJEBEL MADOR	NOTO	3168	Italia S.A.N.

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Affondata at Naples in Sept 1943 at the C - mole.
 Affondato a Napoli nel settembre 1943 al molo del Carmine.
 Affondata at P - on - at the V - V - jetty. Made into a quay.
 Affondato a Genova per riparazione. Affondato agosto 1944
 a Genova presso il pontile Principe Umberto.
 Affondata at P - on - at the V - V - jetty. Made into a quay.
 A Imperia all'8/9/43. Occupato dai tedeschi e ivi affondato.
 In corso di ricupero.
 Affondata at P - on - at the V - V - jetty. Made into a quay.
 All'8/9/43 a Torre Annunziata in lavori; affondato a Bagnoli
 al pontile Ilva - spezzato in due.
 Affondata at Naples in Sept 1943 near the V - jetty. Salvageable.
 Affondato a Napoli settembre 1943 nei pressi del pontile Viglie
 na. Facilmente recuperabile.
 Affondata at G - on - at the V - V - jetty. Made into a quay.
 A Genova in lavori l'8/9/43. Affondato a Genova dai tedeschi
 nei pressi del pontile Libia. In corso di ricupero.
 Affondata at Naples in Sept 1943 near the V - jetty. Salvageable.
 Affondato a Napoli nel settembre 1943 nei pressi del Pontile
 Vigliena. Recuperabile.
 Affondata at G - on - at the V - V - jetty. Made into a quay.
 l'8/9/43 a Genova. Occupato dai tedeschi; affondato a Genova.
 Facilmente recuperabile.
 Affondata at N - on - at the V - V - jetty. Made into a quay.
 all'8/9/43 in lavori a Napoli. Ivi affondato; recuperato.
 Affondata in Tunis harbour on -
 Affondato nel porto di Tunisi il 6/5/1943.
 Affondata at P - on - at the V - V - jetty. Made into a quay.
 Affondato a Palermo il 17/4/43 al pontile Vittorio Veneto. Tra-
 sformato in banchina dagli Alleati. by the Allies.
 Affondata at N - on - at the V - V - jetty. Made into a quay.
 Affondato a Napoli alla Calata Vittorio Veneto per incursione
 aerea, il 30/5/43. Era carico di munizioni. Was loaded with munition.
 Affondata by air attack at P - on - at the V - V - jetty. Made into a quay.
 Affondato per azione aerea a Palermo il 12/3/43 al molo Nord.
 Affondata by air attack at P - on - at the V - V - jetty. Made into a quay.
 Affondato per attacco aereo a Napoli al molo Cesare Consalvo
 il 15/2/43.
 Affondata at the V - V - jetty. P - on - Salvageable.
 Affondato a Palermo il 17/4/43 al pontile Vittorio Veneto. Ri-
 cuperabile.
 Affondata by air attack at N - on - at the V - V - jetty. Made into a quay.
 Affondato per azione aerea il 28/5/43 a Livorno.
 Affondata at P - on - at the V - V - jetty. Made into a quay.
 Affondato a Palermo il 22/3/43. In corso di ricupero.
 Affondata by air attack at N - on - at the V - V - jetty. Made into a quay.
 Affondato per azione aerea a Napoli il 15/2/43. Trasformato in
 banchina dagli Alleati. by the Allies.
 Affondata at P - on - at the V - V - jetty. Salvageable.
 Affondato a Palermo il 22/3/43 al pontile Vittorio Veneto. Ri-
 cuperabile.
 Incendiato e distrutto at N - on -
 Incendiato e distrutto a Biserta il 30/1/43.

AUVERGNE	POTENZA	2114	Italia S.A.N. poi SETMAR
CONDE'	RANDAZZO	7202	INCSA poi E.V. Parodi
KABYLE	ROVIGO	1881	Sidama
TAMARA	SALUZZO	3747	R.A.M.B.
DAUPHINE	VOGHERA	9716	Lauro
SIDI MABROUK	SASSARI	3883	Adriatica S.A.N.
PRES. DAL PIAZ	MELFI	4866	Italia S.A.N.
SABEL	LUCCA	2550	Corrado
ASTREE	SIENA	2147	Italia S.A.N. poi Barbagelata
SAUMUR	TOLENTINO	2955	L. Bosco
CAPTAIN LUIGI	CIVIDALE	3176	C.I.T.O.M.
GUYANE	ACQUI	1794	S. Com. di Navigazione
LINOIS	ORVIETO	7473	Scerni e Garibaldi
CONGO	FROSINONE	5202	Lauro poi Ciferis
PASCAL PACLI	ALTAMURA	3200	Italia S.A.N.
KAKCULIMA	AVERSA	3723	Lauro
LE VOLONTAIRE(M/v.)	ASCOLI	224	Tirrenia S.A.N.
TAMISE	GALTANISETTA	265	Italia S.A.N. poi SI.T.MAR

Italia S.A.N. poi S.T.M.A.R. A Genova l'8/9/43. Preso dai tedeschi. Affondato a Port S. Louis du Rhône.

INCSA poi E.V. Parodi Occupato dai tedeschi a Genova settembre 1943. Affondato a Nizza il 7 agosto 1944.

Sidarna All'8/9/43 a La Spezia in lavori. Preso dai tedeschi; affondato a Marsiglia nell'agosto 1944.

R.A.M.B. Occupato dai tedeschi a Livorno. Affondato a Marsiglia nell'agosto 1944.

Lauro A Genova per lavori l'8/9/43. Preso dai tedeschi; affondato a Marsiglia nell'agosto 1944.

Adriatica S.A.N. A Bastia l'8/9/43. Preso dai tedeschi. Pare sia affondato a Bastia.

Italia S.A.N. All'8/9/43 a Bastia. Successivamente catturato dai tedeschi a La Spezia. Affondato nell'agosto 1944 davanti a Cassis.

Corrado A Genova l'8/9/43. Occupato dai tedeschi. Affondato nell'agosto 1944 sulla costa mediterranea della Francia.

Italia S.A.N. poi Barbagelata A Genova l'8/9/43. Occupato dai tedeschi. Affondato l'11/5/44 al largo della costa francese.

L.Bosco L'8/9/43 a Genova. Occupato dai tedeschi. Affondato il 21/5/44 al largo di Port Vendres.

G.I.L.O.M. A Savona in lavori l'8/9/43. Occupato dai tedeschi; affondato fra Genova e Marsiglia nel dicembre 1943.

S.Comm. di Navigazione Adattato a nave posamine; all'8/9/43 trovavasi a Spezia per ultimare i lavori. Sembra che il 9/9/43 sia stato affondato. Non si hanno ulteriori notizie.

Scerri e Garibaldi A Genova per lavori all'8/9/43. Occupato dai tedeschi. Non se ne hanno notizie.

Lauro poi Oriens Affondato a Bari il 2/12/43. Recuperabile.

Italia S.A.N. Affondato dai tedeschi a La Spezia il 10/9/43 presso Punta Santa Maria. Recupero difficile.

Lauro A Civitavecchia l'8/9/43. Ivi affondato alla banchina Marconi.

Tirrenia S.A.N. Occupato dai tedeschi il 9/9/43. Affondato a Genova presso il pontile Principe Umberto. In corso di recupero.

Italia S.A.N. poi S.I.T.M.A.R. A Genova l'8/9/43. Affondato il 12/5/44 presso il lido di Camajore (Viareggio).

MÉCANICIEN MOUTTE	CESERA	1570	Lauro poi Villain & Fassio
MARCO	LUCERA	2456	Garibaldi poi Tripeovich
LACYDON	MACERATA	715	Tirrenia poi Petroleum
ESPIQUETTE	SEZZE	1109	M.G. Genirilmich
PIERRE CLAUDE	MADDALONI	1787	Lauro & Montella
ASIE	ROSSANO	8561	Linee Triestine
GOVERNEUR GENERAL CHANZY NICASERO		4397	Italia S.A.N. poi Tirrenia
EL MANSOUR	ANAGNI	5818	Italia S.A.N.
FRANCAISE II	ARPINO	584	Italia S.A.N.
VENDELAIRE	ASSISE	9228	G. Gavarrore
GOVERNEUR GEN. GREVY	AVEZZANO	4565	Oriens
PLUVIGSE	BICONTO	9561	Italia S.A.N.
SAMPIERO CORSO	CANOSA	2823	Oriens
EL DJEZAIR	CASSINO	5790	Italia S.A.N.
GORNEVILLE	CASTELVEFRANO	2285	Premuda
BOURGES	FOLEGNO	2910	Soc. Ligure d'Armamento
EDEA	ORTE	3747	R.A.M.B. poi Comp. Nav. genovese

- Lauro poi Villain & Fassio A Barcellona 1'8/9/43. Restituito alla Francia a Barcellona il 12/2/1945. *Returned to France at Barcelona.*
- Garibaldi poi Tripovich A porto Torres 1'8/9/43/. Riconsegnato alla Francia il ~~21~~ 21 ~~xxxxxxxxxxxx~~ aprile 1944 a Taranto. *Returned back to France at T... 2032*
- Tirrenia poi Petroleum A La Maddalena 1'8/9/43. Riconsegnato alla Francia il 13 gennaio 1944. *Returned back to France.*
- N.G. Geniridmich A Taranto 1'8/9/43. Riconsegnato ai francesi il 5/1/44. *Returned back to France.*
- Lauro & Montella All'8/9/43 era in corso di ~~la~~ ~~con~~se na ancora armato con personale tedesco. Aff. a Castellammare di Stabia. Recuperato dalla R.Marina il 28/6/44 e, d'ordine del Royal Navy, riadagiato sul fondo, in zona fuori traffico, nello specchio del molo militare di Castellammare. Facilmente recuperabile. *Returned to the French.*
- Linee Truescine Riconsegnato ai tedeschi il 2 settembre 1943. Affondato a Genova presso il pontile Caracciolo. Venduto dalla delegazione francese alla Ditta Venturi. *Returned to the Germans.*
- Italia S.A.N. poi Tirrenia Occupato dai tedeschi a Livorno il 9/9/43. Trovasi in lavori in Francia. *Returned to France.*
- Italia S.A.N. Occupato dai tedeschi a Genova il 9/9/43. Affondato a Marsiglia. *Returned to Marseille.*
- Italia S.A.N. A Portoferrato 1'8/9/43. Occupato dai tedeschi il 23/11/43 a Genova. Affondato a Port Vendres. *Taken over by Germans on 23/11/43.*
- G. Savarone All'8/9/43 a Genova in lavori. Occupato dai tedeschi e affondato nell'Etang de Berre. *Taken over by the Germans and sunk in the Etang de Berre.*
- Oriens A Genova in lavori all'8/9/43. Occupato dai tedeschi e affondato a Marsiglia. *Returned to Marseille.*
- Italia S.A.N. All'8/9/43 in lavori a Genova. Occupato dai tedeschi e affondato a Marsiglia. *Returned to Marseille.*
- Oriens A Genova in lavori 1'8/9/43. Occupato dai tedeschi; affondato a Cassis il 22/6/44. *Returned to Cassis.*
- Italia S.A.N. A Bastia 1'8/9/43. Occupato dai tedeschi; affondato nello Etang de Thau il 25/6/1944. *Returned to Thau.*
- Preuda A Civitavecchia 1'8/9/43. Occupato dai tedeschi; affondato a Marsiglia nell'agosto 1944. *Returned to Marseille.*
- Soc. Ligure d'Armamento A Genova 1'8/9/43 in lavori. Occupato dai tedeschi; affondato a Port S.Louis du Rhône nell'agosto 1944. *Returned to Port S.Louis du Rhône.*
- R.A.M.B. poi Comp.Nav.genovese A Genova 1'8/9/43 in lavori. Occupato dai tedeschi; affondato a Marsiglia nell'agosto 1944. *Returned to Marseille.*

8809

SITUAZIONE DEL NAVIGLIO FRANCESE DATO IN GESTIONE

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<i>Returned to France in accordance with</i>		
- Restituiti alla Francia in base alle clausole dell'armistizio	4	5850 T.S.L.
<i>Under taken over by Germany on 9/9/43.</i>		
- In corso di presa in consegna dalla Germania al 9 settembre 1943.	1	1787 T.S.L.
<i>Retained by Germany before 9 Sep 43.</i>		
- Restituito alla Germania prima dell'8 settembre 1943	1	8561 T.S.L.
<i>Remaining in German occupied territory</i>		
- Rimasti in territorio occupato dalla Germania al 9 settembre 1943 e da questa occupati. . .	38	151.942 T.S.L.=
<i>Period of</i>		
<i>Service during German management</i>		
- Affondati durante la gestione italiana prima del 9 settembre 1943.	36	118.240 T.S.L.=
	<hr/>	<hr/>
	80	286.380

Roma, il 4 Gennaio 1946.

0244

French Shipping placed under Italian Control by Germany
DEL NAVIGLIO FRANCESE DATO IN GESTIONE ALL'ITALIA DALLA GERMANIA

2037

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alle clausole

4 5850 T.S.L.

della Germania

1 1787 T.S.L.

dell'8 set-

1 8561 T.S.L.

della Germania

occupati. .. 38 151.942 T.S.L.=

italiana pri-

36 118.240 T.S.L.=

80 286.380

No news concerning

non se ne hanno notizie 2 9267 T.S.L.

Sunk in French harbours

affondati in porti francesi 17 80251 T.S.L.

Sunk off the French coast

affondati al largo delle coste francesi 5 15694 T.S.L.

Sunk in Italian ports

affondati in porti italiani 14 46730 T.S.L.

Sunk in Tunisian ports

affondati in porti della Tunisia 4 16999 T.S.L.

Sunk in Italian ports

affondati in porti italiani 12 42582 T.S.L.

Sunk at sea

affondati in navigazione . .20 58659 T.S.L.

NAVIGLIO MERCANTILE FRANCESE DATO IN GESTIONE ALL'ITALIA DALLA GERMANIA

2839

<p>Original</p>	<p>Nominativo della nave Italiano</p>	<p>Stazza Metrica</p>	<p>Gestore in Italia Italian management</p>
-----------------	---	---------------------------	---

E. Capella

10 24 6

Area under Italian Control by Germany
ATO IN GESTIONE ALL'ITALIA DALLA GERMANIA

Stazza <i>height, Cross sec.</i>	Gestore in Italia <i>Italian management.</i>	Situazione più recente conosciuta <i>Latest known state of things.</i>
---	---	---

From: MINISTRY OF MARINE (Cabinet)
To : A.C. - N.S.C.
Date: 11th January 1946
Ref.: 110/U.T. - Encl. No.3

Subject: French Merchant shipping placed under Italian control
by Germany.

1. Reply is made to your letter NSC/4235 dated 14th December 1945.

2. In November 1942, following consultations between the Reichskommissar for Shipping, KAUFMANN, and the President of the French Council (of Government), LAVAL, France placed its merchant navy in the Mediterranean at Germany's disposal as a contribution to defence and the reconquest of the French colonies in North Africa. France retained to herself only 50,000 tons, approximately, of shipping which was necessary to maintain coastal trade and the services with Spain and Corsica.

It would seem that this understanding, although put into effect immediately, was not placed in writing until the following January in the Protocol known by the name of its signatories as the "KAUFMANN-NICOL Agreement". (Enclosure No.1).

3. Subsequently, as difficulty was experienced in manning the ships with french crews, Germany gave the greater part of the ships into Italian management. This was arranged in the Kaufmann-Giannini Protocol of 1st December 1942 (Enclosure No.2).

The agreement provided for handing over to Italian management 400,000 tons of shipping, but that figure was never reached. In actual fact Germany delivered to Italy the vessels named in the attached list (enclosure No.3), totalling 286,380 tons gross weight.

The names of these vessels and the information held concerning them are indicated in the said enclosure which has been compiled from the details in the possession of this Ministry and from a number of particulars supplied by the French Representative at the Allied Commission.

4. On the other hand this Ministry has no information whatsoever upon the Nevers Agreement to which reference is made in para. two of the Allied Commission's letter to which reply is now made. It is undertaken, however, to communicate any details emerging from the investigations now in progress.

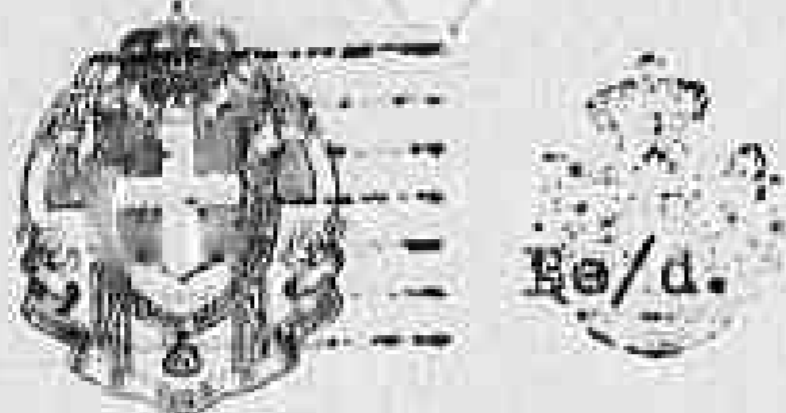
6031

Sgd. THE MINISTER

GGE/P.

10248

Mod. 41



Roma. 11 GEN 1946

Ministero della Marina

GABINETTO
Ufficio Trattati

INDIRIZZO TELEGRAFICO: MARINA - ROMA

ALLA COMMISSIONE ALLEATA
- Sottocommissione Navale -

Prot. N° 110/UT Allegati 3

ARGOMENTO: Naviglio mercantile francese dato in gestione all'Italia dalla Germania.

- 1) - Si risponde al foglio NSG/4235 del 14 dicembre 1945.
- 2) - Nel novembre 1942, in seguito a trattative svoltisi fra il Commissario del Reich per la Navigazione Marittima, KAUFMANN, e il Presidente del Consiglio francese, LAVAL, la Francia mise a disposizione della Germania la sua flotta mercantile del Mediterraneo quale contributo alla difesa e alla riconquista delle colonie francesi dell'Africa del Nord. La Francia trattene per se soltanto 50.000 tonn. circa di naviglio necessarie per il mantenimento del cabotaggio e dei servizi con la Spagna e con la Corsica.

A quanto risulta tali intese, pur avendo immediata esecuzione, ebbero formulazione scritta soltanto nel gennaio successivo con il Protocollo conosciuto, dal nome dei firmatari, come "Accordo Kaufmann - Nicol" (allegato 1.).

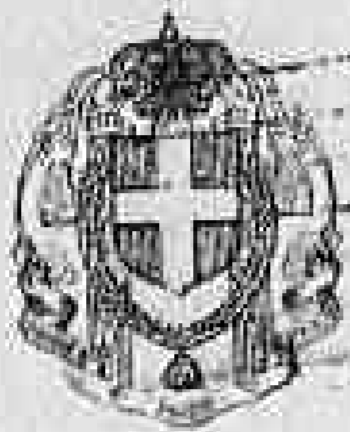
- 3) - Successivamente, essendosi incontrate difficoltà per armare le navi con equipaggi francesi, la Germania passò in gestione all'Italia la maggior parte delle navi. Ciò fu convenuto con il protocollo Kaufmann-Giannini del 1° dicembre 1942 (allegato 2.).

L'accordo prevedeva la consegna all'Italia per la gestione di 400.000 tonn. di naviglio, ma tale cifra non fu mai raggiunta.

6030

./.

Mod. 41



Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO MARINA-ROMA

Prot. N°

Allegati

Roma.

M

- 2 -

ARGOMENTO:

La Germania infatti consegnò all'Italia le unità di cui all'unito elenco (allegato 3.) per complessive 286.380 tonnellate di stazza lorda.

I nomi di tali unità e le notizie che si hanno sulle stesse sono indicate nell'allegato stesso compilato sulla scorta dei dati in possesso di questo Ministero e di alcune informazioni fornite dal Rappresentante francese presso codesta Commissione Alleata.

- 4) - Nessuna notizia ha invece questo Ministero relativamente agli "Accordi di Nevers" indicati nel paragrafo 2 del foglio di codesta Commissione Alleata al quale si risponde. Si fa riserva peraltro di fornire le notizie che risulteranno dalle ricerche tutt'ora in corso.

IL MINISTRO

6029

NSC/5291
18 July 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Studio Tecnico Geom. ITALO DE STABIE -
Corso Umberto 43 - OLBIA.
Subject: S.S. "TANA" and SAINT JOSE - Foodstuff - Salvage of.
Reference: (a) Your ltr. of 1 July 1946.

1. Information contained in reference (a) indicates the Saint JOSE to be of French nationality. Your request for salvage should be directed to the French Representative to the Allied Commission.
2. Similarly the request for salvaging the "TANA" should be addressed to the Norwegian Legation in Rome.

W. E. EITZEL,
COMMODORE, U. S. NAVY.
FOR: REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION, A.C.

IRN-19
6028

18 JUL 1946

(31)

From: Studio Tecnico Geom. ITALO DE STABILE - Corso Umberto 43 - OLBIA
To : N.S.C. → H.Q. - A.C. - A.P.O. 794 - Rome
Date: 1st July 1946

In answer to your letter NSC/4975 of 2nd May 1946 requesting precise information on the steamships "TANA" and SAINT JOSE", at present casualties in the port of Olbia, I enclose the following information :

The details are from Lloyd's Register.

- SS. "SAINT JOSE" (international call sign KDAJ)
 - Schelter DK - 3 decks - provided with D/F apparatus
 - S.N. - 2976 T Hull and engines built 1930
 - S.L. - 6013 T By Harland and Wolff Ltd., Belfast
 - Port of registry - Le Havre
 - Owners - C.ie Gen. Transatlantique Le Havre
 - Dimensions - 431.5 x 57.3 x 26;7

- SS. "TARA" (international call sign LCZW)
 - Schelter DK - 2 decks
 - Gross tonnage 5535, net tonnage 3448
 - Dimensions - 380,4 x 52,2 x 33,6
 - Classification - 100 A 1
 - Built at Newcastle by Palmers Co. Ltd. in 1921
 - Owners - Wilh Wilhelmsen - Tonsberg (Norway)
 - Port of registry - Tonsberg

Please give me an answer as soon as possible to my demands.

JLP/P.
12

6027

STUDIO TECNICO
 GEOM. ITALO DE STABILI
 corso Umberto 43
 O L B I A
 =====

Olbia 11,1 luglio 1946

Navy Sub-Commission
 HQFR. Allied COMMISSION
 A.P.O. 794

R O M A
 =====

In risposta alla Vs. del 2 maggio 1946=NSC/4975 in merito alle informazioni precise riguardanti i piroscafi "Tana" e "Saint José" attualmente sinistrati nel porto di Olbia, Vi comunico quanto segue:
 Dati tolti dal Lloyd's Register

P/fo Saint José (nominativo internazionale= KDAJ)

Schelter dk=a 3 ponti=provvisto di radiogoniometro.

S.N.=2976 T Costruzione scafo e macchine = 1930
 S.L.=6013 T da HURLAND & WOLFF Ltd. Belfast

Porto d'iscrizione : Le Havre

Proprietari/: C.ie Generale Transatlantique Le Havre

Dimensioni : 431.5x 57.3 x 26;7

P/fo Tana : Nominativo internazionale IOZW

Schelter dk = 2 ponti

Stazza lorda 5535 tonn.=netta 3448 tonn.

Dimensioni : 390.4 X 52.2 X 33.6

Classifica : 100 A 1

Costruito a Newcastle da Palmers'Co Ltd. nel 1921

Proprietari: Wilh Wilhelmsen = Tonsberg (Norvegia)

F 6026

Porto d'iscrizione : TONSBORG

PregoVi pertanto darmi una sollecita risposta in merito alla mia domanda .

Geom. Italo De Stabili

NSC/4975
2 May 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Technical Office of Italo DE STABILE, Surveyor,
Corso Umberto 43, Olbia, Sardinia.

Subject: Foodstuffs - salvage of.

Reference: (a) Your letter AAH/P. 26 dated 15 April 1946.

1. Receipt is acknowledged of Reference (a) in which permission for salvage is requested.
2. More complete information is necessary as to ownership and registry of ships concerned. If this can be forwarded adequate steps will be taken.

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

1 RIV-19

2 MAY 1946

6025

Olbia, 15th April 1946.

To : The Salvage Liaison Officer,
Navy Sub Commission - Rome

The undersigned, Italo De Stabile (surveyor), requests Navy Sub Commission to grant him the contract for the salvage of foodstuffs and various materials at present in the holds of the S.S. "SAINT JOSE" and the S.S. "LINA", damaged following air-raids on Olbia (Sardinia).

The undersigned addresses himself to the above Commission as the above-mentioned vessels are of foreign nationality and therefore under (the Commission)'s direct and sole authority.

It is also stated that the firm under the management of the undersigned is modernly equipped for this work, and has in its employ expert divers.

Hoping that this matter will receive your favourable consideration, and thanking you in anticipation of a speedy reply,

I am, Sir
your obedient servant

From:

Technical Office of Italo DE STABILE (Surveyor)
Corso Umberto No. 43, O. L. B. I. A. (Sardinia)



AM/P.
26

6024

Olbia li 15 aprile 1946

All'Ufficiale di collegamento Ricupero
Commissione Navale
NAVY SUB-COMMISSION

ROMA

Il sottoscritto, Geom. Italo de Stabile espone domanda a codesta Commissione, affinché gli venga concesso l'appalto del ricupero delle derrate e dei materiali vari esistenti nelle stive dei piroscafi "Saint. Josè" e "Tana" sinistrati in seguito alle incursioni aeree su Olbia (Sardegna).

Il sottoscritto si rivolge a codesta Commissione in quanto i suddetti piroscafi sono di nazionalità straniera e quindi soggetti alla loro diretta ed inappellabile competenza.

Si fa presente inoltre, che la Ditta gestita dal sottoscritto è modernamente attrezzata per lavori di tale genere, coadiuvata da esperti palombari alle proprie dirette dipendenze.

Confiducioso che questa domanda venga presa in benevola considerazione, il sottoscritto prega cortesemente che gli venga data una sollecita risposta in proposito ed invia pertanto cordiali e deferenti saluti.

Geom. Italo de Stabile

6023

Mitt: Studio Tecnico Geom. Italo de Stabile
corso Umberto 43 O L B I A (Sardegna)
=====

COPY.

THE FLAG OFFICER LIAISON, ITALY,
Rome.

21st December, 1946.

No.F.O.L.I.976/39.

THE COMMANDER-IN-CHIEF,
MEDITERRANEAN STATION.

TRANSFER OF AUTHORITY ON SALVAGE MATTERS
IN ITALIAN WATERS TO ITALIAN MINISTRY OF
MARINE.

Herewith is forwarded a translation of the Ministry of Marine's letter No.3839/UT, dated 12th December, 1946, which has been received in reply to my letter No.F.O.L.I.976/39, dated 6th September, 1946, which communicated the information contained in your letter No.Med.46/1352/25, dated 21st August, 1946.

SRM-19(A)
(Sgd). S.N. BLACKBURN

for REAR-ADMIRAL.

6022

0 2 3 7

Declassified E.O. 12065 Section 1-402/NNDG NO. 785020

COPY

From: MINISTRY OF MARINE (Cabinet)
To : F.O.L.I.
Date: 12th December, 1946.
Ref.: 3839/UT

Subject: Transfer to the Ministry of Marine of the authority to salvage ex German ships sunk in Italian waters.

Reference is made to your letter FOLI 976/39, dated 6th September 1946.

In order to prevent the possibility of misunderstanding, we inform you that the Ministry of Marine, unless informed to the contrary by F.O.L.I., will interpret the above letter, in the following manner :

1. Ex German shipping subject of contracts with the British Admiralty - (List (a) of the letter to which reference is made)
The Ministry of Marine is not concerned.
2. Salvage ex German shipping now awaiting orders from the British Admiralty - (List (c) of the letter to which reference is made)
The Ministry of Marine is not concerned unless there are further communications from F.O.L.I.

3. Ex German shipping still sunk in Italian waters - (List (b) of the letter to which reference is made)
The Ministry of Marine takes charge of them and has the free choice of providing for their salvage, repair, sale, or demolition, according to the case, with the following limitations in accordance with the subsequent communications of Mr. S.W. Ann - Expense Accounts Officer - R.N.F.G. :

- (i) It will authorise the CORISA firm of Venice to remove from one or more of the 4 K.Ts. included in list (b), a complete set of deck equipment (4 winches, 4 sheer legs, and 1 capstan) in accordance with a previous agreement between the firm and the British Admiralty.
- (ii) It will hand over to the SORIMA firm for similar reasons, and after having appeased the CORISA firm, machinery or equipment from the K.Ts. in question up to a total value of 1,250,000 lire.

4. Ex German wrecks (mostly landing craft and vessels of all sizes, usually of no commercial value) still lying sunk in Italian waters and not included in the lists attached to F.O.L.I.'s letter, to which reference is made. **6021**

The Ministry of Marine takes charge of them and will have the free choice of providing for their salvage, repair, sale or demolition, according to the case.

we inform you that the Ministry of Marine, unless informed to the contrary by F.O.L.I., will interpret the above letter, in the following manner :

1. Ex German shipping subject of contracts with the British Admiralty - (List (a) of the letter to which reference is made) -
The Ministry of Marine is not concerned.
2. Salvage ex German shipping now awaiting orders from the British Admiralty - (List (c) of the letter to which reference is made) -
The Ministry of Marine is not concerned unless there are further communications from F.O.L.I.

3. Ex German shipping still sunk in Italian waters - (List (b) of the letter to which reference is made) -
The Ministry of Marine takes charge of them and has the free choice of providing for their salvage, repair, sale, or demolition, according to the case, with the following limitations in accordance with the subsequent communications of Mr. S.W. Ann - Expense Accounts Officer - R.N.F.G. :

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4. Ex German wrecks (mostly landing craft and vessels of all sizes, usually of no commercial value) still lying sunk in Italian waters and not included in the lists attached to F.O.L.I.'s letter, to which reference is made. **6021**

The Ministry of Marine takes charge of them and will have the free choice of providing for their salvage, repair, sale or demolition, according to the case.

It is emphasized that the removal of these wrecks is urgent to clear the ports and roadsteads.

By direction
CHIEF OF CABINET

JLP/P
14.

COPY

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

6th September, 1946.

No. F.O.L.I. 976/39.

MINISTRY OF MARINE,
ROME.

TRANSFER OF AUTHORITY ON SALVAGE MATTERS IN
ITALIAN WATERS TO ITALIAN MINISTRY OF MARINE.

Attached hereto is a list showing :-

- (a) Ex German Craft involved in Admiralty contracts.
- (b) Ex German Craft still sunk in Italian Waters.
- (c) Ex German Craft salvaged and awaiting Admiralty disposal instructions.

2. Admiralty salvage contracts in Italy have been completed and salvage of any ex-German craft that may remain in Italian Waters will therefore be a matter for the Ministry of Marine.

3. Any authorisation given to Italian firms by British Naval Authorities for the removal of ex-German wrecks in Italian waters are to be considered cancelled and any future requests for salvage of ex-German wrecks in Italian waters will be referred to the Ministry of Marine.

6020

(Sgd) G.L. WARREN
PEAR-ADMIRAL

TRANSFER OF AUTHORITY ON SALVAGE MATTERS IN ITALIAN WATERS TO ITALIAN MINISTRY OF MARINE.

Attached hereto is a list showing :-

- (a) Ex German Craft involved in Admiralty contracts.
- (b) Ex German Craft still sunk in Italian Waters.
- (c) Ex German Craft salvaged and awaiting Admiralty disposal instructions.

2. Admiralty salvage contracts in Italy have been completed and salvage of any ex-German craft that may remain in Italian Waters will therefore be a matter for the Ministry of Marine.

3. Any authorisation given to Italian firms by British Naval Authorities for the removal of ex-German wrecks in Italian waters are to be considered cancelled and any future requests for salvage of ex-German wrecks in Italian waters will be referred to the Ministry of Marine.

6020

(Sgd) G.L. WARREN
REAR-ADMIRAL

Enclosure :-
List.

DRM-49

*Above is gist of C-m-C's
MED.46/1352/25/1 of 21 Aug.46.*

0 2,6

C O P Y

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

21st August, 1946.

Med.46/1352/25/1.

FLAG OFFICER LIAISON, ITALY

(Copies to:-

Naval Officer-in-Charge, Trieste.

Resident Naval Officer, Venice)

TRANSFER OF AUTHORITY ON SALVAGE MATTERS IN ITALIAN WATERS
TO ITALIAN MINISTRY OF MARINE.

Admiralty salvage contracts in Italy have been completed.

2. Salvage of any ex-German craft that may remain in Italian waters will therefore be a matter for the Italian Ministry of Marine.
3. Any authorisation given to Italian firms by British Naval Authorities for the removal of ex-German wrecks in Italian waters are to be considered cancelled.
4. Any future requests for salvage of ex-German wrecks in Italian waters should be referred to the Italian Ministry of Marine.
5. Attached herewith list showing:
 - (a) Ex-German craft involved in Admiralty contracts.
 - (b) Ex-German craft still sunk in Italian waters.
 - (c) Ex-German craft salvaged and awaiting Admiralty disposal instructions.
6. It is requested that the Italian Ministry of Marine be informed of above.

6019

for A D M I R A L.

*File
LSP*

COPY

(a) Ex-German craft involved in Admiralty salvage contracts.

- GETER
- FALKE
- SCHWAN
- MOVE
- BUSSARD
- ALBATROSS
- BOUW 1162
- EOLO
- KORMORAN
- River towing launch No.1
- " " " No.2
- " " " No.3
- " " " No.4
- K.T. 19
- K.T. 40
- K.T. 43
- K.T. 44
- K.T. 50
- K.T. 14
- K.T. 11
- K.T. 21
- K.T. 49(deck fittings only)
- "F" Lighter 3
- " " 4
- " " 5
- " " 8
- " " 9
- " " 10
- " " 11
- " " 12
- S.S. "OTTO LEONHARDT"
- PETER HOLST
- AHOI
- l. Siebel Ferry

(b) Ex-German craft still sunk in Italian Waters.

- K.T. 49)
- K.T. 2) Genoa
- K.T. 35)
- K.T. 31 - Leghorn

(c) Ex-German craft salvaged and awaiting Admiralty disposal:

- ANNIE)
- CARL FISCHER) Motor boats at Reggio C.
- HEINZ) Barge at Venice
- River Towing Launch No. 5 - Rome

0 2 6 3

785020

FORM V TYPE NR 4 QVT-1

H/9033
2433

Harvey

FROM US MARITIME COMMISSION FOR MCKENNEY CONROY
TO NAVY SUBCOMMISSION ALLIED COMMISSION ROYER
ROUTINE U/C SR 12 BT

19971 REUR 951287 RELEASE PERTAINS TO OFFICIAL OFFERING

REPEAT OFFERING FOR SALE BT

SENT NR 4 AT 1422Z CORRECTION ROUTINE U/C SR 12 BT NK
RR TAT 1528 RUMP H

Ref. - Not held
6017

NAVY SUB COMMISSION AG

U/C

US MARITIME COMMISSION
VIA ROOM 123 BAYVIEW

NAVY DE

REFERENCE US MARITIME COMMISSION PRESS RELEASE PR1109 DATED
3 DECEMBER 1946 RECEIVED FROM YOUR OFFICE & RECORDS DIVISION THIS
RELEASE CAN BE CONSIDERED AS OFFICIAL REVEALATION OF THE NAME
OF THE FIVE SHIPS IN QUESTION XXX

RADIO BAYVIEW PRESS PAGE

(29)

U/C

061750 JR
6016

J. C. REE, LEUT-COMDR, USN.

061207/J&H ADMINISTRATION.

SENIOR U. S. NAVAL LIAISON OFFICER, ITALY.
ROME, ITALY.

FROM: US MARITIME COMMISSION FOR LICKENNEY CONROY	ACTION: NAVY SUBCOMMISSION ALLIED COMMISSION
CLASSIFICATION: U/O	INFO: ROME
PRECEDENCE: ROUTINE	
DATE: 10 JANUARY 1947	

1946.

M0971 REUR 061207 RELEASE PERTAINS TO OFFICIAL OFFERING REPEAT OFFERING
FOR SALE

1RN-19
#29

DISTRIBUTION:

29

INTERNAL:

EXTERNAL:

ACTION:

INFO: (FILE)

6015

TOR:

INCOMING - OUTGOING D/T GR:
DISPATCH

ORIGINATORS FILE No.

4912

AFHQ MESSAGE FORM

CLASSIFICATION _____ DATE-TIME OF ORIGIN 27 A

SPACE BETWEEN HEAVY LINES FOR SIGNAL USE ONLY

LROF V 1 POC NR GUR 1/2 A AFHQ 281614A

ACTION TO: POIL, ROLE

INFORMATION TO: NSC RLEB: SRODER: POLER: CIRC MED:
ALCON PUBLIC SAFETY TRAVEL CONTROL

(REF No.) 26511

UNCLAS (.) REFERENCE SIGNAL 181066 OF 18 FEBRUARY FROM CIRC MED FOR
TO ALL (.) SERVICEMAN ANGELO DE NICOLA REQUESTED PERMISSION ENTER
DOMESTIC (.) CONDITION OF ENTRY MUST ARRIVE IN CIVILIAN CLOTHES
AND WEAR CIVILIAN CLOTHES DURING PERIOD OF VISIT (.) HE SHOULD BE
PROVIDED WITH LETTER GOING AS AUTHORITY REA RUCES SIGNAL 18A 3815
OF 25 FEBRUARY

18N-11

0617

DISTRIBUTION
NLO
R/U

PRECEDENCE: ROUTINE
ORIGINATING SECTION: 6-2 (CI) III Section
CONTENT AND CLASSIFICATION AUTHENTICATED BY: *Wm Jatt*
NAME TYPED: W. JATT, Capt. 10.
TEL. No. 203 PERS/DOM

TIME H 601 IN
10 33 15 12

RECEIVED
NOV 21 1946

AG Reference: 1212

/mtp

2294

18 LROF V LAEE NR R 199/02

QVR 2
From MTCUSA 031723A

To COMNAVCOM: RAAC

BT FX 73546

RESTRICTED. To RAAC for Navy Sub-
commission of Allied Commission.

Action	Info
CO	
G/S	
G-1	
G-2	
G-3	
G-4	
Hq Condt	
Billeting	
CI	
Emerg Sec	
Doc File #	
Cable File	
ALC/WH	

Request information relative to all

US Cargo ships known to have been sunk in shallow waters around Italy, Sicily, Corsica, to show name and type of vessel, location, date sunk and whether loaded or empty. (Signed COMNAVCOM cite WAGDS) This information required because Italians interested in salvage of some cargoes. This headquarters wants to collect comprehensive information on all such vessels in order to arrange salvage controls and estimate requirements for security details which are necessary to prevent classified items of cargo from falling into unauthorized hands. Any information that can be furnished will be appreciated.

Sent 2016 FL

RECEIVED
12-5-46
Navy Sub-Commission

RA MTCUSA Form #8.

IRN-19

6013

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 9010/159/EC.

20 July 1946.

SUBJECT: Italo-French Agreement on French Merchant
Ships sunk in Italian territorial waters.

TO : The Minister of Foreign Affairs,
Italian Government,
ROME.

1. With reference to the memorandum dated 13th June 1946, enclosing the text of an agreement signed by the Italian and French Governments on the above subject, there is no objection to such an agreement.
2. With reference to paragraph 2 of the above-quoted memorandum, there is no objection which the Allied Commission can raise provided supplies to the Italian Navy are not prejudiced and supplies from British Royal Navy stocks elsewhere are not expected.

For the Chief Commissioner:

M. Carr
Brigadier,
A/Executive Commissioner.

Copy to: Chief Commissioner
Navy Sub-Commission ✓
File
Float

(28)

IRN-19(2)
6012

10 2 8 9

Navys/c
6/2723/1075

Va/To

DUPLICATE

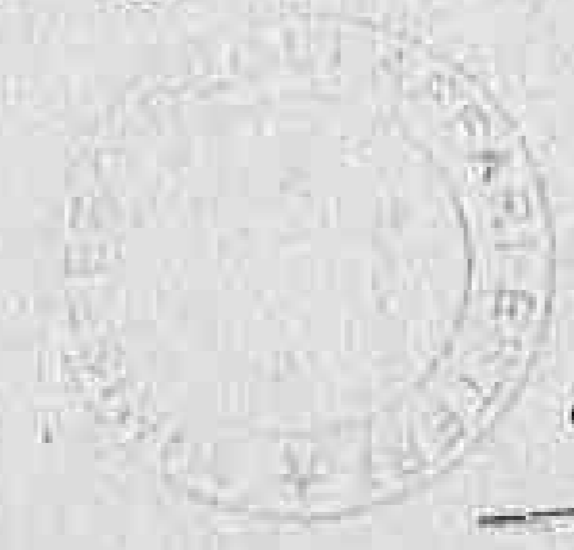
MEMORANDUM FOR THE ALLIED COMMISSION

SUBJECT: Italo-French agreements on French merchant ships sunk in Italian territorial waters.

1. Reference is made to this Ministry's memorandum n.6/2432/963, dated June 13th, 1946.
2. The Ministry for Foreign Affairs beg to apprise the Allied Commission that the French Embassy have recently urged the enforcing of the Italo-French agreements concerning French merchant ships sunk in Italian territorial waters during the war.
3. Since the above agreements should by this time be carried into effect, the Ministry for Foreign Affairs would be grateful to the Allied Commission if they could kindly communicate the requested approval with as little delay as possible.

Copy to Navys/c

Rome, July 19th, 1946.



6011

EC DIST - 22 July
ACTION - EC
INFO - Navys/c

0 2 7 3

75020

HEADQUARTERS ALLIED COMMISSION
APO 794
Office of the Executive Commissioner

Ref. :

July 1946.

MEMORANDUM FOR THE MINISTRY OF FOREIGN AFFAIRS:

Subject: Italo-French agreements on French Merchant
ships sunk in Italian territorial waters.

With regard to your memorandum of June 1st concerning
the Italo-French agreement on French merchant ships sunk in Italian
waters, the Allied Commission has no overall objection to the
agreement in the repair of said vessels as outlined in paragraph 2
of the agreement, provided supplies to the Italian navy are not
prejudiced or supplied from Allied stocks.

Brigadier,
Executive Commissioner.

M

It appears that

letter No. 9010/159/EC

of 20 July

from the letter actually

sent.

AM/ny

IRN-19-(6010)

HEADQUARTERS ALLIED COMMISSION
APO 794
Office of the Executive Commissioner

July 1946.

Ref. :

MEMORANDUM FOR THE MINISTRY OF FOREIGN AFFAIRS:

Subject: Italo-French agreements on French Merchant
ships sunk in Italian territorial waters.

With regard to your memorandum of June 1st concerning
the Italo-French agreement on French merchant ships sunk in Italian
waters, the Allied Commission has no overall objection to the
agreement in the repair of said vessels as outlined in paragraph 2
of the agreement, provided supplies to the Italian navy are not
prejudiced or supplied from Allied stocks.

Brigadier,
Executive Commissioner.

Handwritten mark

It appears that

letter No. 9010/159/EE

of 20 July

from the letter actually

sent
AMW

IRN-19-(2010)

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N.S.C.

C IN C MED

Retrieved

Your 22118 June. No overall Naval objection. As regards para 2 C IN C MED is not concerned provided supplies to Italian navy are not prejudiced and supplied from its stocks elsewhere not expected.

051222B July

Ref. ... Agreement between French and Italians of salvage and repair of ships.

T/P F/A WBR 1352 W.C.D. 5/7
The 3rd Div.

Dist. O-6 to NEC(h) Log.

6009

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394.

NSC/5206.
28th June, 1946.

From : Navy Sub Commission, Hq., Allied Commission.
To : Commander-in-Chief, Mediterranean Station.
Subject: Proposed French-Italian Agreement for the salvage of French
ships sunk in Italian waters.

The enclosed copy of the translation of a proposed agreement between the French and Italian Governments for the salvage and restoration of certain French ships sunk in Italian waters together with a letter dated 1st June, 1946 from the French Ambassador in Italy to the Italian Minister for Foreign Affairs and a letter dated 13th June, 1946 from the latter to the Allied Commission are forwarded with reference to my signal timed 221118 June.

1 JUL 1946

(Sgt.) G. L. WARREN

REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION,
FOR CHIEF COMMISSIONER.

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LWS

**C in C HQ.
(R)ADMT.**

FROM NAVY SUB.COMMISSION.

Following is a summary of a proposed agreement between FRENCH and ITALIAN Governments, concerning salvage and repair of FRENCH Ships wrecked in ITALIAN Waters.

1. In consideration of the ITALIAN Government at its own expense, refloating and repairing ten named FRENCH Ships and returning them to the FRENCH in perfect condition the FRENCH renounce all claims to twenty named FRENCH Ships in ITALIAN Waters.
2. In addition the ITALIAN Government will compensate the FRENCH for expenses already incurred in floating ten of the ten and one of the twenty FRENCH Ships and the FRENCH will arrange the recovery and repair of such river craft as are worth while and the disposal of the hulls of others through private ITALIAN Firms.
3. In forwarding the above proposal the ITALIAN Government points possible objection by the ALLIED COMMISSION to releasing material and the possibility of the contract falling through for lack of material.
4. Proposed agreement appears to conform to the suggested procedure in A L 8213/46 of 12th March 1946, forwarded under cover of HQD, Letter No. FED. 46/1352/25A of 26th March 1946.
5. Request I may be informed whether any overall Naval objection is seen to this agreement with particular reference to the point raised in para. 2 of this signal.
6. Full text of agreement and relevant papers will be sent for your perusal.

e2211180/Juno.

6007

Dist: O-6 10 HQD(4).

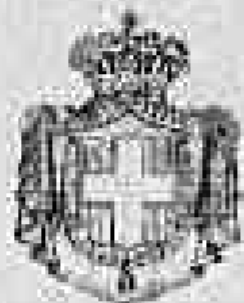
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TCD 1823/22nd E.O. 12065
These Signals.

22/6/46.

St/Sa



Ministero degli Affari Esteri

Handwritten: Navy Sp
6/2432/963

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Italo-French agreements on French merchant ships sunk in Italian territorial waters.

1. Herewith enclosed are the texts of the agreement signed on 1 June 1946 between the Italian Government and the French Government concerning the question of the French merchant ships which were sunk during the war in Italian territorial waters.

2. The Ministry for Foreign Affairs beg to underline the enclosed supplementary exchange of notes by which the French Government acknowledge the two reservations put by the Italian Government concerning (1) the possible objections the Allied Commission could raise on the employment of material for the work which has been planned, and (2) the eventual difficulties that could ensue during the work from lack of the foregoing material.

3. The Ministry for Foreign Affairs would be grateful if the Allied Commission could communicate, at its earliest convenience, its approval to the a/m agreement.

Rome, June 13th, 1946

Encl.

Handwritten: AEC DIST-10/4
ACTION: WBY/S/c
INFO-EC

AMBASSADE
DE LA REPUBLIQUE FRANCAISE
EN ITALIE

Rome, 1st June, 1946.

Dear President,

In making the exchange of notes of today's date concerning the refloating and return to seaworthy state, after repair, of certain French ships sunk in Italian territorial waters, I have the honour to inform you that the French Government:

1. Will not present any demands which tend to place upon the Italian Government any responsibility whatsoever, be it direct, indirect or subsidiary, in respect of the French ships seized by Germany in 1943 and, in particular, those of them which have been placed under the control of the Italian Government by the German Government, having been lost subsequently by act of war;

2. Notes the reservation made by the Italian Government :-

- (a) - Regarding observations which might be made by the Allied Commission concerning the use of imported or home-produced materials in the work in question;
- (b) - Regarding difficulties in which the Italian Government might find itself owing to the impossibility of obtaining certain materials essential to the execution of the work, for which it is responsible;

3. Is disposed, for its own part, regarding these reservations :-

- (a) - To do all possible to take action with the Allied Commission as desired by the Italian Government;
- (b) - To continue, in a spirit of mutual understanding with the Italian Government, the effect which the reservations set (b) above might have upon the execution of the work.

Monsieur Alcide De Gasperi
President du Conseil des Ministres
MINISTRE DES AFFAIRES ETRANGERES
Palais Chigi

1. Will not present any claim as to which the Government or responsibility whatsoever, be it direct, indirect or subsidiary, in respect of the present claim raised by Germany in 1943 and, in particular, those of them which have been placed under the control of the Italian Government by the German Government, having been lost subsequently by act of war.

2. Notes the reservation made by the Italian Government :-
 - (a)-- Regarding observations which might be made by the Allied Commission concerning the use of imported or home-produced materials in the work in question;
 - (b)-- Regarding difficulties in which the Italian Government might find itself owing to the impossibility of obtaining certain materials essential to the execution of the work for which it is responsible;
3. Is disposed, for its own part, regarding these reservations :-
 - (a)-- To do all possible to take action with the Allied Commission as desired by the Italian Government;
 - (b)-- To continue, in a spirit of mutual understanding with the Italian Government, the effect which the reservations set (b) above might have upon the execution of the work.

Monsieur Alcide De Gasperi
 Président du Conseil des Ministres
 MINISTRE DES AFFAIRES ÉTRANGÈRES
 Palais Chigi

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With reference to the conversations which have taken place between the French and Italian Governments upon the subject of French ships sunk in Italian territorial waters, I have the honor to inform you as follows :

1. Upon signature of this agreement the Italian Government, acting directly or through private concerns, will refuel the French ships shown in list (A) which are sunk in Italian waters; it will also repair them and restore them to good condition in Italian dockyards, making them absolutely seaworthy.

The Italian Government will be responsible for the work entailed, the expense of which it will bear. The labour and the material necessary for the said work will be furnished by Italy.

The Italian Government will repay to the French Government the costs borne by the latter in refueling the "GENERAL CARRON" and the "REANIMATOR".

The work will proceed continuously and with the least possible delay; a mixed Franco-Italian committee will fix the maximum time required for the repairs, and will establish the date upon which the vessel will carry out trials before delivery.

2. The repairs will be effected under the surveillance of an agent of the Registry (Bureau Veritas or Lloyd's Registry) by which the ship has already been surveyed. This agent is to satisfy himself that the work is done in such a manner as to permit the ships to be placed in Class 1 (Bureau Veritas or Lloyd's Registry) when completed. The cost of this surveillance is to be borne by Italy.

The representatives of the French Maritime Marine will be allowed on board the ships at all times and, if they have reason, they will make any observations they think necessary concerning the execution of the repairs. For this purpose they will contact the persons nominated by the Italian Government to be responsible for the direction of the work.

3. Upon completion of the work, and after trials and the usual tests have been carried out to their entire satisfaction, each ship will be handed over to the delegation of the French Government in the port where the repairs are effected. The costs of the said trials and tests will be borne by Italy.

It is understood that when delivered each ship will be furnished with all the rigging, gear, fittings, installations, and spare parts, as laid down in the construction specifications; this applies equally to the upper deck, living quarters, and to the engines, with the exception of supplies of fuel, lubricants and ship's stores, other than those necessary for the trials.

4. The French Government or the owners of the ships will pay insurance charges from the date upon which they are accepted as stated in paragraph 3.

The Italian Government will be responsible for the work entailed, the expense of which it will bear. The labor and the material necessary for the said work will be furnished by Italy.

The Italian Government will repay to the French Government the costs borne by the latter in refloating the "GENERAL GARIBOLDI" and the "LEONARDO".

The work will proceed continuously and with the least possible delay; a mixed Franco-Italian committee will fix the maximum time required for the repairs, and will establish the date upon which the vessel will carry out trials before delivery.

2. The repairs will be effected under the surveillance of an agent of the Registry (Barona Veritas or Lloyd's Registry) by which the ship has already been surveyed. This agent is to satisfy himself that the work is done in such a manner as to permit the ships to be placed in Class 1 (Barona Veritas or Lloyd's Registry) when completed. The cost of this surveillance is to be borne by Italy.

The representatives of the French Maritime Marine will be allowed on board the ships at all times and, if they have reason, they will make any observations they think necessary concerning the execution of the repairs. For this purpose they will contact the persons designated by the Italian Government to be responsible for the direction of the work.

3. Upon completion of the work, and after trials and the usual tests have been carried out to their entire satisfaction, each ship will be handed over to the delegates of the French Government in the port where the repairs are effected. The costs of the said trials and tests will be borne by Italy.

It is understood that when delivered each ship will be furnished with all the rigging, gear, fittings, installations, and spare parts, as laid down in the construction specifications; this applies equally to the upper deck, living quarters, and to the engines, with the exception of supplies of fuel, lubricants and ship's stores, other than those necessary for the trials.

4. The French Government or the owners of the ships will pay insurance charges from the date upon which they are accepted as stated in paragraph 1.

5. As compensation for the refloating and repair work aforesaid, the French Government, in its own name and on behalf of all others concerned, owes to the Italian Government the ownership of the ships appearing in list 63) 80/4 they are at the time of signing this agreement.

Ownership is ceded without any reserve, condition or charge whatsoever, with the exception of any right which may be acquired by Italian interests or companies at the time of the refloating and repair of the ships.

.....

The French Government accepts responsibility for the adjustments to be made with the owners of the ships, and all others concerned, in respect of the above decision, and it undertakes to guarantee the Italian Government against any action which may be brought by any person having real claims upon the ships of which the ownership is transferred to the Italian Government.

With regard to the "SARAGHELI" the Italian Government will reimburse the French Government for the expenses which it has already incurred in refloating it.

6. In respect of the French river craft sunk in Italian territorial waters: the French Government will proceed itself with the work of refloating, repainting and recommissioning those where it considers this desirable; it will sell to its own benefit such wrecks as it may deem fit.

All the work entailed will be allocated directly by the French Government to private Italian concerns with whom it will enter into individual contracts. The technical supervision of this work will be done by the Representatives of the French Government.

The Italian Government will afford every help and assistance desired by these Representatives in the execution of their task, especially in towing the vessels in question from the place at which they are refloated or repaired to the port which they will designate; this will be done in the manner most economical for the French Government.

The Italian Government will credit to an account opened at an Italian bank (to be nominated) in the name of the French Mercantile Marine Mission in Italy, the sum in lire corresponding to the total value of the heavy petroleum products (HOP) supplied to Italy by the French Government. A separate agreement will be signed to this effect.

An advance of 50 millions lire, to be adjusted subsequently, will be made upon signature of the present agreement, the purpose of this will be to allow refloating and repair operations now in progress to be financed.

The French Government will undertake the settlement of all expenditure incurred by itself in respect of the river craft, whether in account with private firms or with Italian Administrative Departments.

If the Italian Government is in agreement with the above, the present Note and the Note by which you reply to an accompanying this matter will be considered as an agreement upon the subject between the two Governments.

Please accept, Sir, the assurance of my highest esteem

... the French Government will be allocated directly by the French Government to private Italian concerns with whom it will enter into individual contracts. The technical supervision of this work will be done by the Representatives of the French Government.

The Italian Government will afford every help and assistance desired by these Representatives in the execution of their task, especially in towing the vessels in question from the place at which they are refloated or repaired to the port which they will designate; this will be done in the manner most economical for the French Government.

The Italian Government will credit to an account opened at an Italian bank (to be nominated) in the name of the French Merveilles Marine Mission in Italy, the sum in lire corresponding to the total value of the heavy petroleum products (PCH) supplied to Italy by the French Government. A separate agreement will be signed to this effect.

An advance of 50 millions lire, to be adjusted subsequently, will be made upon signature of the present agreement, the purpose of this will be to allow refloating and repairs operations now in progress to be financed.

The French Government will undertake the settlement of all expenditures incurred by itself in respect of the silver credit, whether in account with private firms or with Italian Administrative Departments.

If the Italian Government is in agreement with the above, the present Note and the Note by which you reply to me concerning this matter will be considered as an agreement upon the subject between the two Governments.

Please accept, Sir, the assurances of my highest esteem

6003

Roma, 1° giugno 1946

Signor Incaricato d'Affari,

Con Nota in data odierna Ella mi ha comunicato quanto segue:

"En me référant aux conversations intervenues entre le Gouvernement italien et le Gouvernement français au sujet de la question des navires français coulés dans les eaux territoriales italiennes, j'ai l'honneur de vous communiquer ce qui suit:

"1) - Le Gouvernement italien procédera, dès la signature du présent accord, directement ou par l'entremise d'entreprises privées au renflouement des navires français mentionnés dans la liste A) et actuellement coulés dans les eaux territoriales italiennes, ainsi qu'à leur réparation et à leur remise en état par des chantiers navals italiens, de façon à les remettre en condition complète de navigabilité.

"Les travaux afférents seront effectués sous la responsabilité et aux frais du Gouvernement italien. La main d'oeuvre et le matériel nécessaires pour lesdits travaux seront fournis par l'Italie.

"Le Gouvernement italien remboursera au Gouvernement français les dépenses engagées par celui-ci pour la mise à flot du "Général Cassouin" et du "Lezardrieux".

"Les travaux seront poursuivis sans désenparer et dans les délais les plus rapides; pour chacun des navires une commission mixte franco-italienne évaluera la durée

Al Signor Georges B A L A Y
Incaricato d'Affari dell'Ambasciata
di Francia

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maximum des réparations, et fixera la date de présentation aux essais avant livraison.

"2) - Les réparations seront effectuées sous la surveillance d'un agent de la société de classification (Bureau Veritas ou Lloyd's Register) à laquelle le navire est déjà classé. Cet agent devra s'assurer que les travaux sont effectués dans conditions telles qu'à leur achèvement la cote n. 1 du Bureau Veritas ou du Lloyd's Register puisse être attribuée au navire. Les frais de cette surveillance seront à la charge de l'Italie.

"Les représentants de la Marine Marchande Française auront en tout temps accès à bord et adresseront, s'il y a lieu, toutes observations qu'ils estimeraient nécessaires au sujet de l'exécution des réparations. Ils se mettront à cet effet en rapport avec les personnes responsables désignées par le Gouvernement italien pour assurer la conduite des travaux.

"3) - En fin de travaux, chaque navire sera remis aux délégués du Gouvernement français dans le port où auront été effectuées les réparations après que les essais et habituelles épreuves de réception auront été exécutés à leur entière satisfaction. Les frais de ces épreuves et essais avant réception seront à la charge de l'Italie.

"Il est entendu que chaque navire sera livré muni de tous les agrès, appareils, installations et outillage et pièces de rechange prévus aux spécifications de construction, tant sur le pont que pour les aménagements et les machines, mais sans approvisionnements de combustible, matières grasses et dotations de bord autres que ceux nécessaires à l'exécution des essais.

"4) - Le Gouvernement français ou les propriétaires des navires prendront à leur charge les assurances des na-

- 3 -

vires à compter de la date de réception, comme il est dit au paragraphe 3.

"5) - A titre de compensation pour les travaux précités de renflouement et de réparations, le Gouvernement français en son nom et de façon à lier tous autres intéressés, cède au Gouvernement italien la propriété des navires figurant sur la liste B), dans l'état où ils se trouvent au moment de la signature du présent accord.

"La propriété est cédée libre de tout privilège, hypothèques et charges quelconques, à l'exception des droits éventuellement acquis par des ressortissants ou sociétés italiens, à l'occasion d'opérations de renflouement ou de réparations effectuées sur les navires.

"Le Gouvernement français déclare prendre à sa charge le réglément des rapports concernant la dite cession, avec les propriétaires des navires et tous autres intéressés, et s'engage à garantir le Gouvernement italien de toute action qui serait intentée par toute personne qui avait des droits réels sur les navires, dont la propriété lui est cédée.

"En ce qui concerne le "Tourquennois", le Gouvernement italien remboursera le Gouvernement français des dépenses déjà engagées pour son renflouement.

"6) - En ce qui concerne les bâtiments fluviaux français coulés dans les eaux territoriales italiennes, le Gouvernement français procédera lui-même à l'exécution des travaux de renflouement, de réparation et de remise en état de ces derniers, s'il le juge utile; il procédera lui-même et à son bénéfice à la vente des épaves qu'il estimera devoir effectuer.

Tous les travaux afférents seront concédés-directement par le Gouvernement français à des entreprises

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privées italiennes avec lesquelles il conclura des contrats particuliers. La surveillance technique de ces travaux sera exécutée directement par les délégués du Gouvernement français.

"Le Gouvernement italien donnera toute l'aide et l'assistance voulues à ces délégués dans l'exécution de leur travail, notamment pour le remorquage des unités précitées de leur lieu de renflouement ou de réparation sur tel ou tel port qu'ils désigneront et ce, aux conditions les plus économiques pour le Gouvernement français.

"Le Gouvernement italien versera en liras à un compte ouvert dans une banque italienne (à désigner) au nom du représentant de la Mission Marine Marchande en Italie les sommes correspondant au montant des fournitures de produits pétroliers lourds effectuées par le Gouvernement français à l'Italie. Un accord particulier sera signé à cet effet.

"Une avance de 50 millions de liras, à régulariser ultérieurement sera faite dès la signature du présent accord, ceci afin de permettre le financement des opérations de renflouement et de réparation actuellement en cours.

"Le Gouvernement français fera sien le règlement de toutes les dépenses engagées par lui et concernant les bateaux fluviaux, à l'égard d'entreprises privées ou d'administrations italiennes.

"Si le Gouvernement italien est d'accord sur ce qui précède, la présente Note et la Note de réponse que vous voudrez me faire parvenir à ce sujet seront considérées comme un accord passé en la matière entre les deux Gouvernements." **5999**

Nel farle presente che il Governo italiano è d'accordo su quanto precede, la prego d'accogliere, Signor Incaricato d'Affari, i sensi della mia alta considerazione

F.to DE GASPERI

LISTE A)

Général GASSOUIN

JACQUES SCHIAPPINO

PIERRE CLAUDE

ARIZONA

SAN JOSE

LEZARDREUX

ESTEREL

RABELAIS

REMOIS

CHEF MECANICIEN ARMAND BIANC

FRDC

5998

L I S T E B)

—

CAP FIGARO

THESEE

TOURQUENOIS

MONTESQUIEU

MIN

SAINT HAZAIRE

BOUCARONI

KAKOULINA

HERMIA

MAURICE DELMAS

SAINT BRIEUC

GINCUSE

MARSA

BRUNI

COMTO

JUTLAND

TLEMCEM

BENTY

QUERCHA

SIDI OKBA

AMBASSADE
DE LA REPUBLIQUE FRANÇAISE
EN ITALIE

Rome, le 1er Juin 1946

Monsieur le Ministre,

En me référant aux conversations intervenues entre le Gouvernement italien et le Gouvernement français au sujet de la question des navires français coulés dans les eaux territoriales italiennes, j'ai l'honneur de vous communiquer ce qui suit:

1) - Le Gouvernement italien procédera, dès la signature du présent accord, directement ou par l'entrepris^{es}es privées au renflouement des navires français mentionnés dans la liste A) et actuellement coulés dans les eaux territoriales italiennes, ainsi qu'à leur réparation et à leur remise en état par des chantiers navals italiens, de façon à les remettre en condition complète de navigabilité.

Les travaux afférents seront effectués sous la responsabilité et aux frais du Gouvernement italien. La main d'oeuvre et le matériel nécessaires pour lesdits travaux seront fournis par l'Italie.

Le Gouvernement italien remboursera au Gouvernement français les dépenses engagées par celui-ci pour la mise à flot du "Général Cassouin" et du "Lezardrieux".

Les travaux seront poursuivis sans désemparer et dans les délais les plus rapides; pour chacun des navires une commission mixte franco-italienne évaluera

A Son Excellence Alcide DE GASPERI
Ministre des Affaires Etrangères

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la durée maximum des réparations, et fixera la date de présentation aux essais avant livraison.

2) - Les réparations seront effectuées sous la surveillance d'un agent de la société de classification (Bureau Veritas ou Lloyd's Register) à laquelle le navire est déjà classé. Cet agent devra s'assurer que les travaux sont effectués dans conditions telles qu'à leur achèvement la cote A. 1 du Bureau Veritas ou du Lloyd's Register puisse être attribuée au navire. Les frais de cette surveillance seront à la charge de l'Italie.

Les représentants de la Marine Marchande Française auront en tout temps accès à bord et adresseront, s'il y a lieu, toutes observations qu'ils estimeraient nécessaires au sujet de l'exécution des réparations. Ils se mettront à cet effet en rapport avec les personnes responsables désignées par le Gouvernement italien pour assurer la conduite des travaux.

3) - En fin de travaux, chaque navire sera remis aux délégués du Gouvernement français dans le port où auront été effectuées les réparations après que les essais et habituelles épreuves de réception auront été exécutés à leur entière satisfaction. Les frais de ces épreuves et essais avant réception seront à la charge de l'Italie.

Il est entendu que chaque navire sera livré muni de tous les agrès, appareils, installations et outillage et pièces de rechange prévus aux spécifications de construction, tant sur le pont que pour les aménagements et les machines, mais sans approvisionnements de combustible, matières grasses et dotations de bord autres que ceux nécessaires à l'exécution des essais.

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4) - Le Gouvernement français ou les propriétaires des navires prendront à leur charge les assurances des navires à compter de la date de réception, comme il est dit au paragraphe 3.

5) - A titre de compensation pour les travaux précités de renflouement et de réparations, le Gouvernement français en son nom et de façon à lier tous autres intéressés, cède au Gouvernement italien la propriété des navires figurant sur la liste B), dans l'état où ils se trouvent au moment de la signature du présent accord.

La propriété est cédée libre de tout privilège, hypothèques et charges quelconques, à l'exception des droits éventuellement acquis par des ressortissants ou sociétés italiens, à l'occasion d'opérations de renflouement ou de réparations effectuées sur les navires.

Le Gouvernement français déclare prendre à sa charge le réglément des rapports concernant la dite cession, avec les propriétaires des navires et tous autres intéressés, et s'engage à garantir le Gouvernement italien de toute action qui serait intentée par toute personne qui avait des droits réels sur les navires, dont la propriété lui est cédée.

En ce qui concerne le "Tourquenais", le Gouvernement italien remboursara le Gouvernement français des dépenses déjà engagées pour son renflouement.

6) - En ce qui concerne les bâtiments fluviaux français coulés dans les eaux territoriales italiennes, le Gouvernement français procédera lui-même à l'exécution des travaux de renflouement, de réparation et de remise en état de ces derniers, s'il le juge utile; il procédera lui-même et à son bénéfice à la vente des épaves qu'il estimera devoir effectuer.

Sous les travaux afférents seront concédés directement par le Gouvernement français à des entreprises privées italiennes avec lesquelles il conclura des contrats particuliers. La surveillance technique de ces travaux sera exécutée directement par les délégués du Gouvernement français.

Le Gouvernement italien donnera toute l'aide et l'assistance voulues à ces délégués dans l'exécution de leur travail, notamment pour le remorquage des unités précitées de leur lieu de rassemblement ou de réparation sur tel ou tel port qu'ils désigneront et ce, aux conditions les plus économiques pour le Gouvernement français.

Le Gouvernement italien versera en lires à un compte ouvert dans une banque italienne (à désigner) au nom du représentant de la Mission Marine Marchande en Italie les sommes correspondant au montant des fournitures de produits pétroliers lourds effectuées par le Gouvernement français à l'Italie. Un accord particulier sera signé à cet effet.

Une avance de 50 millions de lires, à régulariser ultérieurement sera faite dès la signature du présent accord, ceci afin de permettre le financement des opérations de rassemblement et de réparation actuellement en cours.

Le Gouvernement français fera sien le règlement de toutes les dépenses engagées par lui et concernant les bateaux fluviaux, à l'égard d'entreprises privées ou d'administrations italiennes.

Si le Gouvernement italien est d'accord sur ce qui précède, la présente Note et la Note de réponse que vous voudrez me faire parvenir à ce sujet seront considérées comme un accord passé en la matière entre les deux Gouvernements.

Veuillez agréer, Monsieur le Ministre, les assurances de ma très haute considération.

F. G. BALAY

5992

L I S T E A)

Général GASSOUIN

JACQUES SCHIAPPINO

PIERRE CLAUDE

ARIZONA

SAN JOSE

LES ARDREUX

ESTERRE

RABELAIS

REMOIS

CHEF MECANICIEN ARMAND BLANC

L I S T E B)

CAP FIGALO

TWESSE

TOURQUENOIS

MONTESQUIEU

MIN

SAINT NAZAIRE

BOUCARONI

KAKOUTIMA

HERMIA

MAURICE HELMAS

SAINT BRIEUC

GINOUSE

MARSA

BRUNI

GONGO

JUTLAND

TLENGEN

BENTY

OUERCHA

SIDI CHEBA

AMBASSADE
DE LA REPUBLIQUE FRANÇAISE
EN ITALIE

Rome, le 1er Juin 1946

Monsieur le Président,

Au moment de procéder à l'échange de notes en date de ce jour concernant le renflouement et la remise en état de navigabilité après réparation de certains navires français coulés dans les eaux territoriales italiennes, j'ai l'honneur de vous faire savoir que le Gouvernement français :

1°) ne présentera en aucun cas de demandes tendant à mettre à la charge du Gouvernement italien une responsabilité quelconque, soit directe, soit indirecte ou subsidiaire, en ce qui concerne les navires français saisis par l'Allemagne en 1943 et, en particulier, ceux de ces navires qui ont été remis en gérance au Gouvernement italien par le Gouvernement allemand et ont été perdus ultérieurement par faits de guerre;

2°) prend acte des réserves que le Gouvernement italien a faites:

a) au sujet des observations qui pourraient être faites par la Commission Alliée en ce qui concerne l'emploi de matériaux d'importation ou de production nationale dans les travaux en question.

Monsieur A. De GASPERI
Président du Conseil des Ministres
Palais Chigi

R O M E

5990

- 2 -

b) au sujet des difficultés en présence desquelles le Gouvernement italien pourrait se trouver placé en raison de l'impossibilité de se procurer certains matériaux indispensables à l'exécution des travaux dont il s'agit.

3) est disposé, pour sa part, en ce qui concerne ces réserves :

a) à faire tout ce qui lui sera possible pour s'entretenir auprès de la Commission Alliée dans le sens souhaité par le Gouvernement italien.

b) à examiner, d'accord avec le Gouvernement italien et dans un esprit de compréhension mutuelle les répercussions que les difficultés prévues par la réserve b) pourront avoir sur l'exécution des travaux.

Veillez agréer, Monsieur le Président, les assurances de ma très haute considération

G. BALAY

5989

Rome, 1° giugno 1946

Signor Incaricato d'Affari,

Ho l'onore di prendere atto che in data 1° corrente V.S. mi ha inviato la seguente Nota:

"Au moment de procéder à l'échange de notes en date de ce jour concernant le renflouement et la remise en état de navigabilité après réparation de certains navires français coulés dans les eaux territoriales italiennes, j'ai l'honneur de vous faire savoir que le Gouvernement français:

1) - ne présentera en aucun cas de demandes tendant à mettre à la charge du Gouvernement italien une responsabilité quelconque, soit directe, soit indirecte ou subsidiaire, en ce qui concerne les navires français saisis par l'Allemagne en 1943 et, en particulier, ceux de ces navires qui ont été remis en gérance au Gouvernement italien par le Gouvernement allemand et ont été perdus ultérieurement par faits de guerre;

2) - prend acte des réserves que le Gouvernement italien a faites;

a) au sujet des observations qui pourraient être faites par la Commission Alliées en ce qui concerne l'emploi de matériaux d'importation ou de production nationale dans les travaux en question;

./.

Al Signor Georges B A L A Y
Incaricato d'Affari dell'Ambasciata
di Francia

5988

data -

"Au moment de procéder à l'échange de notes en date de ce jour concernant le renflouement et la remise en état de navigabilité après réparation de certains navires français coulés dans les eaux territoriales italiennes, j'ai l'honneur de vous faire savoir que le Gouvernement français:

1) - ne présentera en aucun cas de demandes tendant à mettre à la charge du Gouvernement italien une responsabilité quelconque, soit directe, soit indirecte ou subsidiaire, en ce qui concerne les navires français saisis par l'Allemagne en 1943 et, en particulier, ceux de ces navires qui ont été remis en gérance au Gouvernement italien par le Gouvernement allemand et ont été perdus ultérieurement par faits de Guerre;

2) - prend acte des réserves que le Gouvernement italien a faites;
a) au sujet des observations qui pourraient être faites par la Commission Alliées en ce qui concerne l'emploi de matériaux d'importation ou de production nationale dans les travaux en question;

./.

Al Signor Georges B A L L Y
Incaricato d'Affari dell'Ambasciata
di Francia

R O M A

5988

b) au sujet des difficultés en présence desquelles le Gouvernement italien pourrait se trouver placé en raison de l'impossibilité de se procurer certains matériaux indispensables à l'exécution des travaux dont il s'agit;

3) - est disposé, pour sa part, en ce qui concerne ces réserves:

a) à faire tout ce qui lui sera possible pour s'entre-mettre auprès de la Commission Alliée dans le sens souhaité par le Gouvernement italien;

b) à examiner, d'accord avec le Gouvernement italien et dans un esprit de compréhension mutuelle les répercussions que les difficultés prévues par la réserve b) pourront avoir sur l'exécution des travaux."

Nel ringraziarla di tale comunicazione la prego, Signor Incaricato d'Affari, di gradire i sensi della mia alta considerazione.

L^{ts}. A. DE GASPERI

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4446
16 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Labor Sub-Commission, Hq. Allied Commission.
Subject: Requests to Salvage Allied Vessels.

1. Navy Sub-Commission letters NSC/4407 and NSC/4408 of 10 January 1946, regarding the salvage of Allied vessels, are forwarded herewith for information.

W. F. BAHEMANN
Rear Comdr., USNR
For REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

16 JAN 1946

5986

✓ Copy to Antora

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4408
10 January 1946

Dear Sir:

Receipt is acknowledged of your letter No. 340 of 23 December 1945, which was forwarded to the Navy Sub-Commission by the Chief Commissioner, Allied Commission.

You are informed that authority to salvage Italian vessels should be obtained from the Italian Ministry of Marine and for other vessels from representatives of the respective governments concerned in the case of each specific vessel.

M

Very sincerely yours,

G. P. MENTZ,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

The Secretary General
Federazione Sindacale Italiana
Cooperative Navali Portuali Ed Affini,
Largo Chigi 19, ROME.

11 JAN 1946

IBN-19

5985

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4407
10 January 1946

Dear Sir:

Receipt is acknowledged of your letter No. 340 of 23 December 1945, regarding your offer to undertake salvage of American liberty ships.

This letter was forwarded to the Navy Sub-Commission by the Chief Commissioner, Allied Commission. You are informed that all correspondence relating to salvage of American vessels in Italian harbors should be addressed to:

The War Shipping Administration
123 Via Roma
Naples, Italy.

Very sincerely yours,

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

The Secretary General,
Federazione Sindacale Italiana
Cooperative Navali Portuali Ed Affini,
Largo Chigi 19, ROME.

11 Jan 1946

5984

Translation Elsnor

/js

LSC-515

ITALIAN SYNDICAL FEDERATION OF NAVAL, PROTUAL CO-OPER
ATIVES AND SIMILAR BODIESProt.340
All-ti 1Largo Ghigi, 19 - Rome
23.12.1945

SUBJECT: Request of assignment of naval works.

TO : H.E. Admiral Stone
Rome

The unique syndical cooperative workers' Organization, which from the beginning of the liberation until to-day has worked in silence, without nobody's assistance and without financial means, belongs now to the most accredited workers' organizations.

It has followed the real democratic way and has to-day 11 Workers' Cooperatives as members. It is organized and directed by a sincere Syndicalist Capt. Silvio Iozzelli. Technical Director General is the General of the Naval Engineers Dr. Eng. Giovannelli Odoardo. They are working in all ports at the full satisfaction of the Italian Navy and the ship-owners.

TECHNICIANS AND WORKERS ARE ALL OF the naval-maritime classes, all bred up on the basis of the principle "ALL FOR ONE, AND ONE FOR ALL". The organization has no political character. In view of the waste effected by private firms to the prejudice of the community and also for the reconstruction of the world economy our Federation takes the liberty to ask to Your Excellency authorization to carry out the works of SALVAGE, REPAIRS, DEMOLITIONS and GATHERING of sunken ships in the ports and along the coasts belonging to the Allied Command for Italy.

We are confident that Your Excellency will understand our situation, and awaiting your benevolent instructions on the matter, with our best thanks, we remain

Yours faithfully
THE SECRETARY GENERAL
(Cap. Silvio Iozzelli)

5983

10303

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ASC/515

FEDERAZIONE SINDACALE ITALIANA COOPERATIVE NAVALI PORTUALI ED AFFINI

SEZIONE REGIONALE DI SICILIA

VIA PRINCIPE GRANATELLI 76 PALERMO TELEFONO 10185

Prot. J.H.D......

All/ri. /.....

~~PALESTRA~~ ROMA/23/12/1945

Targa Chigi 19 tel. 60.204

OGGETTO: Richiesta lavori navali:

A.S.E. AMIRAGLIO STONE

P O M A.

L'Unica organizzazione sindacale cooperativistica operaia, dal principio della liberazione ad oggi ha lavorato in silenzio, senza aiuti da nessuno e senza mezzi, si sia portata all'altezza delle più grandi organizzazioni operaie.

Ha attuato effettivamente la vera via democratica, oggi conta nel II Cooperative Operaie, organizzate e dirette dal Sindacalista Puro Capt. Silvio Iozzelli, Direttore Tecnico Generale & il generale del Genio Navale Dott. Ing. Giovannelli Odoardo, lavorano in tutti i porti con piena soddisfazione della marina e degli armatori.

TECNICI E LAVORATORI, sono tutti navali-marittimi, educati tutti sul principio "TUTTI PER UNO UNO PER TUTTI", l'Organizzazione è apolitica.

Visto il sciupio, da parte delle ditte private, a danno della collettività, per la ricostruzione dell'economia mondiale, questa Federazione si permette chiedere a V.E. l'autorizzazione di assumere i lavori

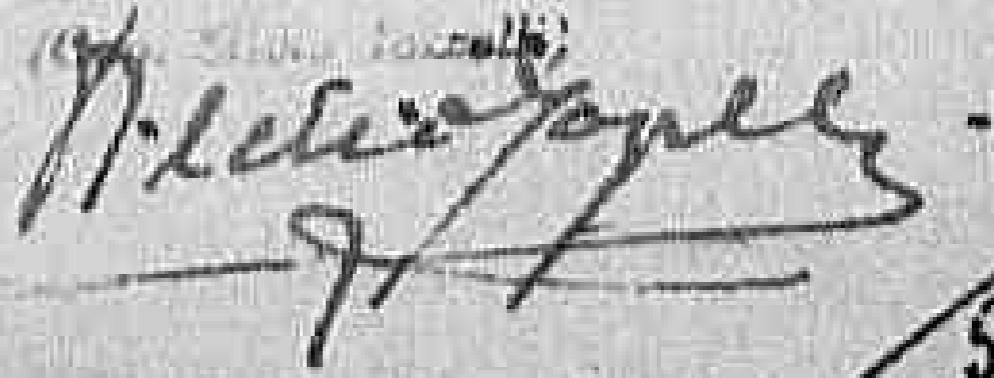
DI RICUPERO, RIPARAZIONI, DEMOLIZIONI e RATTAMENTO dei relitti affon-

dati nei porti e lungo le coste appartenenti al comando alleato per

l'Italia.

Sicuri, come sempre, dell'alta comprensione dell'E.V. ringraziamo molto, mentre rispettosamente ossequiamo, in attesa di Vs benevole istruzioni al riguardo.

IL SEGRETARIO GENERALE

(Ing. Silvio Iozzelli)


5982

505

Translation Elsner

/js

ITALIAN SYNDICAL FEDERATION OF NAVAL, PORTUAL COOPER-
ATIVES AND SIMILAR BODIES

Prot. - N° 340

Rome, 23.12.1945
Largo Chigi, 19

SUBJECT: Request for salvage works and
reactivation of sunken ships,
belonging to the American Allied
Command, in the port of Bari.

TO : The Command of the American Government, Rome

The Bari Group of our Federation has summoned us
to recommend to your Command the salvage of American
sunken ships of the "Liberty type" existing in the
port of Bari, and which are actually hampering the
traffic in the said port.

Our Workers' Federation would be absolutely in a
position to salvage and reactivate these ships.

The concession of this work would be carried out
according to the habits and usage established by your
Hon.Command. At the same time, it would alleviate the
unemployment and distressing situation among the naval-
-maritime workers and bring forth more speedily a well-
-being and democratic concord on behalf of the world's
economy and peace.

We are looking forward to your benevolent reply,
so as to enable us to give an answer to our federated
groups.

With kind regards, we are,

Your faithfully
THE SECRETARY GENERAL
(signature)

P.S. - We shall be able to carry out similar works
also in the ports of LA SPEZIA, GENOA AND SAVONA.

10395

182/515

FEDERAZIONE SINDACALE ITALIANA COOPERATIVE NAVALI PORTUALI ED AFFINI

SEZIONE REGIONALE DI SICILIA
VIA PRINCIPALE GRANATELLI 76 - PALERMO - TELEFONO 10185

PAVERMOY ROMA 23/12/1945
Targo Chigi 19 tel. 60.204

Prot. *242*.....
All/ri.....

OGGETTO: richiesta lavori di ricupero e messa in efficienza dei relitti di proprietà del comando alleato americano affondati nel Porto di BARI.

Spett. Comando del Governo Americano
Roma.

Il nostro Gruppo Cooperativistico di Bari, ci invita a cotesto on. Comando di recuperare i relitti americani "navi tipo Liberty" esistenti nel porto di Bari; Relitti che attualmente intralciano il movimento del porto anzidetto. Questa Federazione operaia è perfettamente in grado di recuperare e mettere in efficienza dette navi. Detta concessione di lavoro, verrebbe eseguita secondo il costume e l'uso che pratica cotesto on. Comando, allevando, nel contempo, disoccupazione e fame nell'ambiente operai navale-marittimo, apportando con ritmo accelerato bene e concordie democratica per l'economia e la pace nel mondo. Restiamo in attesa di un benevole riscontro al riguardo, onde essere da parte vostra precisati ai nostri gruppi federati.

Con profonda osservanza

M. SEGRETARIO GENERALE
[Signature]

P.S. Tali lavori siamo in grado di eseguirli anche nei porti di LA SPEZIA, GENOVA e SAVONA.

ly.

10 3 0-6

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

22nd December, 1945.

No. P.O.L.L. 575/26.
SIGNORA L. SAVARISE,
Via Firenze No. 48,
ROME.

APPLICATION FOR SALVAGE CONTRACT
AT NAPLES.

With reference to your letter addressed to
the Chief Commissioner, Allied Commission, dated
30th November, 1945, applications to salvage the
vessels should be forwarded to the following authorities:-

- Naval Vessels - COMMANDER, Naples.
(For United States Naval Salvage
Officer).
- Merchant Vessels - War Shipping Administration,
125 Via Roma,
Naples.

(signed) S. N. BLACKBURN

FOR REAR ADMIRAL.

Copies to:-

- Captured Enemy Materials Branch, Allied Commission 5979
- Economic Section, Allied Commission.
- Navy Sub Commission, Allied Commission.

No. P. C. I. L. 975/26.

SOGLIERA' B. SAVARESE,
Via Firenze No. 43,
Rome.

APPLICATION FOR SALVAGE CONTRACT
AT ANZIO.

With reference to your letter addressed to the Chief Commissioner, Allied Commission, dated 30th November, 1945, applications to salvage the vessels should be forwarded to the following authorities:-

Naval Vessels - COMNAVSTA, Naples.
(For United States Naval Salvage Officer).

Merchant Vessels - War Shipping Administration,
123 Via Roma,
Naples.

(signed) S. N. BLACKBURN

for REAR ADMIRAL.

Copies to:-

Captured Enemy Materials Branch, Allied Commission 5979
Economic Section, Allied Commission.
Navy Sub Commission, Allied Commission.

030

185020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4287.
22 December 1945.

Ignazio Messina & Co.
Casella Postale 1871
Via A. Meucci, 3
Genoa, Italy

Gentlemen:

Receipt is acknowledged of your letter No. 212 of 26 October 1945 regarding your offer to undertake salvage of four American ships, namely: JOHN BASCON, JOHN MOTLEY, JOHN HARLEY, and JOHN WELER, sunk in the harbor of Bari.

This letter was forwarded to the Navy Sub-Commission, Allied Commission, by the American Embassy, Rome. You are informed that all correspondence relating to salvage of American vessels in Italian harbors should be addressed to:

The War Shipping Administration
123 Via Roma
Naples, Italy.

Very sincerely yours,

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, AC.

120

120-19

5978

23 DEC 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4262
17 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Request to salvage material owned by the Allies.
Enclosure: (A) Copy S.E.R.S. Company ltr. of 7 December 1945.
(B) Copy Navy Sub-Commission ltr. NSC/4261 of
17 December 1945.

1. Enclosures (A) and (B) are forwarded herewith
for information.

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

B

12-19

5977

18 DEC 1945

0319

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4261
17 December 1945.

Societa Esercizio Ricupero Salvataggi,
Corso Vittorio Emanuele, 326,
Rome.

Dear Sirs,

Receipt is acknowledged of your letter of 7 December 1945, a copy of which has been forwarded to the Italian Ministry of Marine. It is regretted that no general authority can be granted or contracts entered into for the salvage of all vessels sunk in any specified area. Authority to salvage Italian vessels should be obtained from the Italian Ministry of Marine and for other vessels from representatives of the respective governments concerned in the case of each specific vessel.

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

IRN-19

5976

18 DEC 1945



THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

OFFICE OF THE MILITARY & MILITARY AIR ATTACHE
AMERICAN EMBASSY
ROME, ITALY

14 December 1945

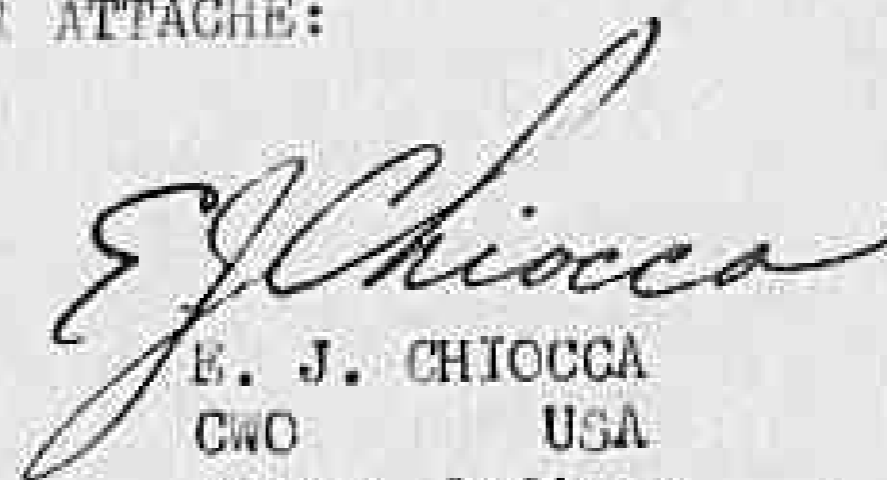
MAH 313.3

SUBJECT: Transmittal of letter

TO: Allied Commission
Naval Sub-Commission
Rome, Italy

Transmitted herewith, for any action you deem necessary, is letter from Ignazio Messina & Co., 26 October 1945 addressed to the U. S. Embassy concerning the work of salvaging of ships at Bari.

FOR THE MILITARY & MILITARY AIR ATTACHE:


E. J. CHIOCCA
CWO USA
Admin. Officer

1 Incl:
Letter as above

12N-19

5975

HEADQUARTERS ALLIED COMMISSION
APO 394
CAPTURED ENEMY MATERIALS BRANCH

WMD/71/1111

13 December 1945

SUBJECT : Application for Salvage.

TO : Flag Officer Italy and Liaison,
Via Lucullo 6
ROME

1. As requested by Navy Sub Commission today, we herewith forward to you letter dated 30 Nov 45, received from Societa R. Saverese.

2. Will you please take the necessary action, sending copy of any correspondence to Economic Section HQ AC.

J.A. CAMPBELL
Lieut. Colonel
Director
C.S.V. Branch

Copy to :- Economic Section
Navy Sub Commission
(telephone conversation Major Wilson- Lt. Mac Millan
of 13 Dec refers).

5974

[Faint, illegible text and markings at the bottom of the page]

From: S.E.R.S. (Recovery and Salvage Company)
Corso Vittorio Emanuele, 326, Rome.
To : N.S.C. A.C. - Rome
Date: 7th December 1945

S The undersigned Company with Head Offices in Rome at No.326 Corso Vittorio Emanuele (Telephone 50560) and accredited at the Salvage Dept. of the Ministry of Marine, requests that it may be granted the sole right to salvage, on behalf of the Navy Sub Commission and using its own equipment and labour, all the material owned by the Allies (hulls, wrecks, engines and cargoes of all kinds) which is sunk in the area of sea between Cape Anzio and Torre Astura.

The undersigned undertakes to place all salvaged material at the disposal of the Commission, housing it in its own storehouses at Anzio, except for a quota of material - to be established - which the Navy Sub Commission may consider adequate for the undersigned as repayment for the work.

The salvage work in question, if authorised, besides being of benefit to shipping since the obstructions on the sea bottom - which damage fishing nets - would be removed, would also avoid the loss of the sunken material which is carried away at present by individuals who have no authority whatsoever. Thus any further deterioration of the goods and materials would be avoided, while work and bread would be given to a large number of workers at Anzio who are now unemployed and in a miserable condition as a result of the war and the destruction of the town.

The undersigned is at the disposal of the Commission in the matter of such terms as it may be required to establish for the granting of the concession requested.

Thanking you in anticipation of a favourable acceptance

S.E.R.S.
Sgd. The Administrators.

gge3p.

5973

S. E. R. S.
Società Esercizio Ricupero Salvataggi
Corso Vittorio Emanuele, 326
Telefono 50560
ROMA

Roma, 7 Dicembre 1945

On. NAVY SUB-COMMISSION
A.G.
Via Vittorio Veneto

ROMA

La sottoscritta Società Esercizio Ricupero Salvataggi (SERS) con sede in Roma- Corso Vittorio Emanuele, 326-Telef. 50560, accreditata presso l'Ufficio Ricupero del Ministero Marina, chiede la concessione esclusiva di recuperare ,per conto di codesta Commissione, con mezzi e personale proprio, tutto il materiale (scafi, relitti, motori e carichi di ogni sorta) sommerso in mare nella zona tra Capo d'Anzio e Torre Astura, di proprietà degli Alleati.

La richiedente si impegna di mettere tutto il materiale recuperato a disposizione di codesta Commissione, custodendolo nei propri magazzini di Anzio, salvo a stabilire la quota di materiale che codesta Commissione stessa riterrà di corrispondere alla sottoscritta a titolo di compenso per la sua opera.

I lavori di ricupero in questione, se saranno autorizzati, oltre ad apportare benefici alla navigazione perchè verrebbero rimossi gli ostacoli giacenti sul fondo ,che danneggiano le reti da pesca, eviterebbero anche la dispersione del materiale sommerso, che attualmente viene arbitrariamente asportato da individui privi di qualsiasi autorizzazione . Si avrebbe così il beneficio di evitare l'ulteriore deterioramento della merce e del materiale e si darebbe lavoro e pane a molti operai di Anzio, disoccupati ed in miseria a causa della guerra e della distruzione della città.

La sottoscritta si mette a disposizione di codesta Commissione per quelle clausole che vorrà eventualmente fissare ai fini del rilascio della chiesta concessione.

In attesa di benevolo accoglimento , ringrazia.

S. E. R. S.
SOCIETÀ ESERCIZIO RICUPERO SALVATAGGI

Gli Amministratori

Comm. GIUSEPPE GIONTA

Giuseppe Gionta
Giuseppe Gionta

5972

From: Ignazio Messina and Co. (Salvage and Recovery Dept.)
To : U.S. Embassy, Rome.
Date: 26th October 1945
Ref.: 212

Subject: Salvage of ships at Bari

For several years our Company has had a Salvage and Recovery Dept. equipped with equipment of the most perfect and modern type and managed by a technical staff which has shown the highest qualities and capability in a large number of salvage undertakings.

In 1942 we salvaged the S.S.LIDO, which had sunk at Preveza (Greece) in the most difficult circumstances, the I.R.N. and other Salvage firms having declared it lost and irrecoverable. Subsequently we salvaged the S.S."RAVENNA" at Locri, the S.S."CAMPANIA" and the "LERCARA" at Leghorn, and we are now completing salvage of the following ships : "N.CLAUDIO" at Genoa, C.A.18 and "PAVIGNANA" at Pietra Ligure, "CASTORE" at San Remo, and "FRATELLI NERI" at Savona.

Upon finishing the above work it is intended to move our equipment to Bari in order to proceed with the recovery of the S.S. "GOGGIAM" which is sunk there.

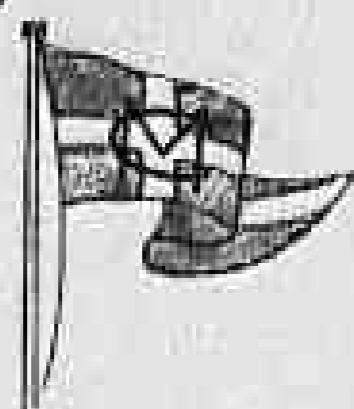
Our information is that the following American ships are sunk in that port : Jhon Bascon - Jhon Motley - Jhon Harley - Jhon Weler, and in consequence we are entirely at the disposal of the U.S. Embassy should the U.S. Government or the individual owners intend to proceed with the salvage or breaking-up of the sunken vessels, in the assurance that we shall complete the work to the full satisfaction of whomsoever may wish to entrust it to us.

We are fully at your disposal for any explanation which may be needed, and remain

Yours faithfully,
Ignazio Messina and Co.

GGE/P.

5971



IMPRESE MARITTIME

TELEGRAMMI: MESSINA - GENOVA
TELEFONI: 52180 - 52181

er/RS

da dare nella risposta

REPARTO SALVATAGGI E RICUPERI.

Ignazio Messina & C.

Successori a Giuseppe Messina Caluso

SOCIETÀ IN ACCOMANDITA SEMPLICE

C. P. C. GENOVA N 789

Genova, 26 Ottobre 1945
Caella Postale 1871
Via A. Mauri, 13 p. 4

Alla

AMBASCIATA DEGLI STATI UNITI
presso il Governo Italiano

R O M A

Ns/.pratica n° 212

Lavori di ricupero p/fi a Bari:

La nostra Società da diversi anni ha costituito un reparto Salvataggi e Ricuperi con una perfettissima e moderna attrezzatura, e con personale tecnico dirigente che nei numerosi salvataggi già compiuti ha dimostrato ottime qualità e capacità.

Nel 1942 abbiamo recuperato il p/fo LIDO affondato a Prevesa (Grecia) in difficilissime condizioni, tanto che era stato giudicato irrimediabilmente perduto da parte della R. Marina e da altra Impresa di Salvataggio. Successivamente abbiamo recuperato il p/fo RAVENNA a Locri, il p/fo CAMPANIA e il LERCARA a Livorno, ed attualmente stiamo portando a termine i lavori di ricupero dei p/fi: N. CLAUDIO a Genova, C.A. 18 e PAVIGNANA a Pietra Ligure, CASTORE a San Remo, e FRATELLI NERI a Savona.

Terminati i suddetti lavori, contiamo trasferire a Bari la nostra attrezzatura onde procedere al ricupero del p/go GOGGIAN colà affondato.

Ci risulta che nel detto porto vi sono affondati i seguenti piroscafi di bandiera americana:

1 5970

Jhon Bascon - Jhon Motley - Jhon Harley - Jhon Weler

eppertanto restiamo a completa disposizione di codesta Ambasciata, qualora sia il Governo degli S.U. o i singoli Armatori intendessero procedere al ricupero o alla demolizione dei piroscafi affondati, certi di portare a termine il lavoro a completa soddisfazione di chi vorrà riservarci la sua fiducia.

A completa disposizione per qualsiasi chiarimento fosse necessario, con perfetta stima Vi riveriamo.

IGNAZIO MESSINA & C.

Reparto Salvataggi • Ricuperi

Ignazio Messina

H3C/5018
13 May 1946

Nicola Delfino,
Portotorre, Sardinia.

Dear Sirs:

Receipt is acknowledged of your letter of 8 May 1946. It is regretted that no general authority can be granted or contracts entered into for the salvage of all vessels sunk in any specified area.

Authority to salvage Italian vessels should be obtained from the Ministry of Marine, and for other vessels from representatives of the respective governments concerned in the case of each specific vessel.

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

(26)

IRIN 5969

15 MAY 1946

NICOLA DELFINO
 ARMATORE
 INDUSTRIA PESCA MECCANICA
 FABBRICA RETI - SPAGNI
 PORTOTORRES

Portotorres, II

May 8, 1946.
 Rome.

The Chief of the Navy Sub Commission
 Allied Commission
 ROME

Dear Sir:

Would it be possible to secure information regarding the salvaging of sunken ships around the Anzio Beach-head or any other Italian ports?

For any information that you would desire to know about our being capable of handling this type of work you may contact Capitaneria di Portotorres, Sardinia.

I am an American Ex-service man here visiting my family. Since my brother is in the business of salvaging ships I will remain for another year overseas. I will thank you to give this matter consideration. We are ready to quote you any bids upon request. Trusting I may have an early reply, I am

Yours very truly,

Nicola Delfino

Address: Nicola Delfino,
 Portotorre, Sardinia.

5968

COMMA AINED VAM FOIL NAV SUB COMM MORMM SINO GRENCE ADMTY
COMMAVED LAFUR MED WSA.
FROM .C IN C MED

UNCLASSIFIED

OPERATIONAL SALVAGE HAVING BEEN COMPLETED THE COMMANDER IN CHIEF NOW
REINQUISHES HIS OVERALL CONTROL OF SALVAGE RESOURCES IN THE
MEDITERRANEAN.

(2) THE SALVAGE COMMITTEE MEDITERRANEAN HAS CEASED TO FUNCTION AND
MSG 24 IS CANCELLED.

(3) IN VIEW OF THE REDUCTION OF RN SALVAGE RESOURCES ESPECIALLY IN
SHIPS AND PERSONNEL IT WILL NOT IN FUTURE BE PRACTICABLE FOR THE RN
TO UNDERTAKE OTHER THAN RN COMMITMENTS.

(4) ALL SALVAGE WILL REVERT TO NORMAL PEACETIME ROUTINE AND WILL BE
THE DIRECT CONCERN OF THE OWNER OF THE VESSEL AND OTHER INTERESTED
PARTIES.

(5) ADDRESSEES ARE REQUESTED TO BRING THIS TO THE NOTICE OF AUTHORITIES
INTERESTED.

25

151210A ZNS

5967

C/W

E/I

FOR A.M.

FMG.D.

16/2

DISP. 0-2 13 16-28 25 1830(4) 1124

18N-79

0329

75025

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2938
13 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.
Subject: Tug "S. MARCO".
Reference: (a) Flag Office Liaison, Italy, AC, Hq, Rome letter
No. L.252/3 of 13 December 1944.

FILE

1. In reply to your letter 1281/UT. of 5 July 1945 to
Flag Officer Liaison, Italy, reference (a) is cited which gives the
status of the tug "S. MARCO".

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



B

210

26

1281-19

14 JUL 1945

5966

From: MINISTRY OF MARINE (Cabinet)
 To : F.O.L.I.
 Date; 5 July '45
 Ref.: 1281/U.T.

Subject: Tug "S.MARCO".

The owner of the Tug "S.MARCO", stationed at Augusta prior to 10th July 1943, came to this Office asking for compensation for the requisition of his tug which, being sunk in Augusta Bay on 13th July 1943, was then salvaged by British Authorities, who used it for their own exigencies, sending it to Algiers.

I should be grateful if F.O.L.I. could clarify the actual position of the Tug, in question, so that I may make reply to the owner.

FLAG OFFICE LIAISON ITALY
 Date: 7 July
 No: 252
 ROME I.

(Sgd) THE MINISTER

DATE: 7. 7. 45
 FROM: FOTALI, ROME.
 TO : NAVY SUB-COMMISSION, HQ, AC.

KCL/P.

FORWARDED FOR APPROPRIATE ACTION,

[Signature] 5965
 for REAR ADMIRAL.



Il 5 Luglio 1945

MINISTERO DELLA MARINA

Al F.O.L.I.

GABINETTO
UFFICIO TRATTATI

Indirizzo telegrafico: MARINA - ROMA

Protocollo N. 1287/UT. Allegati

ARGOMENTO: Rimorchiatore "S.MARCO"

Il proprietario del rimorchiatore "S.MARCO", dislocato ad Augusta, prima del 10 luglio 1943, si é rivolto a questo Ministero chiedendo un compenso di requisizione per il rimorchiatore che, affondato ad Augusta il 13 luglio 1943, é stato recuperato dalle Autorità britanniche che lo hanno impiegato per le loro esigenze, inviandolo ad Algeri.

Si sarà grati a codesto FOLI se vorrà chiarire l'attuale posizione dell'unità in argomento, onde questo Ministero possa rispondere al proprietario.-

IL MINISTRO

5964

OFFICE COPY

ITALIAN TUG "SAN MARCO".

(Commander-in-Chief, Mediterranean Station's letter No.
Med. 45/219/3/5. of the 9th March, 1945.)

II.

No. 11.L.252/3.

THE SECRETARY OF THE ADMIRALTY.

(Copy to :- The Commander-in-Chief,
Mediterranean Station.)

Forwarded for the information of Their Lordships
with reference to Admiralty Letter No.S 208/44 of the 12th
January, 1945.

(Sgd.) G L WARREN

ROME,
2nd April, 1945.

REAR ADMIRAL.

5963

C O P Y

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.

9th March, 1945.

Med.45/219/3/5.
THE FLAG OFFICER, TARANTO ADRIATIC AND LIAISON ITALY.

ITALIAN TUG "SAN MARCO".

The attached report on the salvage and repair of the Italian tug "SAN MARCO" is forwarded with reference to Med.45/219/3/5 dated 21st November 1944, and for necessary action in accordance with Mediterranean Shore Standing Order 9.

for A D M I R A L

Enclosure :-

Report on salvage of Italian Tug "SAN MARCO".

5962

STAFF MINUTE SHEET.

Pack No. _____

Subject

Italian King "San Marco"

Origin

Rec 42/219/3/5 of 3/3/45

Referred to

~~SFO.~~

~~SO (CI)~~

Also see

See 4/13

After ~~circulation~~
circulation

See

Home to retain.

Disposal

B. U.

(P) in this paper were forwarded to
Rotari home for action. Propose
to refer this one also.

Agree
4/15/45
Concur of Secy
4/13/45

4/14/45

5961

Continue, if necessary, on a FRESH minute sheet.

C O P Y

From: Lieut. A. C. Crothall R.N.V.R.
Date: 25th February, 1945.

To: The Deputy Principal Salvage Officer (Med.)

Tug "San Marco".

The following history of this vessel is submitted in accordance with your verbal instructions of 22nd February.

2. Lt. Cmdr. T. N. LePage, R.C.N.V.R. was Salvage Officer at Augusta during the period covered by paras. 3 and 4: and although the facts related therein are to the best of my knowledge substantially correct, para. 5 and subsequent paragraphs only were my responsibility and should be considered absolutely reliable.

3. At the time of the occupation of Augusta the tug "San Marco" was lying aground in the Cala del Mola with her after deck submerged; machinery space and after accommodation flooded; rudder bent and propeller damaged, fore part afloat, with ship's side, engine casing and superstructure extensively perforated by machine-gun bullets; wheelhouse burned and deck buckled by heat.

4. Several bullet holes were plugged, machinery space and after accommodation dried out with salvage pumps, and the vessel refloated during the last week of July 1943.

5. Cleaning and adjustment of main and auxiliary machinery was carried out by Naval personnel of the Salvage Dept; an Italian civilian crew enrolled, steam raised and the vessel put into service. A 5" double-acting steam pump, taken in prize in the port area, was installed on deck, and a wheelhouse made and fitted by salvage Shipwright.

6. In this condition the tug was very heavily engaged in general salvage duties in Augusta, pumping out craft of all sizes, moving the floating sheerlegs, firefighting, carrying salvage equipment, and supplying steam, in addition to occasional towage services; and it was not until March 1944, when S.N.O.E.S.Y. provided a relief tug, that "San Marco" could be spared for slipping at Scala Tringali (Augusta).

7. The repairs thereupon found necessary, and commenced by Italian contractors to the Base Engineer Officer (then Lieut.

0 3 2 7

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

Although the facts related therein are to the best of my knowledge substantially correct, para. 5 and subsequent paragraphs only were my responsibility and should be considered absolutely reliable.

3. At the time of the occupation of Augusta the tug "San Marco" was lying aground in the Cala del Mola with her after deck submerged; machinery space and after accommodation flooded; rudder bent and propeller damaged, fore part afloat, with ship's side, engine casing and superstructure extensively perforated by machine-gun bullets; wheelhouse burned and deck buckled by heat.
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7. The repairs thereupon found necessary, and commenced by Italian contractors to the Base Engineer Officer (then Lieut. (E) Pritchard, R.N.) were as far as my memory serves me, substantially as follows :-
 - (a) I badly worn garboard strake plate to renew.
 - (b) rudder to remove and straighten.
 - (c) Bullet holes in shell plating to patch.
 - (d) Extension to 1 broken propeller blade to make and rivet.
 - (e) Bottom to clean and paint.
 - (f) Dynamo armatures to rewind.
 - (g) Electric wiring throughout to renew.
 - (h) Steel mast and 2-ton derrick to fit.
 - (i) Boiler feed pump to renew..

All repair except (h) and (i) were complete when I was relieved by Lt. Cdr. B. T. Wilson, R.N.R., on 27th April, 1944.

(Sgd.) A. C. CROTHALL,
Lieutenant, R.N.V.R.

10 3 2 8

WT. 37264/118115. 15.000m. 12/45. 1.000 51-1900

296

NAVAL MESSAGE

S. 1326d.
Established—May, 1926
Revised—January, 1953

To:

FROM:

NAVAL (U) NAVAL FORM

C. in C. Med.

The subject matter of NAVAL (Form) 214047a is under consideration. A further signal will be made.

#214052a.

Re Interdepartmental Committee being organized for non-operational
salvo.

Dist. 3-4-59
P.S. S.P.

P.O.D. 2233

Date 22-12-54.

5959

10 3 2 9

(OPTIONAL FORM NO. 10, MAY 1962 EDITION GSA FPMR (41 CFR) 101-11.6)

NAVAL MESSAGE.

5. 1320e
(Established—May, 1962)
(Revised—December, 1961)

To: POBARI (R) C. in C. Med.

From: POBARI Rome.

296.

Confidential.

President Italian Council Ministers informed Allied Commission on 16th December that Interministerial Committee has been organized for Non-Operational Salvage with seat in Italian Navy Department. Organization of Committee of which Admiral Bruno Erivonasi I.R.N. is President is indicated in Navy Subcom Letter 1204 of December 9th. Non-Operational Salvage is primarily a Civilian Commitment and object of transfer to Allied Commission is to divert Allied Naval Authorities of this responsibility. Taking into consideration comments in Navy Subcom Letter 1139 of November 6th, do not recommend that responsibility for coordination Non-Operational Salvage be assumed by Navy Subcom and request authority to inform Allied Commission accordingly. Deputy chief Navy Subcommission concurs.

P.A.

211047A.

Date 3. 4. 9.

S/P.

P/L.

T.O.D. 1100.

21/12/64.

5958

10330

785020

U.S. GOVERNMENT PRINTING OFFICE: 1948 O-51-2099

296/3

NAVY 121/35

NAVAL MESSAGE

S. 1320d.
Established—May, 1926.
Revised—January, 1935.

FROM:

P.O.T.A.L.L.

To:

FORNIA Home (R) C. in C. Med.

~~Restricted~~

Your 211047 approved.

211846.

Re Interministerial Committee being organized for non-operational Salvage.

Dist. 3, 4, 8, 9.

P.L.T.F.

T.O.R. 0112

Date 21-12-44.

5957 (P)

OFFICE COPY

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

13th December, 1944.

No. L.252/3.

MINISTRY OF MARINE,
ROME.

(Copy to :- Commander-in-Chief,
Mediterranean Station,
Senior Naval Officer,
Eastern Sicily.)

TUG "SAN MARCO".

The tug "SAN MARCO" was salvaged by the Royal Navy in Augusta on 24th July, 1943. This tug is being turned over to the Italian Government, but in view of its importance for operations of the Fleet Salvage Department, will be requisitioned for the use of the British Navy.

2. Senior Naval Officer Eastern Sicily will make all local arrangements to effect this transfer.

(Sgd.) I. M. PALMER,

for REAR ADMIRAL.

5956

Office of Commander-in-Chief,
Mediterranean Station,
ALLIED FORCE HEADQUARTERS,
21st November, 1944.

Med.45/219/3/5.
THE FLAG OFFICER, TARANTO AND ADRIATIC
(Copies to:-
The Senior Naval Officer, Eastern Sicily
The Flag Officer, Tunisia.)

TUG "SAN MARCO".

With reference to Admiralty Message 031233,
November, concerning the tug "SAN MARCO", it is requested that
you will arrange for the delivery of this tug to the Italian
Government, and for it to be requisitioned for the use of the
Royal Navy, as its services are essential for the Fleet
Salvage Department.

2. An account for the cost of salvage and repair of
the tug is being prepared, and will be forwarded in due course.

FLAG OFFICER LIAISON ITALY
Date 9 Dec
No 252
ROME

Jas. Haines
for ADMIRAL

FLAG OFFICER
TARANTO AREA
DATE 28 NOV
No: C.1814/422

5955

9

FILE

C IN C MED (H) NOTALI SIOBSY
P. O. TOR SIA.

ADMIRALTY.

Your 24170Z concerning tug SAN MARCO as vessel was found
in Augusta Harbour who should not repeat not be placed ???
but should be delivered to the Italian Government vide
Admiralty message 240627 Palermo (not repeat not to SIOBSY
& P. O. TOR SIA).

033333

REF...Tug SAN MARCO

DIST... 1-3 13 15 17 19 21 26 39 60 LOG.

M.X. ... D.X. ... TOR... 1418 ... R.C.D. ... 4/11.

5954

NAVAL MESSAGE

259/3
222/3

ARMY (R) DETAIL ENROUTE P.O. TUNISIA C M C MED

DEFERRED

Request confirmation for San Mateo should be subject of prize proceedings and not (R) but treated as in WFM 43 para

- I C
- (2) Observing she was salvaged on 24th July 43 (R) 43
- (3) My 191114 to ARMY and P.O. Tunisia a letter F 6700/703 of 19th September 44 neither to all refer

FORM 247 02 25/10

DIST 1-9 13 15 17 19 25 26 39 60 L G

J X I T O B III 4 SW G 25/10

After
should this - in many cases military decision plan
see. Bu 16/11
2/11
5953
16/11

10 3 3 5

DEFEQUITION OF SALVAGE CRAFT.
(Commander-in-Chief, Mediterranean Station's letter
No. Med. 45/222/3/17, dated 30th September, 1945.)



II.

No. P.O.I.L. 1085/9.

NAVY SUB COMMISSION, ALLIED COMMISSION.

For information.

RCMP,
14th October, 1945.

P. Apple
for REAR-ADMIRAL.

(23)

IRN-19 5952

Office of the Commander-in-Chief,
Mediterranean Station,
30th September, 1945.

Med.45/222/3/17.

THE PRINCIPAL SWA TRANSPORT OFFICER,
MEDITERRANEAN.

(Copy to:
The Flag Officer, Italy and Liaison).

DEREQUISITION OF SALVAGE CRAFT

It is requested that action may be taken to derequisition the following salvage craft which are no longer required by the Royal Navy:-

Tug "SAN MARCO" at Genoa.
Sheerlegs "ITALIA" at Leghorn.
Sheerlegs "HEBELLER" at Leghorn.

2. These craft are at present under the supervision of the Royal Italian Navy.



Peter Cazales

FOR ADMIRAL

5951

10 3 3 7

SUBSINKS "TITANO" AND "MERCURIO".
(Commander-in-Chief, Mediterranean Station's No.
Med.45/213/6/12, dated 2nd October, 1945.)

II.

No.F.O.I.L.488/10.

NAVY SUB COMMISSION, ALLIED COMMISSION.
(Copy to:- Resident Naval Officer, Genoa.)

For information.

ROME,
10th October, 1945.

C. Appelt
for REAR-ADMIRAL.

IRN-17

22

5950

C O P Y

Office of the Commander-in-Chief,
Mediterranean Station,
2nd October, 1945.

Med. 45/213/6/12,
THE PRINCIPAL SEA TRANSPORT OFFICER,
MEDITERRANEAN.

(Copy to:
The Flag Officer, Italy and Liaison.)

SHEERLEGS "TIMANO" AND "HERCULES".

It is requested that the sheerlegs "TIMANO"
and "HERCULES" (ex S.98) owned by Messrs. S. I. C. A. M. Rome,
may be de-requisitioned from service with the Royal
Navy Fleet Salvage as soon as possible.

2. These sheerlegs are at present in Genoa
under the supervision of the Royal Italian Navy who, it
is understood, require their services.

(Sgd) P. CAZALET.

for ADMIRAL.

5949

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

MSC/4317
27 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Co-ordination of non-operational salvage work.
Reference: (a) Ministry of Marine ltr. 24531/2 of 2 Dec. 1945.

1. The sending of an Allied Commission Representative to the "Interministerial Committee for Marine Salvage" is not contemplated at this time.

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

31 DEC 1945

(21)

154-19
5048

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION AND SHIPPING SUB COMMISSION
A.P.O. 394

Tel : 347
Ref : AC/15.1/76/Tn6

UAG/lp
20 Dec. 1945

SUBJECT: Co-ordination of non-operational Salvage
in Italian waters.

TO : Navy Sub-Commission. A.C.

1. Reference your letter NSC/4204 dated 10 December 1945 addressed to Commander-in-Chief, Mediterranean, on the above subject.

2. In reply to request contained in Para.3. of above mentioned letter, the appointment of a representative of the Transportation Sub-Commission for the Italian "Interministerial Committee for Marine Salvage" is not considered necessary.

P. D. G. Buchanan
P.D.G. BUCHANAN, Col.
DIRECTOR

Copy to : F.O.I.L.

228

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4204
10 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Co-ordination of Non-operational Salvage in Italian Waters.
Reference: (a) CIRC MED Ltr Med 45/217/4/3 of 28 September 1945.
(b) Navy S/C Ltr NSC/4016 of 16 September 1945.
Enclosure: (A) Copy Ministry of Marine Ltr 24531/2 of 2 December 1945.

1. In reply to reference (a), it is regretted that the Allied Commission is not in a position to assume responsibility for the control of non-operational salvage in Italian waters.

2. The Italian Ministry of Marine, in reply to reference (b), in enclosure (A) informs the Navy Sub-Commission that non-operational salvage in Italian waters can be co-ordinated by the "Interministerial Committee for Marine Salvage" without Allied assistance. It is therefore considered that the activation of the non-operational salvage committee recommended by the Campbell Committee is not required, and the Italian Ministry of Marine will be informed accordingly.

3. By copy of this letter the Transportation Sub-Commission, AC is requested to inform the Navy Sub-Commission, AC whether it is desired to nominate a representative for the Italian "Interministerial Committee for Marine Salvage", otherwise the Ministry of Marine will be advised that no Allied Commission representatives will attend the meetings of the committee.

3
GEO. G. L. WARREN

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

Copy to: (w/c Encl.)
FOIL
Executive Commissioner, AC
Transportation S/C, AC.

5946
RN-19

11 DEC 1945

From : MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. -, A.C.
Date : 2nd December, 1945.
Ref. : 24531/2

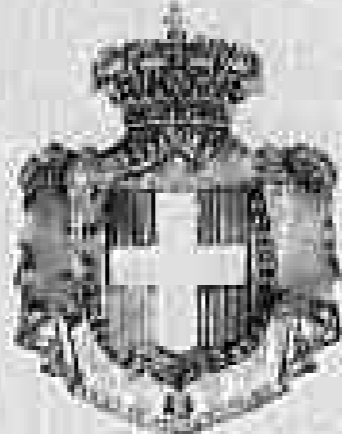
Subject : Coordination of non-operational Salvage work.

1. In reply to your letter NSC/4016 dated 16th November, 1945, this Ministry is of the opinion that non-operational salvage can be co-ordinated by the "INTERMINISTERIAL COMMITTEE FOR MARINE SALVAGE" and thus the responsibility for this can be accepted by the Italian Government without Allied intervention.

2. The assistance of an Allied Commission Representative at the above committee would be welcomed, however.

CHIEF OF CABINET.

4317
5945



Ministero della Marina
GABINETTO

Roma.

2 DIC. 1945

Mod. 39

M NAVY SUB-COMMISSION
HEADQUARTERS, A. C.

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Dist. N° 24531/2 *Allegati* =

ARGOMENTO: Coordinamento dei lavori di ricuperi non operativi.-

1. In risposta alla lettera NSC/4016 in data 16 novembre 1945, questo Ministero è del parere che il coordinamento dei ricuperi non operativi potrà essere effettuato a mezzo del "COMITATO INTERMINISTERIALE PER I RICUPERI MARITTIMI" e che pertanto la relativa responsabilità possa essere assunta dal Governo Italiano senza la partecipazione Alleata.

2. Sarà comunque gradita la partecipazione di un Rappresentante della Commissione Alleata al Comitato sopradetto.-

IL CAPO DI GABINETTO
C. di V. G. MARINI

Marini 5944

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4016
16 November 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.
Subject: Non-operational Salvage Committee.
Reference: (a) Navy S/C ltr NSC/2863 of 6 July 1945.

1. The Campbell Committee Report of May 1945, a copy of which was forwarded to the Italian Ministry of Marine by reference (a), under Section IV recommends that a Salvage Committee be formed, including a representative from the Commander-in-Chief, Mediterranean Station, the Director of Harbor Craft, Mediterranean, the Transportation Sub-Commission, AC and the Italian Ministry of Marine to co-ordinate non-operational salvage in ports and areas which have been returned to Italian control. Up to the present time this function has been performed by the Mediterranean Salvage Committee, which will cease to function at the end of November.

2. Information is requested indicating whether the Italian Ministry of Marine now considers that the formation of a non-operational Salvage Committee is required or whether this responsibility can be assumed by the Italian Ministry of Marine without Allied participation.

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

Copy to:
CINC MED
FOIL
Exec. Commissioner, AC
Transportation S/C, AC

(Distribution not shown on original)

17 NOV 1945

5943

B

0 3 4 5

785020

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 5604/47/EC

14th November 1945

SUBJECT: Salvage Policy in Italian Waters

TO : Navy Subcommittee

1. Reference your NSC/5822 of 22 Oct 45.
2. It is regretted that Allied Commission is not in a position to assume responsibility for the control of non-operational salvage in Italian waters.
3. It is suggested that this responsibility might be assumed by the Italian Ministry of Marine.

T. H. C. C. C. Lt. Colonel
 for
 Brigadier
 Executive Commissioner

5942

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3822
22 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Executive Commissioner, Hq. Allied Commission.
Subject: Salvage policy in Italian Waters.
Reference: (a) Navy Sub-Commission ltr. NSC/3425 of
30 August 1945.
Enclosure: (A) Copy Commander-in-Chief, Mediterranean ltr.
Med.45/217/4/3 of 28 September 1945.

1. The Navy Sub-Commission, AC by reference (a) made certain comments to the Commander-in-Chief, Mediterranean relative to the activation of the committee to co-ordinate non-operational salvage in Italian waters, the formation of which was recommended by the Campbell Committee report.

2. The Commander-in-Chief, Mediterranean, in enclosure (A), states that as the Mediterranean Salvage Committee which is concerned primarily with operational salvage will be dissolved at the end of November, there is no objection to the activation of the non-operational Salvage Committee recommended by the Campbell Committee if such control is still considered necessary. It is further suggested that the Committee should derive its authority from the Allied Commission.

3. The Navy Sub-Commission, AC is not in a position to take over this responsibility on account of the limited number of officer personnel available and the fact that the Sub-Commission has no field organization. In order that the Commander-in-Chief, Mediterranean may be informed, instructions are requested as to whether the Allied Commission will assume responsibility for the control of non-operational salvage in Italian waters. In the event it is determined to assume this responsibility, it is requested that an office of the Allied Commission other than the Navy Sub-Commission, Allied Commission be designated to co-ordinate and supervise this work.

B

23 OCT 1945

5941

Copy to:
CINCPAC.
FOIL.

~~SECRET~~
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3791
17 October 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Salvage Policy in Italian Waters.

1. In reply to Commander-in-Chief, Mediterranean letter Med.45/217/4/3 of 28 September 1945, a copy of Flag Officer Italy and Liaison letter F.O.I.L. 976/8 of 13 September 1945, in connection with the salvage organization in Italy, is forwarded herewith for information. For the reasons stated in Commander-in-Chief, Mediterranean letter Med. 45/217/4/3 of 4 January 1945 and the fact that the Navy Sub-Commission has only a limited number of officer personnel and no field organization, the recommendation in paragraph 3 of Commander-in-Chief, Mediterranean letter of 28 September 1945 that the Allied Commission assume responsibility for the co-ordination of non-operational salvage in Italy is not concurred in.

2. Under the provisions of Flag Officer Italy and Liaison letter of 13 September 1945, it is recommended that that office take over the co-ordination of non-operational salvage in Italian waters.

3. With reference to paragraph 2 of Commander-in-Chief, Mediterranean letter of 28 September 1945, in view of the time which has already elapsed it is considered that the Commander-in-Chief, Mediterranean can better determine whether the activation of the Salvage Committee recommended by the Campbell Committee is now required.

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

Bj

Copy to:
FOIL.

10 3 4 8

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Office of the Commander-in-Chief,
Mediterranean Station,
28th September, 1945.

Med.45/217/4/3.
THE NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.
(Copy to:
The Flag Officer, Italy and Liaison).

SALVAGE POLICY IN ITALIAN WATERS

With reference to your NSC/3425 dated 30th August 1945, it has been decided that the present Salvage Committee having fulfilled its purpose will cease to function at the end of November.

2. There is therefore no objection to the activation of the Campbell Committee to take over the responsibility of non-operational salvage in Italy if such control is still considered necessary.

3. It is suggested however, that such a committee should derive its authority from the Allied Commission in view of the fact that the Commander-in-Chief, Mediterranean's Salvage organisation and resources are now being withdrawn from Italy.

4. The Commander-in-Chief, Mediterranean however could be represented on this committee by the Staff Salvage Officer on the staff of the Flag Officer, Italy and Liaison.

Peter Coates

for ADMIRAL

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

13th September, 1945.

No.F.O.I.L. 976/8.

NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION, ROME.

SALVAGE ORGANISATION IN ITALY.

In view of the impending move of the Allied Naval Commander-in-Chief, Mediterranean Station, to Malta, certain problems which were formerly forwarded direct to him at Caserta will, in future, be handled by the Flag Officer, Italy and Liaison in Rome.

2. It is requested, therefore, that all correspondence and signals concerning salvage in Italy and Italian waters may be referred to the Flag Officer, Italy and Liaison.

/s/ G. I. Warren

REAR-ADMIRAL.

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P
Y

5938

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2651
14 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.
Subject: Anti-Torpedo Net, Palermo.

1. The Navy Sub-Commission has received information from the Commandant, United States Naval Operating Base, Palermo that it is his intention to commence the removal of the anti-torpedo net in Palermo harbor within the next few days. The net in Palermo harbor is the original Italian installation. It is the intention of the Commandant, United States Naval Operating Base, Palermo that the work involved in removing the net will be carried out by an Italian Naval salvage party and that all material will be disposed of by them.

2. The above is forwarded for the information of the Ministry of Marine.

H. W. ZIRDLI
COMMANDER, U. S. NAVY,
Rear Admiral
CHIEF, NAVY SUB-COMMISSION, AC.

20

IRN-19



5937

WWW

CIRC ED (R) COMNAVNAV POT/LI VAN NAVSUBCOM ROME

FROM COMNAV PAFERMO

RESTRICTED

UNLESS OTHERWISE DIRECTED INTEND COMPLETE REMOVAL OF ANTI-TORpedo NET WITHIN NEXT FEW DAYS. NET IS ORIGINAL ITALIAN INSTALLATION. WORK WILL BE DONE AND MATERIAL DISPOSED OF BY ITALIAN NAVAL SALVAGE PARTY.

==121531B JUNE

DIS: 3, 7, 7a, 9, 9a, 12.

T/P P/L
(HAND FROM LROP)

TOR P.M./13

13/6
5936

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DIRECTOR OF HARBOUR CRAFT

FROM NAVY SUE COMMISSION
ROME

DEFENSE

UNCLASSIFIED

INFO RE CIVITA VECCHIA LATTER PART OF JULY SALVAGE WORK FOR
HARBOUR CLEARANCE YOUR 121717B MAY REFERS.

181657B JUNE

DIS: 3, 7, 7a, 9, 9a, 11, 12.

T/P P/L TOR 1835/18

19/6

IRA-14
5935

10 3 5 3

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 15 June '45
Ref.: SM.11953

Subject: Floating Derrick "TITO".

Your signals Nos. 191215 B and 0811201 B of 19 May and 8 inst., respectively, refer.

As soon as repairs are completed, pontoon "TITO" will be transferred to Civitavecchia to carry out urgent salvage work there to clear the harbour.

It is estimated that "TITO" will not be ready until second half July.

for CHIEF OF STAFF

DG/P.

(5)

5934

10354

725020



15 GIU. 1946

STATO MAGGIORE DELLA R. MARINA



NAVY SUB-COMMISSION
HEADQUARTERS, A.O.

REPARTO Operaz. Mar. Naviglio

Prot. N. SM/11953 Allegati

Indirizzo telegr. MARISTAT

Argomento: un velleggiante "TITO" .-

Riferimento messaggi di codesta Sub-Commission n° 101.153
e n° 08112018 rispettivamente in data 1° Maggio e 6 Giugno c.a.

Il pontone Tito sarà inviato a Civitavecchia dopo la ul-
tinazione delle riparazioni in corso, per urgenti necessità di
lavori di ricopero compresi con lo sgombero del porto di Civita-
vecchia.

Si prevede che il pontone Tito non potrà ultimare le ri-
parazioni necessarie al suo approntamento prima della seconda
quindicina del mese di luglio.-

d'ordine
IL CAPO DI STATO MAGGIORE
IL CAPO REPARTO OPERAZIONI
Capitano di Vascello
(Corno) *Giulio*
Plu.

5933

(19)

10 3 5 5

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MINISTRY OF MARINE

NAVY SUB COMMISSION ROOMS,

REQUEST EARLY REPLY TO CDR 191205 R MAY. REFERENCE GRADE "TITO"

081201 R JUNE

DIR. 1.9.10.11. S/IT/ADM.

HAND P.L. TOB IN TRANSIT

B/C/AB.

5932

MINISTRY OF MARINE.

HAVY SUB-COMMISSION
ROME.

RESTRICTED.

REQUEST DETAILS SALVAGE WORK TO BE UNDERTAKEN BY TITQ AND ESTIMATED
TIME ARRIVAL AT CIVITAVECCHIA.

YOUR LETTER 169/CO MAY 6TH REFERS.

191215B. MAY.

DIST. 3,6,9,10.

HAND. P.L.

T.O.D.A.M./19.

19/5/45.

5931

*Am. Requeste Ok Broom
As handle reply
Ed
25/5*

0357

NAVY SUB COMMISSION ROME

DIRECTOR OF HARBOUR CRAFT.

RESTRICTED.

REQUEST DETAILS OF SALVAGE WORK TO BE UNDERTAKEN BY TITO AND E.T.A.
OLIVETAUCCHIA. YOUR 08112 REFERS.

121717 B MAY.

DEB. 3.9.10.

13/5/15.

P.L.T.F. TOR 1754/12

5930

DIRECTOR OF HARBOUR CRAFT

NAVY SUB COMMISSION ROME.

RESTRICTED.

YOUR 011205 MINISTRY INFORMS "TITO" IS NOW AT GABTA FOR SALVAGE WORK
IN GABTA-FOURIA AREA. MINISTRY STATES TITO NEEDS BRIEF REPAIR PERIOD
AFTER WHICH SHE SHOULD BE TRANSFERRED TO CIVITAVECCHIA FOR URGENT SALVAGE WORK.

031112 B MAY.

DIS. 3.9.10.

P.L.T.P. TOD 1425/8

8/5/45.

5929

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - Rome
Date: 6 May '45
Ref.: 169/CO.

Subject: Floating Derrick "TITO".

Ref. your signal 031200 B May we give you the following particulars re. above :-

1. "TITO", requisitioned by I.R.N., comes under Salvage Office Naples and is now at Gaeta for salvage work which is being completed in the Gaeta-Formia area.

2. It had been intended to transfer "TITO" to Anzio to salvage Dredger "LUCANIA" at the request of British Salvage Office, but a study of the situation shewed that "TITO's" hoisting power was insufficient and it has therefore been decided to send Pontoon "ENERGIA" (50 tons hoist) to Anzio. She is under charter to I.R.N. and is now at Castellammare.

3. "TITO", which should undergo a brief period of repairs, should then be transferred to Civitavecchia for urgent salvage work.

CHIEF OF CABINET

5928

⑨
DG/P.

Mod. 79

Roma, 6 maggio 1945

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA
UFFICIO COLLEGAM.

Prot. N° 1097/00 Allegati

Al NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

ARGOMENTO: GRU GALLEGGIANTE "LITTO".

Referimento vostro messaggio 031200 5 MAY, si comunica-
no come segue le notizie richieste a riguardo della gru in ergo-
mento :

1. La gru galleggiante "LITTO", requisita dalla R. Marina, dipende dall'Ufficio Ricupero di Napoli e si trova attualmente a vela per ricupero nella zona di Gaeta-Formia che ha in corso di ultimazione.
2. Era previsto l'invio del "LITTO" ad Anzio per eseguire il ricupero della draga "LUCANIA" a richiesta del Salvage Britishico, senonchi nel corso dello studio di detto ricupero e risultata l'insufficienza di sollevamento del "LITTO" ed è stato quindi deciso di inviare ad Anzio il pontone "BARBIA", da 30 tonni, di sollevamento, noleggiato dalla R. Marina ed attualmente a Castellammare.
3. La gru galleggiante "LITTO", che ha necessità di eseguirlo un breve periodo di lavori di riparazione, è previsto debba per trasferirsi a Divatavecchia per urgenti lavori di ricupero.

Il CARO DI MARINA
U. di V. P. S. S. S. S.

5927

ARGOMENTO: Gru galleggiante "LILLO".

Riferimento vostro messaggio 031200 5 May, si comunica-
no come segue le notizie richieste a riguardo della gru in argo-
mento :

1. La gru galleggiante "LILLO", requisita dalla R. Marina,
dipende dall'Ufficio Ricupero di Napoli e si trova attualmente a
Cava per ricupero nelle zone di Geeta-Fornia che ha in corso di
ultimazione.

2. Era previsto l'invio del "LILLO" ad Anzio per eseguire
il ricupero delle drage "LUGANIA" a richiesta del Salvage Britan-
nico, senonché nel corso dello studio di detto ricupero è risul-
tata l'insufficienza di sollevamento del "LILLO" ed è stato quin-
di deciso di inviare ad Anzio il pontone "EMERUSA", da 30 tonni.
Il sollevamento, noleggiato dalla R. Marina ed attualmente a Ca-
stellammare.

3. La gru galleggiante "LILLO", che ha necessità di esegui-
re un breve periodo di lavori di riparazione, è previsto debba
poi trasferirsi a Civitavecchia per urgenti lavori di ricupero.

AL CAPO DI GALILEO
G. di V. S. MARINI

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MINISTRY OF MARINE

NAVY SUB COMMISSION

RESTRICTED

REQUEST INFORMATION AS TO PRESENT LOCATION AND USE OF FLOATING CRANE
"TITO" FORMERLY AT CAVEA.

031200 R MAY.

DES. 3-9-10.

P.S. HAD YOU IN TRANSIT

3/5/45.

5926

0 3 5 5

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NAVY SUP COMMISSION ROME.

DIRECTOR OF HARBOUR CRAFT.

RESTRICTED.

REQUEST INFORMATION FROM ITALIAN MINISTRY OF MARINE PRESENT LOCATION
AND WORK OF FLOATING CRANE T.T.O FORMERLY AT GAETA.

011205 B MAY.

DIS. 3.9.10.

P.L.T.P. TOR 1246/1

1/5/45

5925

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2830
2 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: War Materials Disposal and Italian Prisoners of War
Sub-Commission, Hq. Allied Commission.

Subject: Salvage.

1. Your letter WED/71/652 dated 26th June 1945 is received.
2. In view of the information received from you by telephone this morning, namely, that the craft are American and are being sold by the appropriate American authority, no further action is necessary.

H. W. STROHL
 REAR ADMIRAL
 CHIEF, NAVY SUB-COMMISSION, AC.

FILE

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[Handwritten initials]

(18)

IRN-19 5 JUL 1945

5924

HEADQUARTERS ALLIED COMMISSION
A P O 394
War Materials Disposal and Italian
Prisoners of War Sub-Commission

JAG/JAW/ar

WMD/71/65226 June 1945

Subject: Salvage
To : Naval Sub-Commission ✓

1. Information has been received that the following item(s) is available for transfer to the Italian Government.

2.	<u>Item</u>	<u>Quantity</u>	<u>Price</u>	<u>Locations</u>
	Salvage boat, tank lighter	1	\$1500 each	5 miles South of SORRENTO

3. It is emphasized that this item is purely scrap and it is understood it can be disposed of locally. Your instructions regarding disposal are therefore requested.

American

Wolke
J.A. CAMPBELL
Lieut.-Colonel
Director
WMD & IPOW Sub-Com.

1/2/45 Showed Capt Wolke office and asked for detail of nationality of craft.

5923

FROM FLEET SALVAGE OFFICER MEDITERRANEAN,
OFFICES OF THE COMMANDER-IN-CHIEF, A.F.H.Q.

DATE JULY 16th, 1945.

Ref: 4590/1066

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

NON-OPERATIONAL SALVAGE.

Your letter NSC/2915 of 11th July enclosing an offer to undertake salvage work in the Genoa area from Rimorchiatori Riccardi acknowledged.

2. Fleet Salvage cannot make use of the services of this firm, since we are now in the process of closing down in the Mediterranean.

3. It is suggested that they apply to Colonel F. Spinelli, I.R.N., Head of the Italian Navy Salvage, who who will no doubt have some use for them.


CAPTAIN R.N.V.R.

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

MSC/2915
11 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Deputy Fleet Salvage Officer, Mediterranean.
Subject: Non-Operational Salvage.

FILE

1. Letter from Rimorchiatori Riccardi dated 4th June 1945, offering to undertake work in the Genoa area, is forwarded for consideration.

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

B



(17) RN-19

5921

12 JUL 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2914
11 July 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Rimorchiatori Riccardi.
Subject: Non-Operational Salvage.

1. Your letter of 4th June 1945 is acknowledged;
it has been passed to the Fleet Salvage Officer, Mediter-
ranean for consideration.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

B
[Handwritten signature]



11-11-45

5920

12 JUL 1945

From: RIMORCHIATORI RICCARDI Soc Anon. Vico De Negri 6r, GENOVA
To : W.S.C. - Roma
Date: 4 June '45

The Tug Society Riccardi, started in 1935, and previously known as the Firm of Giuseppe Riccardi in 1908, began salvage work of Ship in Genoa Port with limited means, which later, became listed as being 7 Tugs.

The above Society, some time ago, effected the recovery of Ships and pontoons sunk in the waters of the harbour and along the coasts of Ligurian sea, using pumps and pontoons, and lighters which were their property, together with specialised personnel in salvage work, furnished with complete ~~diving~~ and under water ~~gear~~ gear in general.
diving

The Society while doing their best to reduce the use of tugs by the Germans during their occupation, finally succeeded in avoiding the destruction of the Tugs and much war material, kept efficient the Shipyard and other Tugs work in general.

AS the above organisation is able to take up activities immediately, the undersigned Society asks for consideration to be given to them for the assignment of work in the port of Genoa and for the eventual distribution of floating material necessary for the resumption of port traffic.

KCL/P.

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

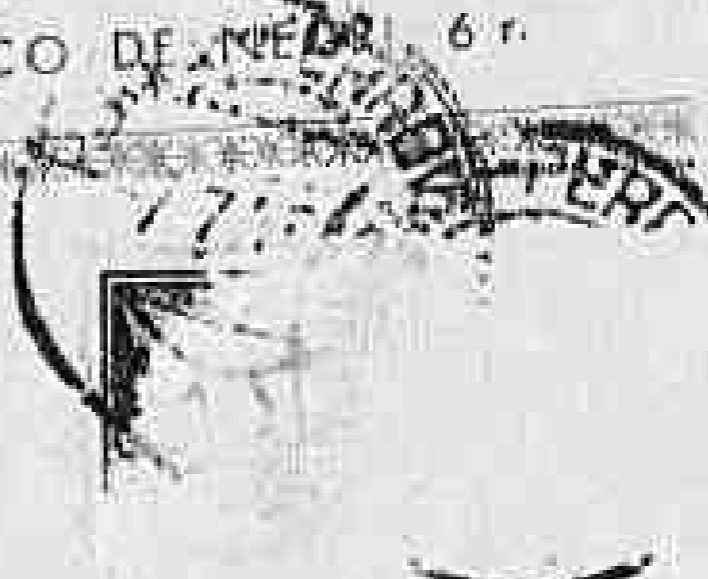
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Remorchiatori Riccardi

SOCIETÀ ANONIMA

VICO DE NEGRI, 6 r. - GENOVA - VICO DE NEGRI, 6 r.



To

THE NAVAL SUB-COMMISSION,
ALLIED COMMISSION,
Via Veneto,

ROMA



C. P. E. C. Genova, 78911

Telegr.: RIMORCHIATORI - GENOVA

Telefoni: / Ufficio 21.222 interc.
/ Privato 41.427

Rimorchiatori Riccardi

SOCIETÀ ANONIMA

GENOVA, 4 Giugno 1945.

Vico De Negri, 2-terzo

Al THE NAVAL SUB-COMMISSION,
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ ALLIED COMMISSION,

R O M A

La Società Anonima Rimorchiatori Riccardi esercita dal 1935 e, precedentemente, come Ditta Riccardi Giuseppe, dal 1908, il rimorchio delle navi nel Porto di Genova a mezzo di un complesso di mezzi, che negli ultimi tempi si elencava a Sette Rimorchiatori.

La Società, inoltre, si occupava per il passato anche di operazioni di recupero di navi e di galleggianti affondati nelle acque del Porto e lungo le Coste della Riviera ligure, impiegando pompe, pontoni, e galleggianti di sua proprietà, con personale specializzato in lavori di salvataggi e recuperi, dotato di completa attrezzatura per palombari e lavori marinareschi in genere.

La Società, mentre ha fatto del suo meglio per ostacolare l'impiego della sua organizzazione da parte dei tedeschi, durante il periodo dell'occupazione è riuscita ad evitare, da ultimo, la distruzione ~~di~~ ^{dei} ~~due~~ suoi rimorchiatori e di molto altro materiale e a mantenere efficiente il proprio cantiere per la lavorazione del legno e di quanto altro interessa l'esercizio dei rimorchiatori e dei mezzi d'opera relativi ai recuperi.

Poiché tale organizzazione è in grado di riprendere subito 5917 la propria attività, la sottoscritta Società prega di essere tenuta presente per l'assegnazione di lavoro nel Porto di Genova e per l'eventuale distribuzione di materiale natante necessario alla ripresa del traffico portuale.

Con la massima osservanza.

Rimorchiatori Riccardi
 SOCIETÀ ANONIMA
 L'Amministratore Unico

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3027
24 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
TO : L.E.G. LUZI, Piazza Vittorio Emanuele No. 79, Roma.
Subject: Salvage of Abandoned Motor Fishing Vessel,
"CAMELLO I".

1. With reference to your letter of 16th June 1945 addressed to Transportation Sub-Commission, ports and Warehouses Division, this matter has been referred to the French Representative on the Salvage Committee Mediterranean and in due course you will be able to obtain advice from - Capitaine De Vaisseau BONIS
MARINE MARCHANTE
palazza Viduni, Roma.

FILE

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

Copy to:
Transportation S/C (Ports & Whses Div.)
Agriculture S/C (Fisheries Div.)

(16)

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5916

25 JUL 1945

*File 2833
enclaves only*

FROM: FLEET SALVAGE OFFICER MEDITERRANEAN, Naples.

DATE: 9th July, 1945.

Ref. No. *4503/617*

TO : NAVY SUB-COMMISSION, Headquarters, Allied Commission.

Your letter of the 3rd July has been received, and will be brought up at the next meeting of the Salvage Committee to be held on the 20th July at GENOA.

Walter R. V. R.
Captain R.N.V.R.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2833
3 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Deputy Fleet Salvage Officer, Mediterranean.

Subject: Motor Fishing Vessel "CAMILLO I".

1. It is requested (following discussion with Captain Rippon) that at the next meeting of the Salvage Committee, Mediterranean consideration be given to:

Application by I.E.G. LUZI, Piazza Vittorio Emanuele No.79, Roma, to salvage his motor fishing vessel "CAMILLO I" said to be sunk by war action on 28th April 1943, in the waters off Cape Bon in the neighborhood of Ras El Ahmar Eq. Sphelbia.

2. Translation of a letter on the subject is enclosed.

H. ST. JOHN BUTLER,
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

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FILE

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5 JUL 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

HSC/2831
3 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Transportation Sub-Commission, Hq. Allied Commission.
Subject: Motor Fishing Vessel "CAMILLO I".

1. With reference to your letter No.AC/37/18/Tn6 dated 28th June 1945, this matter will be considered at the meeting of the Salvage Committee, Mediterranean, to be held on 20th July 1945.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Fisheries Div., Agriculture S/C.

FILE



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IRA-14

5 JUL 1945

5913

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/18/Tn6

GWEW/mvm
28 June 1945

SUBJECT: Motor Fishing Vessel "CAMILLO I"
TO : Salvage Liaison Officer
Navy Sub Commission
(Att. Lt. McMillan)

1. For your information and handling, attached is letter on the above mentioned vessel (in Italian) with corresponding translation.

James B. Dunley
for

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated above

Copy to:
Agriculture S/C, Fisheries Division

5912

TRANSLATIONTRANSLATION

Rome, 16 June 1945

Ministry of Marine
Rome

Transportation Sub-Commission
Ports & Warehouse Division
Rome

SUBJECT: Salvage of Abandoned Motor Fishing Vessel "CAMILLO I"

The undersigned residing in Rome, Piazza Vittorio Emanuele No. 79, represented by Ernesto Luzi ask the Ministry for authority to salvage the abandoned motor fishing vessel "CAMILLO I" sunk by war action on 28 April 1943 at 8 a.m. in the waters of Cape Bon (Tunisia) and precisely in the neighborhood of Ras El Ahamar Eq. Sphelibia.

According to information received from the crew, the wreck is lying in very low water for which reason salvage appears possible.

We intend to salvage the vessel at our risk and expense.

We pledge ourselves, upon salvage being effected, to those guarantees which may be required, and an indemnity to be fixed in relation to the value of the material and machinery salvaged.

We further declare that the above vessel, of our property, requisitioned and registered in the auxiliary shipping of the State and later sunk as mentioned above, was the object of a regular act of abandonment by the State, and consequently the indemnity due was settled in accordance with the law.

(signed) L. E. G. Luzi

5911

Roma, li 16 ¹⁹⁴⁵ 1945

AL MINISTERO DELLA MARINA
DIREZIONE GENERALE DELLA MARINA MERCANTILE
DIV. III NAVIGLIO SEZ. I

R O M A

AL MINISTERO DELLA MARINA
STATO MAGGIORE - UFFICIO TRAFFICO E REQUISIZIONI

R O M A

On. TRANSPORTATION SUBCOMMISSION PORTS, & WAREHOUSE DIVISION

R O M A

(Via Veneto)

Argomento: Recupero relitto notopescatoreto Canillo 1^a

URGENTE - R A S C O M A N D A T A

I sottoscritti LUZI Luigi Ernesto Giulio e Ida ved. Fedeschi e Olga ved. F. Pittini, gemani del fu Francesco, domiciliati in Roma Piazza Vittorio Emanuele n. 76, e Francesco Maria In Riccardo, domiciliato in Roma, via Collina n. 16, rappresentati dal procuratore LUZI ERNESTO In Francesco, avvalendosi del combinato disposto degli articoli 72 e 73 e del 501 al 513 del codice di navigazione, domandano a codesto On. Ministero Ministero Marittimo e Pesca il relitto del ap. Canillo Primo affondato per fatto di guerra il 28 aprile 1943, alle ore 8, nel le acque di Capo Bon (Tunisia) e precisante nella vicinanza di Ras El Abasor Is. Sphelibia.

Da informazioni avute dall'equipaggio il relitto in questione si troverebbe paggiato su di un fondale sabbioso per cui il recupero si presenta possibile.

5910

S'intende che il recupero sarà fatto a nostro rischio e spese.

Sin da questo momento i sottoscritti si impongono a corrispondere allo Stato, a recupero avvenuto, con quelle cautele che codesto On. Amministrazione vorrà dettare, una indennità da stabilirsi preventivamente

10379

785020

in relazione al valore del materiale e delle macchine recuperate.

I sottoscritti desiderano altresì che la nave su detta, già di loro proprietà, requisita ed iscritta nel naviglio ausiliario dello Stato e poi affondata come sopra si è detto, ha formato oggetto di regolare atto di abbandono allo Stato e venne in conseguenza liquidata la indennità di perdita loro dovuta a termini dell'art. 30 della legge 13 luglio 1939, n. 1134 e successive modificazioni.

In attesa, ringraziamo

p.p. I PROPRIETARI

Ernesto Cuni

10380

785020

FLEET SALVAGE TRANSPORT

(The Commander-in-Chief, Mediterranean's Med.45/957/8/8
dated 12th August, 1945).

II.

Med.45/957/8/8.A.
THE NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.

For information.

2. The Fleet Salvage Officer will advise
Lieut.Colonel Spinelli in the sense of Minute I.

R. W. Wainwright

for ADMIRAL

MEDITERRANEAN.
12th August, 1945.

1 RN-19
5909

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
12th August, 1945.

Med.45/957/8/8.

THE ASSISTANT DIRECTOR OF COAST GUARD SERVICES,
56 AREA, CENTRAL MEDITERRANEAN FORCE.

(Copy to:

The Naval Officer in Charge, Naples).

FLEET SALVAGE TRANSPORT.

Attached is a list of requisitioned cars held by the Royal Navy which were placed at the disposal of the Italian Navy and Italian civilian salvage contractors working under the direction of Royal Naval Salvage Officers.

2. Due to the reduction of Royal Navy salvage commitments in Italy it is desired to remove these cars from Royal Navy charge. The present users will however still require the cars in order to continue salvage work for the Italian Navy, and it is requested that arrangements may be made for the transfer of the cars to the Italian Navy.

3. The Italian Navy have been advised to approach the Italian Direzione Lavori Del Genio Militare requesting approval to the transfer of these cars.

G. R. WAYMOUTH

COMMODORE ADMINISTRATION

5908

Enclosure;
List of cars.

5

Enclosure to the Commander-in-Chief, Mediterranean's Med.45/957/3/3 Dated 12th August 1957

LIST OF REQUISITIONED CARS.

Vehicle	Original No.	W.D. Number	Used by	Home Owner
LANCIA	4191	Roma	SIGMA	Michelo Scalerà
FIAT 1500	1682	C.L.	IRISA	IRISA
FIAT 1100	9466	C.T.	IRISA	IRISA
LANCIA ARONA	22008	Na.	MARIS	MARIS
LANCIA DELAMBDA	27631	Roma	SIGMA	Aldo Scalerà
LANCIA AUGUSTA	44394	Roma	Major Elia Renato	Collina Giovanni
LANCIA APRILIA	60569	Roma	Lt.Col. Spinelli	Brami Alberta
				Fa Antonia Rome.
FIAT 1100	60660	Roma	MARIS	MARIS
FIAT 503 L	66804	Roma	MARIS	Ing. Corrado Pinto
LANCIA	51529	Roma	SIGMA	Aldo Scalerà
FIAT 1500	11825	T.S.	BORDIA	
FIAT 1100	74917	Roma	5667339	
LANCIA AUGUSTA	73308	Roma	5667342	
FIAT 1500	49432	Roma	5667340	
BRIANCHI.S.9.	23267	Canon	SIRAM	Michelo Scalerà
BRIANCHI.S.9.			MARIS	MARIS
FIAT 1100			R.I.N.	
AUGUSTA			R.L.N.	
FIAT 1500	54871	Roma	R.I.N.	
			R.I.N.	

5907

are to the Commander-in-Chief, Mediterranean's Mod. 45/957/3/3 Dated 12th August 1945.

LIST OF REQUISITIONED CARS.

Sl No.	W.D. Number	Used by	Motorist Owner	Date of Requisition
		SICAM	Nichelo Scalerà	16.8.1945.
		IRSEA	IRSEA	4.10.1944.
		IRSEA	IRSEA	4.10.1944.
		MARIS	MARIS	5.10.1944.
		SICAM	Aldo Scalerà	17.10.1944.
		Major Elia Remato	Collina Giovanni	17.10.1944.
		Lt.Col. Spinelli	Brami Alberta Fu Antonio Roso.	December 1944.
		MARIS	MARIS	28.1.1945.
		MARIS	Ing. Corrado Pinto	25.3.1945.
	5667339	SICAM	Aldo Scalerà	
	5667342	SORRIA		
	5667340	MARIS		
		SICAM	Nichelo Scalerà	
		MARIS	MARIS	8.8.1944.
		R.I.N.		15.5.1945.
		R.I.N.		15.5.1945.
		R.I.N.		15.5.1945.
		R.I.N.		15.5.1945.
		R.I.N.		15.5.1945.

Requisitioned at Genoa.

5907

SECRET

NSC/3149
4 August 1945

S-E-C-R-E-T

FIRST ENDORSEMENT On
AFHQ (Office of Chief of
Transportation) ltr JTD/ecw
of 30 July 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
 To: Allied Force Headquarters,
 (Office of Chief of Transportation).
 Via: Commander-in-Chief, Mediterranean.
 Subject: Italian Cable Ship "GIASONE" - Salvage and disposition of.
 Reference: (a) CINC MED Secret ltr No. MED.00100/22 of 24 August 1944.
 Enclosure: (A) Copy Headquarters USFET Restr. ltr AG 560 GDS-AGO of
 24 July 1945.

1. The Communications Sub-Commission, Allied Commission informs the Navy Sub-Commission, Allied Commission that the services of the Italian cable ship "GIASONE" are urgently required for use in Italian waters.

2. It is requested that the Office of Chief of Transportation, AFHQ be informed whether any assistance can be rendered by the Commander-in-Chief, Mediterranean, utilizing salvage facilities which are available in the Mediterranean for the salvage of the "GIASONE".

3. In accordance with paragraph 2 of reference (a), Italian merchant vessels captured in French ports are to be taken over by the Supreme Allied Commander and utilized by the Allies in accordance with the Armistice Terms with Italy.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Communications S/C, AC.

B



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14

IRA-19

6 AUG 1945

RECORDED

ALLIED FORCE HEADQUARTERS
Office of Chief of Transportation
APO 512

JTD/ecw

30 July 1945

SUBJECT: Salvaging Italian Cable Ship (GIASONE).

TO: Headquarters Allied Commission,
APO 394, U. S. Army.

Attention is invited to the attached copy of communication
from Headquarters USFET, 24 July 1945. Can Naval Sub-Commission advise
whether the suggestion advanced is agreeable?

FOR THE CHIEF OF TRANSPORTATION:

J. T. DAMAHER
Colonel, T. C.
D/Chief of Trans.

1 Incl - e/s

COPY

RECORDED

RESTRICTED

D-30726

HEADQUARTERS
U.S. FORCES, EUROPEAN THEATER

APG 767 (Main)
24 July 1946

AM 560 GMS-ARG

SUBJECT: Refloating Italian Cable Ship (GIARONE)

TO : Commander, U.S. Naval Forces, Germany

1. The S.S. GIARONE Italian cable ship was sunk by the Germans at Marseilles prior to their retreat from Southern France. This vessel was employed as a naval unit flying the German flag.

2. The French Postal Ministry (P.T.T.) has requested authority to refloat and employ this ship for their service. It has been determined, however, that such a cable ship is required for use in Italian waters and should be returned to the Italians in accordance with Allied Force Headquarters surrender terms.

3. Advice is requested as to the possibility of accomplishing the necessary work in order to prepare this vessel for service.

BY COMMAND OF GENERAL HESBOMER:

R. H. HERRMAN
Colonel, AFM
Assistant Adjutant General

Vertical stamp: Allied Force Headquarters

Copies to:

- 1 - AFHQ
- 1 - Com 2, Office Chief of Transportation
- 1 - 1-4, Com 2
- 1 - 1-4, Com 2
- 1 - 1-4, Com 2
- 1 - 1-4, Com 2



5905

RESTRICTED

0-387

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FORM 21420 7/44 6555-501 GDS 40 36,203

S. 1320d.
Established - May, 1954
Revised - June, 1964

FOIL (R) G. IN O. MED, N.S.C. ROMM.

NOIC LECHORN.
171041A. SEPT.

UNCLASSIFIED.

FOIL'S 161340 REQUEST REPRESENTATIVE OF MINISTRY OF MARINE SUPPLY
DISPOSAL MISSION VISIT LECHORN TO DISCUSS DETAILS.

171041A. SEPTEMBER.

REF. REQUEST YOU WILL FORWARD DETAILED PROPOSALS RE
ELECTRIC AMK.

DIST. G-5, 13-16. LOG. N.S.C. (4)

T.P. P.L.

T.G.R. 2124/7. C.J.

17/9/45.

5904

U/S
TO. NOLC LEHIGH (R) CINC MED. H.S.C.

FROM. POEL(3)

Ref. CINC MED's Letter No., MED 45/231/2/4A dated 8th Sept. 1945.
Request you will forward detailed proposals for disposal of electric
ark and generators at an early date.

161340 A.... 1241.

Ref. Disposal of electric ark

T/P F/L TO 1405 P.R. 6/9.
Dist. O-5, 13-16. Log. H.S.C. 4.

5903

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Forces Headquarters,
9th September, 1945.

Med. 45/231/2/4A.

THE FLAG OFFICER, ITALY AND LIAISON.

(Copies to:

The Navy Sub Commission, Headquarters,

Allied Commission.

The Naval Officer in Charge, Leghorn).

DISPOSAL OF THE "ELECTRIC ARK"

With reference to Admiralty letter AOSD/A. 2300/45 dated 27th August 1945, it is requested that you will arrange the disposal of the Electric Ark with the Ministry of Supply Disposal Mission, Rome.

2. The hull of this Electric Ark was a damaged L.O.I. repaired and strengthened for the purpose. It will probably be of use to the Italian authorities as a dumb lighter and the appropriate valuation suggested for it as such is £1,000.

3. The Electric Ark has three Diesel driven generating sets on board, one known as the large Tosi, one known as the small Tosi and one known as the Gerus. It is requested you will arrange their derequisition when the craft is turned over to the Ministry of Marine. The Industry Sub Commission of the Allied Commission in their letter dated 2nd July 1945, reference AG/5563/IND, have requested that the two Tosi generators be returned to the Giovinasso Steel Works, from whom they were originally requisitioned. It is requested that you will keep the Industry Sub Commission informed, so that they can take appropriate steps to have the Tosi generators transferred to Giovinasso Steel Works.

(Copies to:

The Navy Sub Commission, Headquarters,
Allied Commission.

The Naval Officer in Charge, Leghorn).

DISPOSAL OF THE "ELECTRICO ARK"

With reference to Admiralty letter ASD/M.2301/45 dated 27th August 1945, it is requested that you will arrange the disposal of the Electrico Ark with the Ministry of Supply Disposal Mission, Rome.

2. The hull of this Electrico Ark was a damaged L.C.L. repaired and strengthened for the purpose. It will probably be of use to the Italian authorities as a bomb lighter and the approximate valuation suggested for it as such is \$1,000.

3. The Electrico Ark has three Diesel driven generating sets on board, one known as the large Tosi, one known as the small Tosi and one known as the Ganz. It is requested you will arrange their derequisition when the craft is turned over to the Ministry of Marine. The Industry Sub Commission of the Allied Commission in their letter dated 2nd July 1945, reference AI/5565/IND, have requested that the two Tosi generators be returned to the Giovinazzo Steel Works, from whom they were originally requisitioned. It is requested that you will keep the Industry Sub Commission informed, so that they can take appropriate steps to have the Tosi generators transferred to Giovinazzo Steel Works.

5902

(Sgd.) J. B. S. HAINES

for ADMIRAL

(13)

16N-19

10391

ADM/MS.2300/15.

27th August. 5

Commander-in-Chief, Mediterranean.

Copies to:- The Flag Officer, Taranto Adriatic & Liaison, Italy.

The Navy Sub Commission, Headquarters, Allied Commission.

The Naval Officer-in-Charge, Leghorn.

With reference to your submission Ref. No. 2918 45/231/2/A dated July 2nd 1945, I am to inform you that Their Lordships approve of the Electric Arc (ex British L.C.T. 606) being disposed of locally. The method of disposal is for the Ministry of Supply Disposal Mission, Rome, to decide.

2. If, as Their Lordships assume will be the case, the Mission concur in your proposal to hand over the craft to the Italians complete, you will be expected to provide the Mission with an approximate valuation of the vessel for record purposes. You should arrange accordingly.

IN COMPLIANCE OF THEIR LORDSHIPS.

G. H. Nicholls

HRN-19
5901

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

10th November, 1945.

No. F.O.L.L. 687/3.

THE MINISTRY OF MARINE, ROME.

(Copy to:-

The Navy Sub-Commission, Allied Commission).

MINNY WARSHIP SALVAGED OFF TAGLIAMENTO RIVER.

The following arrangements which have been explained verbally by the Fleet Salvage Officer, Mediterranean, to Lieutenant-Colonel Spinelli, are now confirmed.

2. The minelayer "TASMA", salvaged by Corisa and now at Grado, is to be returned to the Italian Royal Navy, provided the latter pay all salvage expenses. It is requested that confirmation of the undertaking to pay be forwarded to this office at an early date.

3. The eight barges at Venice are to remain under the guardianship of Lieutenant-Colonel Jori pending instructions from the Fleet Salvage Officer, Mediterranean, as to their disposal.

(12)

(Signed) S. N. BLACKBURN

for REAR ADMIRAL.

15N-17

5900

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

15th August, 1945.

No.F.O.I.L.976/6.

A.F.H.Q. PETROLEUM SECTION P.A.A.C., ROME.
(Copy to:- Navy Sub Commission, Allied Commission.)

SALVAGE IN GENOA HARBOUR.

With reference to your letter No.Pet.30/A/11/1 of August 1945, addressed to the Navy Sub Commission, Allied Commission, it is regretted that no information is at present available regarding the probable date of the reduction in strength of the Royal Navy Port Party in Genoa.

2. It may be as well to add, however, that salvage operations in Genoa are now being directed by the Italian Royal Navy, certain British vessels and personnel being lent to assist.

(Signed) C. APPLETON

5899

for REAR-ADMIRAL.
(absent on duty).

IRN-19

ESC/3114
4 August 1945

FIRST ENFORCEMENT ON
AFHQ Petroleum Section
ltr PET 30/11/1 of
August 45.

FILE

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

Subject: Salvage in Genoa Harbor.

1. Forwarded for appropriate action.

2. By copy of this letter the Petroleum Section, AFHQ is advised that all non-operational salvage operations in Italian Waters are under the control of the Commander-in-Chief, Mediterranean through the Flag Officer Italy and Liaison, whose offices are located in Rome.

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

Copy to:
Petroleum Section, AFHQ.

HR N-19



5898

(11)

5 AUG 1945

AFHQ PETROLEUM SECTION
ROME AREA ALLIED COMMAND

Tel:- ROME 478875

FET 30/H/11/1

August 45

SUBJECT: Salvage in Genoa Harbor.

HQ. A.C., Navy Sub-Commission,
APO 3944

1. It is the understanding of this Section that on 15 August 45, the British Navy will withdraw from Genoa harbor and activities now in progress, as far as they are concerned, will cease. It is believed that several dry docks are in the process of reconstruction and salvage operations on sunken ships will cease.
2. This Section would like to know what program the Navy Sub-Commission envisages and whether the work will be continued under the supervision of the Italian Navy.

JOHN L. KING
Lt. Col., GIC
Petroleum Section

COPY

IMPORTANT

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

17th August, 1945.

No. F.O.I.L. 976/7.

THE NAVY SUB-COMMISSION, ALLIED COMMISSION, ROME.

(Copies to :- The Economic Section,
Allied Commission.
The Agriculture Sub-Commission,
Allied Commission.)

ITALIAN OCEAN FISHING
VESSELS - SALVAGE OF.

With reference to Navy Sub-Commission's letter No. NSC/3176 dated 8th August, 1945, as the vessels are Italian the correct procedure is for GENEPESCA to raise with Ministry of Marine any questions relative to the salvage or future use of the vessels.

2. This should be done immediately so that the Italian Liaison Officer (Salvage) may bring before the next meeting of the Salvage Committee Mediterranean any matter in which he desires guidance.

3. Should the Salvage Company entrusted with the work need assistance in the matter of equipment a request to that effect will be sympathetically considered by the Fleet Salvage, Officer Mediterranean.

⑩ IRN-19

C. B. ...
for REAR ADMIRAL.
(absent on duty)

Office of Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
19th June, 1945.

Med. 45/217/5/8
THE NAVAL OFFICER-IN-CHARGE, ANCONA.
(Copies to:-
The Flag Officer, Taranto, Adriatic
and Liaison, Italy
The Navy Sub Commission, Rome.)

PERMISSION TO SALVAGE ITALIAN SHIP
"RENOVILLA" AT ANCONA

Attached is translation of
letter from Salvage Section Ministry of
Marine to Fleet Salvage Officer,
Mediterranean.

2. Information is requested if there
is any objection to permission being given
to the owner to salvage this ship.

IRN-19
(9)

FOR ADMIRAL 45896

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

27th August, 1945.

No. P.O.I.L. 976/3.

THE WAR MATERIALS DISPOSAL AND ITALIAN PRISONERS
OF WAR SUB-COMMISSION, ALLIED COMMISSION.
(Copy to :- The Navy Sub-Commission,
Allied Commission.)

SALVAGE - TUG.

With reference to your letter No. WED/71/Ser.46
dated 10th August 1945 addressed to Navy Sub-
Commission, Allied Commission, in view of the facts
now disclosed, namely, that the tug and other
materials are at Lampedusa, no application for
salvage can be entertained.

(Signed) S. N. BLACKBURN

For REAR ADMIRAL.

18158959

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

FIRST ENDORSEMENT to:
WMD & IPW Sub-Commission
ltr. WMD/71/Ser.46 of
10 August 1945.

NSC/3233
13 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Italy and Liaison.
Subject: Salvage - Tug.

FILE

1. The basic correspondence and the attached copy of ALCOM Palermo dispatch 080945, August, are forwarded for appropriate action. The Navy Sub-Commission has no record of the instructions referred to in the dispatch.

2. By copy of this endorsement the War Materials Disposal and Italian Prisoners of War Sub-Commission is informed that all non-operational salvage operations in Italian Waters are under the control of the Commander-in-Chief, Mediterranean through the Flag Officer Italy and Liaison, whose offices are located in Rome and that future correspondence should be addressed accordingly.

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

Copy to:
WMD & IPW S/C, AC.



WWW

8

5894

13 AUG 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3844.
25 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : War Shipping Administration, Naples.
Ministry of War Transport, Naples.
Naval Officer in Charge, Naples.

Subject: Salvaged Tinned Food, Illegal Traffic in.

Enclosure: (A) Hq. 54 Area COM ltr. APM/32/No. 568 of
19 October and attached Military Police
reports.

1. Enclosure (A) is forwarded herewith for information and
any action deemed appropriate.

W. J. B. B. B. B.
CAPT. USN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

27 OCT 1945

5893

UNITED STATES NAVAL FORCES
NORTHWEST AFRICAN WATERS

File No.
ALL/IT./394

Serial: 3731

28 JUN 1945

THIRD ENDORSEMENT to:
NSC/2621 ltr. dated
11 June 1945.

From: Commander U. S. Naval Forces, Northwest African Waters.
To: Ministry of War Transport, Naples, Italy.

Subject: U. S. Tanker "OHIO", Italian offer for salvage of.

1. Information received from the War Shipping Administration indicates that subject tanker was under British registry at the time of sinking. Accordingly, basic correspondence is forwarded for information and appropriate action.

WILLIAM A. RETELLE
CAPTAIN

Copy to:
Navy Sub-Commission, Hq. Allied Com. ←
USMIO, Taranto

⑥

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2621
11 June 1945.

*File
6/11/45*

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander, U. S. Naval Forces, Northwest
African Waters.
Subject: U. S. Tanker "OHIO", Italian offer for
salvage of.
Enclosure: (A) Letter and plan, dated 16 April 1945,
from Ing. Alexander SMIRNOV.

1. Enclosure (A) is forwarded for information and appropriate action.
2. Ing. Smirnov's offer involves only the raising of the ship, his responsibility to end when the ship is raised. He has no equipment or labor of his own and desires to use the facilities which may be available at Malta.
3. The United States War Shipping Administration Authorities are interested in the salvage of sunken merchant vessels. It is recommended that they be kept informed of any action which may be taken in regard to "OHIO".

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

Copy to:
WSA
USNLO, Taranto.

11 JUN 1945



EX-107(A)

WWW

5891 *7-10*

U. S. NAVAL LIAISON OFFICE,
TARANTO, ITALY.

In
Serial: 87

31 May 1945.

From: U.S. Naval Liaison Officer, Taranto.
To : Senior U.S. Naval Liaison Officer, Italy.

Subject: U.S. Tanker "OHIO"

Enclosure: (A) Letter and plan, dated 16 APR 45, from
Ing Alexander SMIRNOV

1. Enclosure (A) is forwarded for information
and routing to cognizant salvage authorities if deemed
of sufficient interest.

M Craig
R. S. CRAIG

SECRET

Office of the Commander-in-Chief,
Mediterranean,
Allied Force Headquarters.
14th June, 1945

MED.45/00100/22.

THE COMMANDER UNITED STATES NAVAL FORCES, NORTHWEST AFRICAN WATERS.
THE FLAG OFFICER, TARANTO, ADRIATIC AND LIAISON, ITALY.
THE FLAG OFFICER, TARANTO, ADRIATIC AND LIAISON, ITALY (ROME).
THE BRITISH NAVAL LIAISON OFFICER, ALGIERS.
THE FLAG OFFICER, LEVANT AND EASTERN MEDITERRANEAN.
THE VICE ADMIRAL, MALTA AND CENTRAL MEDITERRANEAN.
THE COMMODORE COMMANDING 15TH CRUISER SQUADRON.

(Copy to:- The Supreme Allied Commander Mediterranean)

CAPTURED ENEMY SHIPPING

Clause (d) of MED.00100/22 of 4th January, 1945 concerning ships captured in ports in the Mediterranean Theatre is cancelled, and the following revised clauses (d) and (e) are to be substituted :-

- (d) Enemy Merchant ships (other than Italian) captured or found in ports within the Command of the Supreme Allied Commander, should be turned over to the representatives of the Combined Shipping Adjustment Board who will arrange for their manning and for their operation. The Supreme Allied Commander will have first call for the purpose of his operations on such ships, and when no longer required for military operations these vessels will be available for operation within the Combined Shipping Pool. Such vessels will remain subject to all claims, including salvage claims, and will be accounted for in the ultimate shipping settlement. They will be dealt with in accordance with a directive AG 546-1 GDS-AGM of 30th May, 1944 as applicable. Such ships should be seized in prize with the exception of
- (i) shipping required for local service with German crews.
 - (ii) fishing vessels.
 - (iii) inland water craft.

Seizure in prize is required for technical reasons, and will not affect disposal by Combined Shipping Adjustment Board, nor ultimate title. A.F.O. 2819/44 is also relevant.

- (e) Italian vessels captured after the Armistice with Italy should not be seized in prize, but should be dealt with under the Surrender instrument, and the Cunningham-de-Courten agreement, being allocated to the Italian Government for operation in the Allied cause or care and maintenance, pending the ultimate settlement concerning Italian Merchant Shipping.

ADMIRAL

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NAVAL MESSAGE

ADMTY (R) VAM. FOTALI. FOTALI(ROME). FOLEM. 25TH CR.SQDN.
v; C IN C MED.

SECRET

INFORMATION REQUIRED BY PARA 2 (A) OF A.M. 242329 MAY WHICH IS BEING PASSED TO NON HOLDERS WILL BE FORWARDED AS SOON AS COMPILED.

- 2. FAN 463 THE CONTENTS OF WHICH HAVE BEEN PASSED TO FLAG OFFICERS CONCERNED IN MED 00100/22 OF 4TH JANUARY 1945, WILL BE APPLIED THROUGH OUT MED WITH EXCEPTION OF GREECE (R) GREECE FOR WHICH ADMTY INSTRUCTIONS ARE AWAITED VIDE 2301 MED 45/217/4/11 DATED 24TH MAY NOT TO ALL ADDRESSEES.
- 3. AS CRETE (R) CRETE SURRENDERED AFTER THE GENERAL SURRENDER AND NOT (R) NOT AFTER THE TACTICAL SURRENDER NEGOTIATED BY SACMED, FURTHER INSTRUCTIONS FROM COMBINED C.O.S'S ARE AWAITED VIDE PARA 5 OF FAN 556 NOT TO CURRENT (R) ADDRESSEES.
- 4. INTEND SEIZING IN PRIZE ALL ENEMY INCLUDING ITALIAN MERCHANT SHIPPING REFERRED TO IN PARA No. 2 (B) OF A.M. 242329 MAY.

T.O.O. 02 1146. JUNE
T.O.R. 03 0128.

T/P. JJ CR71 + 113. HwS.
REF. REPORTON CAPTURED SHIPPING.
DIST. A/SECSSC CSO SGO SOO SOI

C
O
P
Y

TOP SECRET

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

Med. 00100/22

THE COMMANDER, UNITED STATES EIGHTH FLEET
THE FLAG OFFICER, TARANTO, ADRIATIC AND LIAISON, ITALY
THE FLAG OFFICER, TARANTO, ADRIATIC AND LIAISON ITALY (ROME)
THE FLAG OFFICER, WESTERN MEDITERRANEAN
THE FLAG OFFICER, NORTHERN AREA, MEDITERRANEAN
THE FLAG OFFICER, LEVANT AND EASTERN MEDITERRANEAN
THE VICE ADMIRAL, MALTA AND CENTRAL MEDITERRANEAN
(Copy to: The Supreme Allied Commander, Mediterranean Theatre of Operations)

SHIPS CAPTURED IN PORTS IN MEDITERRANEAN THEATRE

In continuation of Med. 00100/22 of 24th August, 1944 (copies attached for the Flag Officer, Northern Area, Mediterranean, the Flag Officer, Taranto, Adriatic and Liaison, Italy, the Flag Officer, Levant and Eastern Mediterranean, the Vice Admiral, Malta and Central Mediterranean and the Supreme Allied Commander Mediterranean Theatre of Operations), the following regulations are applicable to shipping captured, recaptured or found in ports, other than in the south of France, before the surrender of Germany :

- (a) Ex-Allied Warships. These are at the disposal of the Supreme Allied Commander, who will return them to their former owners when he considers it desirable.
- (b) Enemy Warships (which includes Italian vessels captured after the Armistice with Italy). These are at the disposal of the Supreme Allied Commander until he has no further use for their services. Their subsequent allocation will be referred to the Combined Chiefs of Staff.
- (c) Ex-Allied Merchant Ships. These are to be at the disposal of the Supreme Allied Commander for use in immediate support of Military operations. When no longer required for such they are to be transferred to the Combined Shipping Adjustment Board for operation on his behalf.
- (d) Enemy Merchant Ships (which includes Italian vessels captured after the Armistice with Italy) captured or found in ports within the command of the Supreme Allied Commander should be turned over to the representatives of the Combined Shipping Adjustment Board, who will arrange for their manning and for their operation. The Supreme Allied Commander will have first call for the purpose of his operations on such ships, and when no longer required for military operations these vessels will be available for operation within the Combined Shipping Pool. Such vessels will remain subject to all claims, including salvage claims, and will be accounted for in the ultimate shipping settlement. They will be dealt with in accordance with the directive in AC 546-1 CDS - AGM of 30th May, 1944, as applicable.

for A D M I R A L

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C O N F I D E N T I A L

FILE

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394.

100, 125

11 August 1944.

From: Navy Sub-Commission, Hq. ACC.
 To : Commander-in-Chief, Mediterranean.
 Subject: Salvage Operations - Responsibility for.
 Reference: (a) POWIT ltr No. 223 of 3 May 1944.
 (b) CINC MED. ltr Med. 219/3/8 of 10 July 1944.
 (c) POWIT ltr No. 223 of 1 July 1944.
 (d) Navy Sub-Comm, ACC, ltr NSC/561 of 18 July 1944.

1. The Flag Officer Western Italy in reference (a) advised the Chief Commissioner, ACC, that salvage operations, both operational and commercial, in the Mediterranean, are under the control of the Allied Naval Commander-in-Chief, Mediterranean.

2. The Allied Naval Commander-in-Chief, Mediterranean, in reference (b) advised the Allied Control Commission, that it is intended shortly to withdraw all the Royal Naval Salvage personnel and resources from Sicily and the Toe. It was further proposed that the Allied Control Commission accept responsibility for commercial salvage for Italian vessels, etc., in the ports of Eastern Sicily and Reggio (Calabria).

3. The Agriculture Sub-Commission, ACC, was advised by reference (c) that arrangements had been made with the Italian Government to demise all Italian owned salvage firms and their equipment to the Italian Government for commercial salvage work. It was further stated that in accordance with Admiralty instructions, all vessels salvaged in Italian waters are to be handed over to the Italian Government, and that any civilian firms equipped for salvage operations should make application to Admiral Brivonesi, Italian Admiralty, Taranto. Details of the arrangements were requested by reference (d).

4. In connection with reference (b) the Public Works and Utilities Sub-Commission, ACC, advised that the question of salvaging vessels in ports of Eastern Sicily, Reggio and Vibo Valentia has been discussed with the Minister of Public Works, who, under Italian procedure, is responsible for clearing obstructions in ports. The Ministry is willing to undertake the task of clearing these ports but will require

5886

assistance from Naval authorities for raising the vessels.

5. As reference (c) indicates that the salvage of Italian commercial vessels has been undertaken by the Italian Government under the direction of the Ministry of Marine, under arrangements made by Flag Officer, Western Italy, whereas, reference (b) proposes that the Allied Control Commission supervise commercial salvage in certain areas in which case the work will be accomplished by the Italian Ministry of Public Works, clarification of the salvage policy in the Mediterranean theatre of operations is requested.

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

Copy to:
Comdr 8th fleet
FOTALI
POWIT
ComNOB-Palermo
Economic Sect ACC

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 364

NSC/561 /

13 July 1944.

TO: POWIT
SUBJECT: Salvage Operations.

1. With reference to your No. POWIT 223 of 1 July 1944 to Agriculture Sub-Commission, ACC, it is requested that I be advised further as to the arrangements made with the Italian government for salvage operations and furnished with a copy of the Admiralty instructions referred to in paragraph 2.

Comdore,
S.B.S.O., ROME

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Declassified E.O. 12065 Section 3-402/WDG NO. 75020

Enclosure No. 1 to CINC MED; Letter No. Med 219/3/8

Dated 10 July, 1944.

MEDITERRANEAN TEMPORARY MEMORANDUM.

M.P.M. 43 - Salvage of Ex-Italian and Ex-Enemy Ships.

Admiralty policy regarding the salvage of enemy vessels and any gear, equipment or scrap therefrom salvaged by British resources in occupied territory in the Mediterranean is as follows:

A. Enemy Warships and Gear Therefrom.

These become Crown property immediately and prize proceedings are unnecessary.

B. Ex-Enemy Merchant Vessels (other than Italian)

Such vessels which may be salvaged or any gear, equipment or scrap which may be recovered therefrom should be seized in prize and placed in the custody of the Admiralty Marshal's substitute for this area. While it is possible for the Admiralty to enter into contracts for the salvage of such ships, gear etc., it is not possible to sell them without the authority of the Admiralty Marshal, who, in turn, must obtain an order from the Court. The Custodian of Enemy Property is not concerned.

* C. Italian Merchant Vessels.

(1) In Libyan Waters.

As for (B) above.

(ii) In Italian, Sicilian or Sardinian Waters.

Ex Italian ships etc., salvaged in these waters are to be delivered to the Italian Government and claims for repairs reported to Flag Officer, Taranto and Adriatic Liaison Italy. Claims for salvage are to be forwarded through the normal service channels to the Admiralty, with a copy to Flag Officer, Taranto and Adriatic Liaison Italy in the normal manner. The procedure for fixing such claims against Italians is at present under consideration.

5883

As a matter of policy it is undesirable to institute or

resources in occupied territory in the Mediterranean is as follows:

- A. Enemy Warships and Gear Therefrom.
These become Crown property immediately and prize proceedings are unnecessary.
- B. Ex-Enemy Merchant Vessels (other than Italian)
Such vessels which may be salvaged or any gear, equipment or scrap which may be recovered therefrom should be seized in prize and placed in the custody of the Admiralty Marshal's substitute for this area. While it is possible for the Admiralty to enter into contracts for the salvage of such ships, gear etc., it is not possible to sell them without the authority of the Admiralty Marshal, who, in turn, must obtain an order from the Court. The Custodian of Enemy Property is not concerned.

- C. Italian Merchant Vessels.
 - (i) In Libyan Waters.
As for (B) above.
 - (ii) In Italian, Sicilian or Sardinian Waters.

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2. As a matter of policy it is undesirable to institute or to sponsor the sale of any of the vessels referred to in (A) (B) and (C) (i) above to neutrals for use as free ships. If the condition of a ship is such that repair facilities cannot justifiably be expended on her for Government service the use of those facilities by a neutral with a view to the ship subsequently trading free from the restrictions on British or Allied tonnages would be strongly deprecated. Similarly, vessels should not be sold for breaking up or for the recovery of equipment or scrap unless control over the disposal of the materials is established as a condition of contract. In this connection it is desired to secure for the home market as many scrap material as can be loaded into empty ships homeward bound.

(A.L. S1297/43 of 12.11.43; A.M. 240627 Feb. 1944).

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters,
ALGIERS
10 July, 1944.

Med. 219/5/8

THE ALLIED CONTROL COMMISSION.

SALVAGE IN EASTERN SICILIAN PORTS, REGGIO AND
VIBO VALENTIA.

It is intended shortly to withdraw all Royal Naval Salvage personnel and resources from Sicily and the Toot.

2. It is understood you will be willing to accept responsibility for commercial salvage of Italian vessels etc. in the ports of Eastern Sicily and Reggio (Calabria). No British or Allied vessel should be dealt with without approval from the Commander-in-Chief, Mediterranean.

3. Subject to your confirmation of above, the Commander-in-Chief, Mediterranean will delegate his authority on salvage matters as above to you.

4. Should you accept, the work should be undertaken in the following priority:-

(a) Vibo Valentia. Salvage of 50 ton sheerlegs. It should then be handed over to the Italian Government for harbour clearance work.

(b) Augusta. Survey of tugs PROCIDA and LIBIA with a view to salvage.

(c) Salvage of any other repairable tugs. For your guidance the two tugs at Messina have already been surveyed and are too badly damaged to be worth repairing.

5. A copy of Mediterranean Temporary Memorandum 43 regarding salvage of Ex-Italian and ex-enemy ships is attached for information.

/s/ L. H. Phillips

FOR ADMIRAL

Enclosure:-

VIBO VALENTIA.

It is intended shortly to withdraw all Royal Naval Salvage personnel and resources from Sicily and the Toe.

2. It is understood you will be willing to accept responsibility for commercial salvage of Italian vessels etc. in the ports of Eastern Sicily and Reggio (Calabria). No British or Allied vessel should be dealt with without approval from the Commander-in-Chief, Mediterranean.

3. Subject to your confirmation of above, the Commander-in-Chief, Mediterranean will delegate his authority on salvage matters as above to you.

4. Should you accept, the work should be undertaken in the following priority:-

(a) Vibo Valentia. Salvage of 60 ton sheerlegs. It should then be handed over to the Italian Government for harbour clearance work.

(b) Augusta. Survey of tugs PROCIDA and LIBIA with a view to salvage.

(c) Salvage of any other repairable tugs. For your guidance the two tugs at Messina have already been surveyed and are too badly damaged to be worth repairing.

5. A copy of Mediterranean Temporary Memorandum 43 regarding salvage of Ex-Italian and ex-enemy ships is attached for information.

/s/ L. H. Phillips

FOR ADMIRAL

Enclosure:-

Mediterranean Temporary Memorandum 43.

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COPY

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Office of Flag Officer,
Western Italy,
NAPLES.

1st July 1944.

Mr. Fovit 223,
HEADQUARTERS
ALLIED CONTROL COMMISSION,
AGRICULTURAL SUB-COMMISSION.

SALVAGE OF FISHING SCHOONERS AT FUMICINO

In reply to your memorandum No. 50010/AGR of 26th June it is pointed out that whilst the Commander-in-Chief Mediterranean exercises control of all the Salvage Operations in the Mediterranean he is mostly concerned in operational salvage.

2. Arrangements have been made with Italian Government to despatch all Italian owned salvage firms and their equipment to the Italian Government and for the Italian Government to utilize the companies under the direction of a skilled salvage expert to salvage commercial craft, both at Fumicino and Gaeta, and other places nominated by the Commander in Chief. As in accordance with Admiralty instructions transmitted by the Allied Control Commission all vessels salvaged in Italian waters are to be handed over to the Italian Government. It is most desirable that the Italian Government carries the expenditure for the salvage.

3. Any civilian firms who are properly equipped for such operations should address themselves to Admiral Brivonesi, Italian Admiralty, Taranto, who will decide whether the firms are of bona fide standing or just interested speculators. It is the intention that the salvage operations at Fumicino and Gaeta shall be undertaken as soon as the financial arrangements between the Italian Government and the existing well equipped firms is concluded.

4. With the existing minesweeping commitments it is unlikely that Fumicino will be cleared in the near future. Arrangements are being made to make a start at Gaeta.

5. You may rest assured that everything possible is being done to expedite the matter.

Signed - C. Appleton

for REAR ADMIRAL

COPY

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Office of Flag Officer,
Western Italy,
Naples

3rd May 1944.

No. POWIT 223.

CHIEF COMMISSIONER,

ALLIED CONTROL COMMISSION

(Copies to Flag Officer Taranto, Adriatic Liaison

Commander I.M. PALMER, Head of Naval Sub-Commission,

Allied Control Commission,

Deputy Principal Salvage Officer, Mediterranean

Commander-in-Chief, Mediterranean).

ITALIAN SALVAGE ORGANIZATION

My attention has been drawn in a recent issue of the "Union Jack" to a cutting which reads as follows:

"Sunken vessels in Italian harbours are to be raised by the Allied Control Commission. An initial appropriation of 5,000,000 lire has been made by the Italian Government.

2. In this connection it is pointed out that the whole of the salvage organization in the Mediterranean is under the control of the Naval Commander-in-Chief, Mediterranean. This organization embraces both the operational and commercial salvage interests. At the present moment, by an Allied agreement issued by the British Ministry of War Transport, all salvage in Italian waters, (i.e. both marine and war salvage) is regarded as an operational commitment and dealt with by the Allied Governments.

3. I have been in close touch with the Italian Navy in recent months, with the approval of the Admiralty, and the Italian Navy have now set up a salvage department which is fully engaged with the Allied salvage organization in dealing with operational commitments in Italian waters. This Italian salvage organization has been provided to a certain extent with Allied material and every endeavor is being made to enable them to carry on where the Allied organization leaves off.

4. As far as is known there is no other material salvage resources in captured Italy which could be applied to this work and although there may be some perhaps well intentioned speculators posing as potential salvors, they have no apparatus with which to carry out their work, as it is all destroyed.

5. If it is intended that this fund is to be employed for the salvage of vessels in Sicilian waters, it is pointed out that at the present moment, the sunken ships are prizes of war, having been taken in captured ports

5980

ALLIED CONTROL COMMISSION

(Copies to Flag Officer Taranto, Adriatic Liaison
Commander I.M. PALMER, Head of Naval Sub-Commission,
Allied Control Commission,
Deputy Principal Salvage Officer, Mediterranean
Commander-in-Chief, Mediterranean).

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5. If it is intended that this fund is to be employed for the salvage of vessels in Italian waters, it is pointed out that at the present moment, the sunken ships are prizes of war, having been taken in captured ports before the surrender of Italy.

6. It is requested therefore that full details of the proposed salvage fund and organization now contemplated may be forwarded and that the British Naval authorities may be consulted before any further steps are taken in this matter. In this connection, it is pointed out that the Italian Naval authorities at Naples have no information regarding the scheme now proposed.

(Sgd) D. E. EVERETT
FOR REAR ADMIRAL.
(on duty).

NSC/3144
4 August 1945

FIRST ENDORSEMENT ON
AFHQ Petroleum Section
ltr PET 30/11/11/1 of
August 45.

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

Subject: Salvage in Genoa Harbor.

1. Forwarded for appropriate action.
2. By copy of this letter the Petroleum Section, AFHQ is advised that all non-operational salvage operations in Italian waters are under the control of the Commander-in-Chief, Mediterranean through the Flag Officer Italy and Liaison, whose offices are located in Rome.

/s/ H. St. J. Butler
H. ST. J. BUTLER,
Captain, U.S. Navy
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Petroleum Section, AFHQ.

(4)

5879

AFHQ PETROLEUM SECTION
ROME AREA ALLIED COMMAND

Ref:- ROME 478878

PET 30/H/11/1

August 15

Hq. A.C., Navy Sub-Commission,
APO 394.

1. It is the understanding of this Section that on 15 August 45, the British Navy will withdraw from Genoa harbor and activities now in progress, as far as they are concerned, will cease. It is believed that several dry docks are in the process of reconstruction and salvage operations on sunken ships will cease.
2. This Section would like to know what program the Navy Sub-Commission envisages and whether the work will be continued under the supervision of the Italian Navy.

JOHN L. KING
Lt.Col., GMC
Petroleum Section

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3841
25 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Pietro Cidonio Co., Via Del Pontefici, 3, Rome.

Gentlemen:

In order that the Navy Sub-Commission may more appropriately consider the matters raised in your letter No. 5207 of 19 October 1945, it is requested that information be furnished concerning the specific vessels in which the Pietro Cidonio Co. is interested.

U. S. NAVY,
CHIEF, U. S. NAVY,
FORREAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

187-19
25 OCT 1945

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From: PIETRO CIDONIO Co.
To : Allied Commission - Navy Sub Commission - Rome
Date: 19th October 1945
Ref.: 5207

Subject: U.S. Ships sunk in Italian ports.

The undersigned Pietro Cidonio Co. requests of the A.C. that it may salvage American Vessels sunk in Italian ports and their cargoes under the known formula; "No cure no pay", or other conditions which might be more agreeable to you, or - if considered more convenient - that it may negotiate with the Authorities concerned in order to buy the said ships and their cargoes.

A reply in respect of the above would be appreciated,

Yours faithfully

Pietro CIDONIO
Company.

GGE/P.

5876

IMPRESA PIETRO CIDONIO
COSTRUZIONI EDILI FERROVIARIE PORTUALI E IDRAULICHE

N. 5207/

TELEGRAMMI: CIDONIO - ROMA
TELEFONI: 60-835 - 65140

ROMA 19 ottobre 1945
VIA DEI PONTEFICI, 3

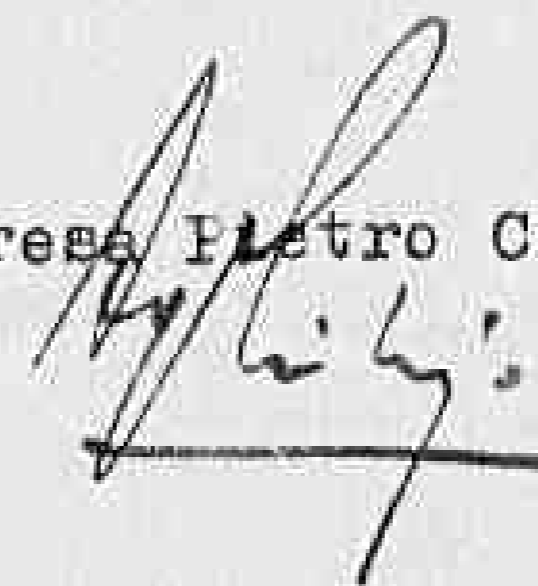
ALLIED COMMISSION
NAVAL SUB COMMISSION
ROMA

R. Navi americane affondate nei porti italiani.-

La sottoscritta Impresa Pietro Cidonio domanda a codesta A.C. di poter effettuare il recupero delle navi americane affondate nei porti italiani ed il loro carico con la nota formula "no cure no pay" o con altre forme che potrebbero essere più gradite, o, se ritenuto più conveniente, di poter entrare in trattative con le Autorità interessate per l'acquisto di dette unità e del loro carico.

Grata di poter avere riscontro al riguardo, con osservanza.

Impresa Pietro Cidonio



5875

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

SECRET

S-E-C-R-E-T

NSC/4242
17 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Allied Force Headquarters,
G-5 Section.
Subject: Salvage of Yugoslav Ships Sunk in Italian Waters.
Reference: (a) Navy S/C Secret ltr NSC/4000 of 17 November 1945.
(b) AFHQ ltr G-5: 560.1 NEI of 23 November 1945.

1. In connection with references (a) and (b), with reference to the payment of costs for the salvage of Yugoslav ships sunk in Italian waters, the following extract from the French Representative to the Allied Commission letter No. 3168 of 11 December 1945 to the Allied Commission is quoted herewith for information:

"When the Navy Sub-Commission is in possession of all information, it is my intention to request consideration of the problems with which we are faced; the floating and salvaging of French merchant ships which have been found in Italian ports.

"As I have indicated to you, the French Government has made known its position in this matter. By means of a diplomatic 'demarche', it was made known to the British, American and Italian Governments, its interpretation of Article 15 of the Armistice Terms by which the cost of repairs to the ships in question are to be paid by the Italian Government."

2. It is noted that the French Government is taking the same position as the Yugoslav Government, that the Italian Government is liable under Article 15 of the Armistice Terms for the cost of repairs to ships sunk or damaged as the result, either directly or indirectly, of Italian participation in the war against the United Nations. Information would therefore be appreciated as soon as practicable as to the policy which should be adopted in this premise.

2

(Sgd) G. L. WARREN 5874
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

SECRET

10 4 2 3

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

13th September, 1945.

No. P.O.I.L. 976/8.

NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION, ROME.

SALVAGE ORGANISATION IN ITALY.

In view of the impending move of the Allied Naval Commander-in-Chief, Mediterranean Station, to Malta, certain problems which were formerly forwarded direct to him at Caserta will, in future, be handled by the Flag Officer, Italy and Liaison in Rome.

2. It is requested, therefore, that all correspondence and signals concerning salvage in Italy and Italian waters may be referred to the Flag Officer, Italy and Liaison.

W. H. Mann

REAR-ADMIRAL 5873

18/9-45
HSC-9

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3425
30 August 1945

FILE

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

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

Reference: (a) CINC MED Ltr Med.45/237/4/3 of 21 August 1945.
 (b) Navy Sub-Commission Ltr NSC/3040 of 21 July 1945.
 (c) CINC MED Ltr Med.45/659/19/1 of 10 August 1945.

Enclosure: (A) Copy Minute 46, Campbell Committee Meeting of 13 April
 1945, W/G Director of Harbour Craft, AFM, Ltr of 12
 April 1945.

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

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

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

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

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1 SEP 1945

NSC/3425
30 August 1945

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

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

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

Copy to:
(W/C Ref.(a) and Encl.A)
AFHQ G-5
COMNAVNAV
FOIL
MEDBO
Chief Commissioner, AC
Executive Commissioner, AC
Transportation Sub-Commission, AC
Public Works & Utilities S/C, AC.

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

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

NON-OPERATIONAL SALVAGE IN ITALIAN WATERS -
RESPONSIBILITY FOR.

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

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

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

[Handwritten Signature]
for ADMIRAL

NSC/3143
4 August 1945

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

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

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

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

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

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

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



IRA-19(2)

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5 AUG 1945
5869

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3124
1 August 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: War Materials Disposal and Italian Prisoner of War
Sub-Commission, Hq. Allied Commission.
Subject: Salvage Availabilities.
References: (a) WMD&IPW S/C ltr WMD/71/Ser.40 of 28 July 1945.
(b) WMD&IPW S/C ltr WMD/71/Ser.40 of 16 July 1945.

FILE

1. In reply to paragraph 3 of reference (a), the Navy Sub-Commission, Allied Commission does not desire to be placed on the general distribution list for salvage availabilities. It would, however, be appreciated if the Sub-Commission could be furnished with copies of the list when Royal Navy or United States Navy equipment is involved.

2. In connection with paragraph 4 of reference (a), it does not appear from the data contained in reference (b) that the Navy Sub-Commission has any interest in the equipment listed, for the reason that there is no data to indicate the ownership of the Salvage Bost, 4 ST (No. 407), which is listed as available.

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



B

IRN-19(2)

4 AUG 1945
5868

Tel. 320

HEADQUARTERS ALLIED COMMISSION

EJR/ac

INTER OFFICE MEMO

Reference : 109/PWU
Subject : Non-operational salvage in Italian Waters -
Responsibility for.

31 July 1945

To : CHIEF, NAVY SUB-COMMISSION, A.C.
From : Public Works and Utilities Sub-Commission.

1. Reference to NSC/3040 of 24 July 1945 relative to the activation of the Salvage Authority.
2. The Public Works and Utilities Sub-Commission nominates Major C.P.B. Goldson as its representative on the Salvage Authority. Major Goldson is stationed at Genoa in the office of the Regional Engineer, Liguria Region.

/s/ E. J. Ristedt
E. J. RISTEDT
Colonel, C.E.
A/Director

Copies to :

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

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HEADQUARTERS ALLIED COMMISSION

A P O 394

War Materials Disposal and Italian
Prisoners of War Sub-CommissionWMD/71/Ser.40

28 July 1945

Subject : Salvage Availabilities.

To : Navy Sub-Commission. — C

- 1/. Reference your MSC/2991 dated 24 July 1945.
- 2/. This office circulates from time to time lists of salvage materials held at British and American depots. The lists are sent to all interested Sub-Commissions, who are asked to file claims with this office for any materials of use to Italian Government Departments or industries with whom they are in touch.
- 3/. Should you so desire, we can include the Navy Sub-Commission in the distribution of our lists.
- 4/. Reference our WMD/71/Ser.40 of 16 July. A bid has been received from a civilian firm. May we please be informed whether your Sub-Commission is interested in the disposal of this craft?



J.A. CAMPBELL
Lieut.-Colonel
Director
WMD & IPCW Sub-Com.

5866

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3040
24 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
 To: Commander-in-Chief, Mediterranean.
 Subject: Non-operational Salvage in Italian Waters -
 Responsibility for.
 References: (a) CINC MED ltr Med.45/217/4/3 of 4 January 1945,
 to FOTA Only.
 (b) CINC MED ltr Med.45/219/2/2 of 7 March 1945,
 not to all Info Addes.
 (c) Navy Sub-Commission ltr NSC/2863 of 6 July 1945.
 Enclosures: (A) Copy of Section IV, Campbell Committee Report(Salvage).

FILE

1. The Flag Officer, Taranto and Adriatic, Italy(Rome), was informed by reference (a) that the Commander-in-Chief, Mediterranean will continue for the present to control non-operational salvage in Italian Waters, employing the Flag Officer, Taranto and Adriatic, Italy(Rome), as the channel of correspondence with the Italian Ministry of Marine. No information has been received indicating that these instructions are modified.
2. A Salvage Committee, Mediterranean was formed by reference (b) for non-operational salvage, composed of representatives of the Commander-in-Chief, Mediterranean, the Ministry of War Transport, the War Shipping Administration, the French Navy and Merchant Marine, and the Italian Navy. This Committee is understood to be primarily concerned with the non-operational salvage of Allied vessels and Italian vessels which may be required in the interest of the war effort, rather than non-operational salvage of Italian vessels in the interest of Italian economy and port clearance.
3. The Italian Ministry of Marine was informed in reference (c) that the Campbell Committee Report has been approved by the Supreme Allied Commander, Mediterranean and the Commander-in-Chief, Mediterranean, and directed to take the necessary steps to implement the policies established. A copy of Section IV of the Report, relating to Salvage, is forwarded herewith for information. Paragraph 4 thereof recommends that an Authority be established to co-ordinate non-operational salvage, including representatives from the Commander-in-Chief, Mediterranean, the Director of Harbour Craft, Mediterranean, the Transportation Sub-Commission, Allied Commission and the Italian Ministry of Marine. It is recommended that the Commander-in-Chief, Mediterranean issue a directive to activate the Salvage Authority. Representatives from the offices concerned should be nominated.

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IRN-19(2)
-1-
~~NSC 10~~

25 JUL 1945



NSC/3040
24 July 1945

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

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

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

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

Copy to:
AFHQ G-5.
COMNAVNAV.
FOIL.
MEDBO.
Chief Commissioner, AC.
Executive Commissioner, AC.
Transportation Sub-Commission, AC.
Public Works & Utilities S/C, AC.

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

SECTION IV

SALVAGE.

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

ENCLOSURE (A) 5863

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2991
24 July 1945

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To: War Materials Disposal and Italian Prisoner of War
Sub-Commission, Hq. Allied Commission.

Subject: Salvage Availabilities.

Reference: (a) WMD&IPW Sub-Commission ltr WMD/71/Ser.40 of 16 July 1945.

1. It is requested that the Navy Sub-Commission be informed as to the procedure which is followed in offering salvage materials for sale. These data are necessary in order that appropriate action may be taken when required.

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



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IRK-19(2)
25 JUL 1945

HEADQUARTERS ALLIED COMMISSION
 APO 394
 War Materials Disposal and Italian
 Prisoners of War Sub-Commission

WMD/71/Ser.40

16 July 1945

SUBJECT: Salvage Availabilities.
 TO : See Distribution.

Ann. Base recd.

1. We are advised by PBS, Southern District, that the w/s item of salvage is available for disposal near Naples. For purposes of inspection, the exact location can be obtained from Quartermaster Salvage and Reclamation Division Office, HQ Southern District, PBS, Naples.

ITEM	QUALITY	PRICE
Salvage Boat, 4 ST (No. 407) (Hull of Ship) <i>72nd Airborne. MS/EX</i>	I	\$ 10,000.00

2. All claims must be filed with this office by 29 July, giving the following particulars:-

- (a) Name, address and telephone numbers of designated agents or buyers, and the name of representative authorized to sign documents relative to the transaction.
- (b) Method of transportation (road, rail or sea),
- (c) Method of payment.

Major White (48)

J. A. CAMPBELL
 Lieut.-Colonel
 Director
 WMD & IPCW Sub-Com.
War Mat. Disposal & I.P.C.W. S/C

Distribution

Chief Commissioner 1
 (Attn. Lt. Lannin) 1
 Transportation 1
 Shipping 1
 International 1
 6 U.N.R.R.A.
 1 International

5861

Rem. base acct

1. We are advised by PBS, Southern District, that the u/s item of salvage is available for disposal near Naples. For purposes of inspection, the exact location can be obtained from Quartermaster Salvage and Reclamation Division Office, HQ Southern District, PBS, Naples.

<u>ITEM</u>	<u>QUALITY</u>	<u>PRICE</u>
Salvage Boat, 4 ST (No. 407) (Hull of Ship) <i>quadrant near U.S. Mex</i>	1	\$ 10,000.00

2. All claims must be filed with this office by 23 July, giving the following particulars:-

- (a) Name, address and telephone numbers of designated agents or buyers, and the name of representative authorised to sign documents relative to the transaction.
- (b) Method of transportation (road, rail or sea),
- (c) Method of payment.

mgj white. (401)

10-4

J. A. CAMPBELL
Lieut.-Colonel
Director
WID & IPOW Sub-Com.
was not seen + Lt. P. W. S/c

<u>D. distribution</u>		<u>5861</u>
Chief Commissioner	1	U.N.R.R.A.
(Attn. Lt. Lannin)	4	International
Agriculture S/C	2	Government Committee
Food S/C	1	Public Safety S/C
Labour S/C	12	(Prison Officer)
Commerce S/C	10	Public Works & Utilities
Industry S/C	3	Navy S/C

(1)

L. W. H. K+

Office of Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters,
31st May, 1945.

Med. 45/222/3/5.

THE FLAG OFFICER, TARANTO, ADRIATIC AND LIAISON, ITALY.
THE NAVAL SUB. COMMISSION, ALLIED COMMISSION, NARE.
THE SENIOR NAVAL OFFICER, EASTERN SICILY.

(Copy to each).

(Copies to:- The Naval Officers-in-Charge, Messina, Bari, Barletta,
Taranto, Ancona, Naples Area, Leghorn, Genoa, Venice,
The Resident Naval Officers, Augusta, Syracuse, Catania,
Brindisi, Castellammare).

LOAN OF SALVAGE GEAR

Having regard to demands upon salvage vessels and equipment for operational work and to financial considerations, it is important that Harbour Clearance carried out by the Royal Navy either by the use of salvage vessels or by the employment of local labour should be restricted to work which is necessary for operations.

2. It is realised that the clearance of ports may be desirable in the interests of trade and the rehabilitation of liberated countries, but Naval resources should not normally be employed or expenditure incurred for such purposes.

3. If, however, salvage gear is used for other purposes than those given in paragraph 1 by Italian authorities, or by private concerns or individuals, the Italian authorities should in all cases either pay hire in sterling or give a receipt, acknowledging their liability to pay hire in sterling, at the usual Admiralty rates, viz.:-

	Charge per day	
	£	s. d.
12" Motor pump	7	-
12" Steam pump	7	-
10" Steam pump	6	-
8" Steam pump	5	10
8" Motor pump	6	10
6" Motor pump	6	-
6" Steam pump	5	-
5" Steam pump	4	10
5" Motor pump	4	10
4" Motor pump	3	-
4" Electric Submersible pump	3	10
6" Electric Submersible pump	4	-
3" Motor (Homelite)	2	-
3" Steam Pump	2	-

5860

THE NAVAL SUB. COMMISSION, AERONAUTIC AND LIAISON, ITALY.
THE SENIOR NAVAL OFFICER, ALLIED COMMISSION, RESE.
(Copy to each).
(Copies to:- The Naval Officers-in-Charge, Messina, Bari, Barletta,
Taranto, Ancona, Naples Area, Leghorn, Genoa, Venice,
The Resident Naval Officers, Augusta, Syracuse, Catania,
Brindisi, Castellammare).

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Charge per day

£ s. d.

12" Motor pump	7: -: -
12" Steam pump	7: -: -
10" Steam pump	6: -: -
8" Steam pump	5:10: -
8" Motor pump	6:10: -
6" Motor pump	6: -: -
6" Steam pump	5: -: -
5" Steam pump	4:10: -
5" Motor pump	4:10: -
4" Motor pump	3: -: -
4" Electric Submersible pump	3:10: -
3" Electric Submersible pump	4: -: -
3" Motor (Homelite)	2: -: -
3" Steam Pump	2: -: -
2 1/2" Sump pump	1:10: -
2" Motor (Homelite)	1:10: -
Oil driven alternator	4:10: -
Motor generator (Parsons)	4:10: -
Lighting set	4: -: -
Air compressor	6: -: -
Under-water cutters	2:10: -
Submarine gun	2: -: -
Falsometer	1:10: -
Burning gear	1: 5: -

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JM. H. H. H.

for ADMIRAL

MEDITERRANEAN SHIPPING BOARD.

Minutes of Meeting of CAMPBELL COMMITTEE in ROME

13th April, 1945.

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

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

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

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

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

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

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ENCLOSURE (A)

AMENDED MEMORANDUM.

ALLIED FORCE HEADQUARTERS
Office of Director of Harbour Craft
Western Mediterranean

12th April, 1945.

To: Chairman, Campbell Committee, MEDBO.

Subject: Salvage of Italian Small Craft.

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

RECOMMENDATIONS.

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

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