

Acc

10000/124/101 CM
M

10000/124/101 CASUALTIES, AND CLAIMS
MAY 45 - FEB. 47

PC-1

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Office of the Commander-in-Chief,
Mediterranean Station.
5th February, 1947.

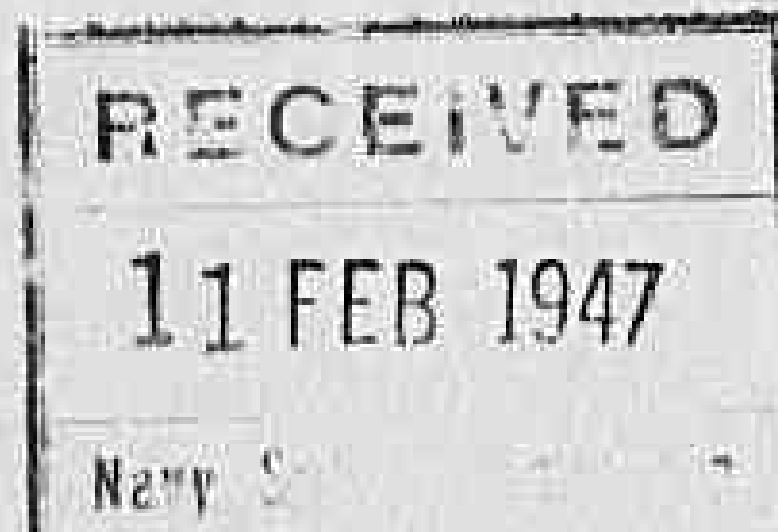
Med.47/333/9/1.
NAVY SUB COMMISSION, HEADQUARTERS
ALLIED COMMISSION, ROME.

CLAIMS.

With reference to your letter No.NSC/5521 dated 10th October, 1946, although there is no evidence in the enclosures to your letter to indicate whether Enero's boat was commandeered by the Navy or the Army, the fact that it was used for the conveyance of Prisoners of War, suggest the latter.

2. It is agreed that there is "prima facie" case for compensation by Enero for the loss of his boat and it is therefore suggested that a claim supported by sworn affidavits by the claimant and witnesses should be allowed.

3. A decision on Donati's claim for loss of coal is awaited from Admiralty, Commander-in-Chief, Mediterranean's Minute II No.Med.46/333/9/17 dated 30th November, 1946, refers.



*Further correspondence
in INB files*

-PC-1/N

for ADMIRAL

7970

S.S. MAYINO - CLAIMS

(Navy Sub-Commission, Headquarters Allied
Commission's No. HSC/5686 dated 22nd
November 1946)

II

Ref. 46/533/9/17.
NAVY SUB-COMMISSION, HEADQUARTERS ALLIED
COMMISSION.

This claim has been forwarded to
the Admiralty for decision, which will be
communicated to you when known.

MEDITERRANEAN
30th November 1946

for ADMIRAL.



DUPLICATE

U.S. NAIRO - CLAIM

(Navy Sub-Commission, Headquarters Allied
Commissions No. 333/365 dated 22nd
November 1946)

II

Med. 46/333/2/17.
NAVY SUB-COMMISSION, HEADQUARTERS ALLIED
COMMISSIONS.

This claim has been forwarded to
the Admiralty for decision, which will be
communicated to you when known.

MEDITERRANEAN
30th November 1946

Sgd. P.S. SMITH

for ADMIRAL.

7968

HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 794

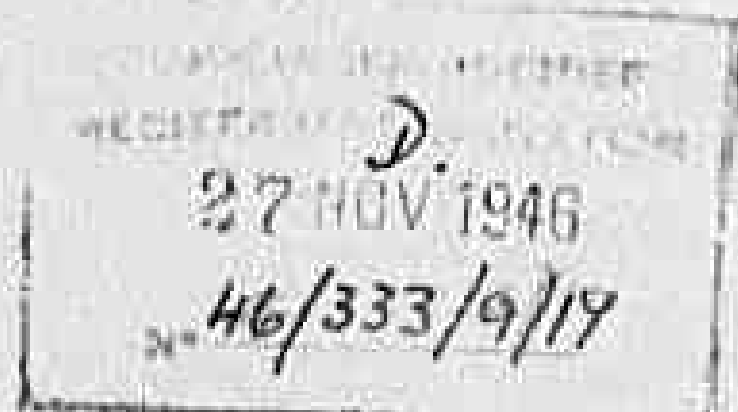
NSC/5686
22 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Commander-in-Chief, Mediterranean Station.
Subject: "Claims" - DORATTI - ERRERA.
Reference: (a) Navy Sub-Commission ltr. NSC/5521 of 10th October 1946.

1. It is requested that you will inform the Navy Sub-Commission of the action being taken on the cases submitted to you under cover of reference (a).

Albham

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



32

7967

NSC/5686
22 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Commander-in-Chief, Mediterranean Station.
Subject: "Claims" - DORATTI - ESPERA.
Reference: (a) Navy Sub-Commission ltr. NSC/5521 of 10th October 1946.

1. It is requested that you will inform the Navy Sub-Commission of the action being taken on the cases submitted to you under cover of reference (a).

(Sgd) G. L. WARREN

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

25 NOV 1946

1722
22/11

7966

NSC/5521
10 October 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander in Chief, Mediterranean.
Subject: "Claims".
Enclosure: (A) Ltr. from Edoardo PORATTI, Trieste, dated 21 August 1946,
to POLI, Rome.
(B) ENNEPA Stefano claim, undated.
(C) Legal Sub-Commission Ltr. AC/4005/L dated 20 Sept. 1946.

1. Enclosures (A), (B) and (C) are forwarded, respectfully,
for information, verification and any action deemed necessary.

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

11 OCT 1946

11 OCT 1946
7965

C
O
P
Y

EDUARDO TORACCI
Trieste
Via L. Cassiana N. 4
Tel. 49.19

Trieste, 21 Agosto 1946

To:
Flag Officer Liaison Italy
R C U E

Subject: s/s "MARTINO" ex "SOLTE" (registered at Capitaneria di Porto di Spalato)

On 8 September 1943 the s/s "MARTINO" under the Italian flag was carrying one thousand tons (1000 tons) of Monte Promina coal loaded for my account at Sebenico the 5th of September 1943. Said coal was directed and destined to Venice and was my property.

On 8 September 1943 the ship was in the vicinity of TRIESTE and precisely at SALVORE. So as not to be captured by the Germans the ship was directed to ANCONA where it supplied twenty tons of coal to the ship "LISSA" and continued South with intention of meeting the Allied Navy. At TARANTO it unloaded 160 tons (one hundred and sixty tons) of coal on orders from the British Navy and the ship was then ordered by the British authorities to proceed to BONA where it unloaded its coal cargo.

As the owner of above coal cargo, I respectfully request you to advise me what steps and to what authority I should address myself in order to be reimbursed for the value of the coal.

For your information, the Captain of the "MARTINO" at that time was Mr. PACIO who lives in Trieste at 6, Via Cicerone (U.M.P.R.A.)

Respectfully yours,

EDUARDO TORACCI

7964

(A)

Navy Sub Commission
H.Q. - Allied Commission
Rome

On 13th June 1943 when the island was occupied by Allied troops, a British destroyer (I do not remember the name) arrived to take away the P.O.W. personnel on the Island.

For the embarkation of these prisoners, the British availed themselves of the boats drawn up on the beach of this small roadstead. Among them was my own boat, the "S. Giuseppe" whose dimensions were 6.50 x 2 m. and which was registered at the Porto Empedocle Harbourmaster's Dept. It was also provided with 8 oars and the necessary fishing equipment. When the boat had been used for the transport of the troops, it was cast off and allowed to drift, and as the currents were strong and the sea choppy, the boat soon disappeared out of sight.

Witnesses to the event were also the Commandant of the garrison - Lieut. (Infantry) Salomone Carmelo, the "V. Brigadiere" of Carabinieri Verdesca Raffaele and the "S. Brigadiere" of Coastguards Ricciardi Basilio.

It was not even possible to make a search for the craft as there were no serviceable boats left ashore. I must also emphasize that the boat in question was my only means of livelihood as a fisherman and I am now unable to make my living this way and have not the opportunity of an alternative one.

In regard to what has been stated above I therefore sincerely request the Navy Sub Commission to refund me the value of the boat, about 150,000 lire or provide me with another, similar one.

Confident that my appeal will be well received,

I remain,

Yours faithfully

ERRERA Stefano

Address : Errera Stefano, son of the late Giovanni
Via Vittorio Emanuele No. 33
(Agrigento) LITHOSA

7963

JLP/P
27

(E)

C
C
P
VHEADQUARTERS ALLIED COMMISSION
APO 794
LEGAL SUB-COMMISSION

AG/4005/E/

GCH/pa.
20 Sept 46

SUBJECT : Claims addressed to Navy S/C
a) DORATTI b) ERNEA.
TO : Navy Sub-Commission (through Commerce S/C).

1. If the facts set out in both petitions are correct, compensation is undoubtedly due.

2. It might have been possible to forward ERNEA's claim to the Italian Government, if his boat had been properly requisitioned. However, this does not appear to be the case and the craft having been lost through negligence, the Allied liability cannot "prima facie" be disclaimed.

3. As far as DORATTI's claim is concerned, it is our opinion that the Italian Government can only be made to pay for the 160 tons unloaded at Ancona as a requisition under the Armistice Terms. There again no proper requisition forms appear to have been issued and the Italian Government may rightly refuse to accept liability.

4. It will be necessary to ascertain the ultimate destination of the coal unloaded at ANA before determining where final liability lies, although the master of the ship having obeyed the orders of the Royal Navy the owner acts correctly in looking to them for redress.

G.C. HANNAFORD,
Lt. Colonel,
Deputy Chief Legal Advisor.

7962

(c)

HSC/5430
16 September 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commerce Sub-Commission (Claims Division).
Subject: Claims addressed to the Navy Sub-Commission.
Enclosure: (A) Ltr. from Edoardo DORATTI, Trieste, dated 21 August 1946,
to FOLI, Rome.
(B) BUBBERA Stefano claim, undated.
1. Enclosure (A) and (B) are forwarded herewith for appropriate
action.
2. It is requested that enclosures (A) and (B) and copies of
correspondence indicating what action is taken will be returned to the
Navy Sub-Commission.

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

7961

Navy Sub Commission
H.Q. - Allied Commission
Rome

On 13th June 1943 when the island was occupied by Allied troops, a British destroyer (I do not remember the name) arrived to take away the P.O.W. personnel on the island.

For the embarkation of these prisoners, the British availed themselves of the boats drawn up on the beach of this small roadstead. Among them was my own boat, the "S. Giuseppe" whose dimensions were 6.50 x 2 m. and which was registered at the Porto Rapedocle Harbourmaster's Dept. It was also provided with 8 oars and the necessary fishing equipment. When the boat had been used for the transport of the troops, it was cast off and allowed to drift, and as the currents were strong and the sea choppy, the boat soon disappeared out of sight.

Witnesses to the event were also the Commandant of the garrison - Lieut. (Infantry) Salomone Carmelo, the "V. Brigadiere" of Carabinieri Verdesca Raffaele and the "S. Brigadiere" of Coastguards Ricciardi Basilio.

It was not even possible to make a search for the craft as there were no serviceable boats left ashore. I must also emphasize that the boat in question was my only means of livelihood as a fisherman and I am now unable to make my living this way and have not the opportunity of an alternative one.

In regard to what has been stated above I therefore sincerely request the Navy Sub Commission to refund me the value of the boat, about 150,000 lire or provide me with another, similar one.

Confident that my appeal will be well received,

I remain,

Yours faithfully

ERRERA Stefano

Address : Errera Stefano, son of the late Giovanni
Via Vittorio Emanuele No. 33
(Agrigento) LEUSA

JLP/P
27

7960

Navy Sub Commission
H.Q. - Allied Commission
ROME

On 13th June 1943 when the island was occupied by Allied troops, a British destroyer (I do not remember the name) arrived to take away the P.O.W. personnel on the island.

For the embarkation of these prisoners, the British availed themselves of the boats drawn up on the beach of this small roadstead. Among them was my own boat, the "S. Giuseppe" whose dimensions were 6.50 x 2 m. and which was registered at the Porto Empedocle Harbourmaster's Dept. It was also provided with 6 oars and the necessary fishing equipment. When the boat had been used for the transport of the troops, it was cast off and allowed to drift, and as the currents were strong and the sea choppy, the boat soon disappeared out of sight.

Witnesses to the event were also the Commandant of the garrison - Lieut. (Infantry) Salomone Orzuelo, the "V. Brigadiere" of Carabinieri Verdesca Raffaele and the "S. Brigadiere" of Coastguards Ricciardi Basilio.

It was not even possible to make a search for the craft as there were no serviceable boats left ashore. I must also emphasize that the boat in question was my only means of livelihood as a fisherman and I am now unable to make my living this way and have not the opportunity of an alternative one.

In regard to what has been stated above I therefore sincerely request the Navy Sub Commission to refund me the value of the boat, about 150,000 lire or provide me with another, similar one.

Confident that my appeal will be well received,

I remain,

Yours faithfully

ERRERA Stefano

Address : Errera Stefano, son of the late Giovanni
Via Vittorio Emanuele No. 33
(Agrigento) LIQUORI

JLP/P
27

7859

HSC/5812
30 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Post War Assistance.
Subject: Seaman FAZIO, Bartolomeo.
Reference: (a) Ministry of Post War Assistance ltr. 11702/4F of
10 December 1946.

1. Reference (a) has been received and the request of the subject
man has been forwarded to the United States Department of Justice.

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

3 JAN 1947

30.11.04/12
1946

Further correspondence in

INB files - PC-1/N/55
(31)

7958

NSC/5811
30 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: The United States Department of Justice,
Immigration and Naturalization Section,
Washington, D.C.

Subject: Case of FAZIO, Bartolomeo.

Enclosure: (A) Copy of Ministry of Post War Assistance ltr. 11702/4F of
10 December 1946.
(B) Ltr. of FAZIO, Bartolomeo dated 17 November 1946.

1. Enclosures (A) and (B) are forwarded herewith for any action
that may be deemed appropriate.

2. It is requested that the Department of Justice will reply
directly to the Italian Ministry of Post War Assistance when a decision is
taken in this case.

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

301108/17
JWS

7957

From: Ministry of Post-War Assistance
To : A.C. - Rome
Date: 10th December 1946
Ref.: 11702/4 F

Subject: Seaman Fazio Bartolomeo

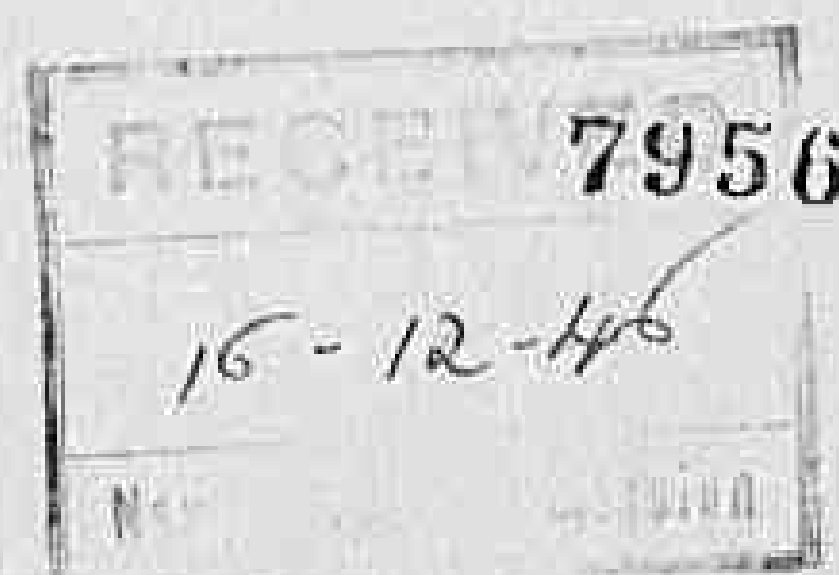
The seaman in question has sent an application, which is enclosed with the request to forward it for competence, for the possible revocation of the American Authorities' order that seamen who were interned and who sabotaged the ship on which they were embarked, are not allowed to enter the ports of the United States.

As Fazio would then be able to find employment at sea and therefore provide for his family, you are requested to examine his case - which is similar to many other returned P.O.Ws. - for a possible favourable solution.

It would be appreciated if an acknowledgement on the subject could be given.

for THE MINISTER

JLP/P.
16



20/1 12-12-46

SR./So.
Ministero dell'Assistenza Post-bellica

Rom., 10 dic. 1946

Servizio Reduci

ALLA COMMISSIONE ALLEATA
VIA VENETO

Lex.

Uff.

R O M A

Prot. N.° 11702/4 F Allegati

Risposta al f. N.° del

OGGETTO Marittimo Fazio Bartolomeo.

MINI A

Il marittimo in oggetto ha inviato l'istanza, che si trasmette con preghiera di ulteriore inoltro, per ottenere che sia - possibilmente - revocata la disposizione delle Autorità Americane secondo la quale i marittimi che furono internati e sabotarono la nave su cui erano imbarcati non possono più fare scalo nei porti degli S.U.

Poichè il Fazio avrebbe trovato modo di navigare, potendo così provvedere al sostentamento della propria famiglia, si prega di esaminare cortesemente il di lui caso - che è poi quello di altri reduci - per una definizione favorevole.

Nel ringraziare, saranno gradite notizie in merito.

pel MINISTRO

Zavile

7955

From: National Veterans Association - Varazzo (Savona) Section
To : U.S. Department of Justice
Immigration and Naturalisation, Washington - U.S.A.
Date: 17th November 1946
Ref.: 3 B.

Subject: -----

I, the undersigned Bartolomeo Fazio of the late Lorenzo, 1901 class, and resident in Varazzo (Vico Craviotto No.4) was interned in the U.S.A. from 30th March 1940 to 3rd September 1946. I have been registered in the books of the Merchant Marine under No.10637 since 1928 and the sea has always provided the livelihood for me and my family.

Since 1929 I have entered the ports of the U.S. (Boston - Baltimore - Philadelphia, etc.), several times each year, without ever having given cause for complaint to the local Authorities.

In March 1940, when I was interned, I was serving on the S.S. "MONGIOLA" owned by the "Alta Italia" Co. and I acted under the orders of the Captain who, in turn, received orders from above.

In consideration of the above, I request to be exempted from the rule and to be allowed to enter U.S. ports as a seaman regularly embarked on a merchant ship. The sea provides the only means of employment to keep myself and my family.

I am certain that this request will be received favourably, and thank you in anticipation.

(Signed) Bartolomeo Fazio

JLP/P.
16

7954

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission AEO 394

MSC/5338.
1st August, 1946.

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

Subject : Traffic accident between truck EM-3004 and Motor
vehicle USA A029070.

With reference to the Ministry of Marine's letter 24970/2 dated 21st December, 1945, the matter was referred to the United States Claims Service, Rome, for necessary action, who have already replied to the Ministry of Marine disallowing the claim, under cover of their letter BOXO No.2-21253 dated 6th May, 1946.

2. One of the reasons for which this claim has been disallowed is the fact that the claim has been made by an Italian Governmental Agency (Ministry of Marine) for damage to Italian Government property by a United States Army vehicle. This is in accordance with the established policy not to allow or make an award upon a claim by an Italian or Allied governmental agency, or by military or naval personnel of Allied or cobelligerent nations for damages to government owned property or personal injuries suffered while on duty.

3. For example, none of the Allied Forces in this theater assert claims against each other for damage to the property of one caused by the agents of another. It is established practice as between the British and American Claims Commissions, for example, not to assert such claims but to follow a "knock-knock" policy, largely on the ground that in the long run the damages caused by the British to United States property and the damages caused by the United States to the British property would be about equal in toto, and the work and effort involved in asserting and investigating claims by one Force against the other to accomplish a more bookkeeping result, would not produce an advantage to either Force justifying the time, effort and expense involved.

4. Should the Ministry of Marine desire any further clarifying details in connection with this matter, a record of the Ministry of Marine's claim, together with all supporting witness statements etc., is held by the United States Claims Service, Piazza Augusto Imperatore

Subject : Traffic accident between truck PM-30041 and Motor vehicle ULA 4029070.

With reference to the Ministry of Marine's letter 24970/2 dated 21st December, 1945, the matter was referred to the United States Claims Service, Rome, for necessary action, who have already replied to the Ministry of Marine disallowing the claim, under cover of their letter D330 No. R-24253 dated 6th May, 1946.

2. One of the reasons for which this claim has been disallowed is the fact that the claim has been made by an Italian Governmental Agency (Ministry of Marine) for damage to Italian Government property by a United States Army vehicle. This is in accordance with the established policy not to allow or make an award upon a claim by an Italian or Allied Governmental agency, or by military or naval personnel of Allied or cobelligerent nations for damages to government owned property or personal injuries suffered while on duty.

3. For example, none of the Allied Forces in this theater assert claims against each other for damage to the property of one caused by the agents of another. It is established practice as between the British and American Claims Commissions, for example, not to assert such claims but to follow a "knock-knock" policy, largely on the ground that in the long run the damages caused by the British to United States property and the damages caused by the United States to the British property would be about equal in toto, and the work and effort involved in asserting and investigating claims by one Force against the other to accomplish a mere bookkeeping result, would not produce an advantage to either Force justifying the time, effort and expense involved.

4. Should the Ministry of Marine desire any further clarifying details in connection with this matter, a record of the Ministry of Marine's claim, together with all supporting witness statements etc., is held by the United States Claims Service, Piazza Augusto Imperatore 32, Rome, and may be inspected by a representative of the Ministry of Marine.

7853

H. W. ZIROLL,
COMMODORE, U. S. NAVY,

FOR

REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

(30)

3 AUG 1946

UNITED STATES CLAIMS SERVICE
Office of the Deputy Chief Claims Officer
APO 794 U.S. Army

12 July 1946

DCCO R-21253

SUBJECT : Matter of Ministry of Marine of Italy and Claims of the Same.

TO : Chief, Navy Subcommittee, Hqs Allied Commission, APO 394,
US Army

1. Reference is made to your letter, 1 May 46, NSC/4973, Subj: Traffic Accident between Truck RM 30044 and Motor Vehicle USA 4029070 and your subsequent letter, 2 July 46, NSC/5221 same subject.

2. The above mentioned matter has been investigated by this Service and a claims officer's report made thereon 28 March 46. A copy of said report, which is self-explanatory, is annexed hereto for your information.

3. Under date of 5 May 46 the claim was disallowed by the undersigned and on 6 May 46 a notice of disallowance was forwarded to the Ministry, copies annexed.

4. As may be seen from the annexed report, subject claim was disallowable on the merits on the ground that the traffic accident giving raise to the claim was caused thru the negligence and error of judgment of the claimant's agent, the Italian seaman driver. In this connection attention is invited to Para 8 of the annexed report. In any event, this claim was further disallowable on the ground that the claimant is a wholly owned and controlled agency of the Italian Government asserting a claim for damage to Italian Government property.

5. There is no authority for the allowance of a claim by an enemy government. Further, it is to be observed, there is no known procedure under Italian law for the payment by the Italian Government of any claim arising from the reverse situation wherein US Government property is damaged thru the fault or negligence of Italian military or navy personnel. Further this Service has never asserted a claim against the Italian Government arising out of the traffic accidents caused thru the negligence of Italian Government personnel. This Service has not, for example, asserted a claim against the Italian Navy for damage to the US half-track in the instant situation.

6. It is further to be observed that none of the Allied Forces in this theater assert claims against each other for damage to the property of one caused by the agents of another. It is established practice as between the British and American Claims Commissions, for example, not to assert such claims but to follow a "knock-knock" policy, largely on the ground that in the long run the damages caused by the British to US property and the damages caused by the US to British property would be about equal in toto, and the work and effort involved in asserting and investigating claims by one Force against the other to accomplish a mere bookkeeping result, would not produce an advantage to either Force justifying the time, effort and expense involved.

7. Accordingly it is advised, in response to Para 2 of your letter of 1 May, that this Service knows of no method by which the Italian Navy could have obtained compensation of their claim, in money or in kind, from US Forces, except by filing a claim with this Service - and that claim has been disallowed for the reasons above stated.

8. An appeal may be taken from this decision thru this office to the Theatre Judge Advocate, but there appears to be no basis on which an appeal might reasonably lay.

9. The record of this claim with all supporting witness' statements, etc. is on file in this office and may be inspected by a representation of the Ministry of Marine, if desired.


GEORGE J. FANNING
Major, JAGD
Deputy Chief Claims Officer

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

NSC/5221.
2nd July, 1946.

From : Navy Sub Commission, Hq., Allied Commission.
To : United States Claims Service, U.S. Army, APO 794.

Subject : Traffic Accident between truck KM 30044 and motor
vehicle BSA A029070.

An early reply to Navy Sub Commission's letter NSC/4973
dated 1st May, 1946, would be appreciated.

W. F. BAHLMANN
Comdr., USNR

For

REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

PC-1

2 JUL 1946

7950

UNITED STATES CLAIMS SERVICE
(Servizio Reclami degli Stati Uniti d'America)
Piazza Augusto Imperatore # 32, Rome.

R.C. No: B-897-PD

DCCO No: R-21253

6 May

1946

AVVISO DI RECLAMO RESPINTO

Il Signor..... MINISTERO DELLA MARINA.....

residing at..... ROMA.....
domiciliato a.....

is informed that the claim which he has made against the United States Military
e' informato che il reclamo da lui fatto contro le Forze Militari degli Stati
Forces in respect of traffic accident on 5 Jan. 44 on the Manduria-S. Pancrazio road.
Uniti in riguardo a incidente stradale del 5 gennaio 44 sulla strada Manduria-San
Pancrazio.
has been disallowed.
e' stato respinto.

This is a final decision and will not be reconsidered.
Questa decisione e' finale e il caso non sara' piu' ripreso in esame.

If he desires to know the basis for such disallowance he may call at the
Se egli desidera conoscere la causa per la quale il suo reclamo e' stato

Office of the United States Claims Service at the above address and request
respinto, puo' presentarsi all'Ufficio del Servizio Reclami degli Stati Uniti

such advice and he will be informed accordingly.
all'indirizzo suindicato, chiedere tali schiarimenti, e sara' informato a questo
riguardo.

For the DEPUTY CHIEF CLAIMS OFFICER in Italy:

RODERICK F. GREIG
Captain, Infantry
Executive Officer.

~~CHIEF OF BUREAU~~
~~Major General, U.S.A.~~
~~Executive Officer.~~

7949

UNITED STATES CLAIMS SERVICE
Office of the Deputy Chief Claims Officer in Italy
APO 512 U. S. Army

R.C. File No: B-897-PD

DCCC File No: R-21253

5 May 1946

In the Matter of: MINISTRY OF MARINE OF ITALY

and the Claim of: The Same

Upon the matters disclosed in the Report of Investigation made and the evidence adduced in connection with the foregoing, it is, pursuant to the authority contained in Circular No. 74, 23 May 1944, Hq. MTOUSA, as amended, determined by the undersigned:

That the findings and conclusions with respect to said claim set forth in said report, are by him concurred in.

For the foregoing reasons, the subject claim is disallowed and is not approved for payment, and said claimant will be so advised.

GEORGE J. PANIGAN
~~Colonel, USA~~
~~Major, JAGD~~
Deputy Chief Claims Officer in Italy

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HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

NSC/4973. ✓
1st May, 1946.

From : Navy Sub Commission, Hq., Allied Commission.
To : United States Claims Service, U.S. Army, APO 794.

Subject : Traffic Accident between truck EM 30044 and motor vehicle USA 4029070.

With reference to your letter DCCC Case 638 dated 15th April, 1946, it is confirmed that the claim is by the Italian Ministry of Marine for damage sustained by an Italian Navy vehicle in a traffic accident with a United States military vehicle.

2. In view of paragraph 11 of your letter, it would be appreciated if the Navy Sub Commission could be informed of the method, if any, by which the Italian Navy may obtain compensation or a replacement for the loss of their truck.

3. A copy of the Italian Ministry of Marine's covering letter 24970/2 dated 21st December, 1945, is enclosed for information.

W. F. BAHLMANN
Comdr, USNR

For
REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

2 MAY 1946 7947

USCIS, USA, APO 394

An early reply to 51.41

note the necessary label

at Rome which would be appreciated.

UNITED STATES CLAIMS SERVICE
Office of the Deputy Chief Claims Officer
APO 794 U.S. Army

15 April 1946

INFO Case #638

SUBJECT: Traffic Accident between Truck R-30044 and Motor Vehicle
USA 1429070

TO: Chief, Navy Subcommission, Jpn, Allied Commission,
APO 394, US Army

1. Reference is made to your letter above subject 29 March 46 your reference KSC/1423, in which you request an early reply to your letter KSC/1341 dated 31 Dec 45.
2. As stated in a recent letter of this office to your Commission Subject: Letter of PASTORINI, Giuseppe, and Claim of the Same, 1000 R-18516, 13 Apr 46, all papers with respect to a given incident, such as a traffic accident, with respect to which a claim has been or may be asserted, are maintained by this Service in a separate file jacket with respect to that particular incident. All such files are docketed, indexed and cross indexed by the name or names of the persons suffering alleged injury or damage, name or names of the persons actually making a claim or claims based thereon and the date or included dates of the particular incident. This procedure is in accordance with the best accepted practice of all claims adjustment organizations, public or private.
3. No index or record of papers is maintained by source from which received. This Service has files recording over 50,000 incidents comprising something over one million separate letters and documents received from almost as many different sources. It is not practicable to maintain an index of letters or documents by source from which received.
4. Accordingly, it is not possible for this Service to reply to your letter of 29 March 46 unless you furnish a copy of your letter KSC/1341 dated 31st Dec 45 and further unless you furnish either in that copy or otherwise the name or title of the person or organization involved in the incident to which you refer, or the name or title of the person or organization making a claim, or the date and, preferably also the place at which the alleged incident occurred.

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- 2 -

5. With a view to saving time this office has inquired of yours by telephone as to whether or not you are in a position to furnish such information. This office has been advised by yours that all papers originally held by your office were forwarded with your letter of 31 Dec 45, DSC/4341 and that therefore your office is not in a position to furnish the necessary information at this time.

6. Assuming your letter of Dec 45 to have been delivered to this office, you may be assured that it is on file in this office and if it contained a claim that such claim is being investigated in due course. In the absence of the data above requested this office cannot, however, locate such file without reviewing all 50,000 files.

7. The only indications contained in your letter as to the subject matter thereof are that it refers to a traffic accident between a truck # UM 30044 and US vehicle 4029370. These indications suggest that your letter refers to a traffic accident between a vehicle of the Italian Navy and a US military vehicle. The number 40 30044 suggests an Italian Navy vehicle (R.M. signifying Reale Marina).

8. No index is maintained in this theater of military vehicle numbers from which the US vehicle could be located.

9. Accordingly it is suggested that the Italian Ministry of Marine be requested to furnish information with respect to its vehicle 40 30044, i.e. as to whether or not it was involved in an accident and if so, when, where and with whom. If this information is then forwarded to this office, this office will be in a position to make reply to your letter of 31 Dec 45.

10. It may further be observed in passing that if the matter referred to is a claim by the Italian Ministry of Marine based on a traffic accident between one of its vehicles and a US military vehicle, and if the only damage or injury involved were to property or naval personnel on duty of the Ministry of Marine, any such claim would in any event be disallowed.

11. It is the established policy of this Service not to allow or make an award upon a claim by an Italian governmental agency or by military or naval personnel of Allied or cobelligerent nations for personal injuries or property damage suffered while on duty or for government owned property. Explanation of this policy will be furnished if desired.

Y. J. Canigan
GEORGE J. CANIGAN
Major, JAGC
Deputy Chief Claims Officer

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HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394.

NSC/4328. ✓
29th March, 1946.

From : Navy Sub Commission, Hq., Allied Commission.
To : United States Claims Service, Rome.

Subject: Traffic Accident between truck R.M. 30044 and
motor vehicle U.S.A. 4029070.

An early reply to Navy Sub Commission's letter NSC/4341 dated
31st December, 1945 would be appreciated.

PC-1
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G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR
REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

2 APR 1946 7944

UNITED STATES STATES SERVICE
Regional Office III
APO 782
U.S. Army

R.G. No. B-897-PD

28 March 1946

In the Matter of : MINISTRY OF MARINE OF ITALY

And the Claim of : The Same

Residing at : Rome, Italy

Whose claim was received in this Office on: 17 Jan 46.

SCOPE OF INVESTIGATION

Examination of unit report, 909 Air Base Security Bn and annexed exhibits Italian Carabinieri reports, Hospital reports, report of the Military Port Authority of Taranto, and correspondence from Italian Ministry of Marine thru Allied Commission.

FINDINGS OF FACT

1. The claimant above named is the Ministry of Marine of the Italian Government, a wholly Italian Governmental Agency with main offices at Rome. The Ministry asserts damages in the sum of 950,000 Lire on the grounds hereinafter appearing.
2. On or about 3830 hours on 5 Jan 44 US Government vehicle M 3 half track, No 4023070, assigned to 909 Air Base Security Bn, operated by T/S Lloyd J. Woods ASN 32395236, a US licensed operator and a member of Company B of said unit, was proceeding on the authorized mission of transporting guards to their posts at a US Forces gasoline dump near Brichia, Italy, on the San Pancrazio-Lanchia highway when, approximately 6 mi west of S. Pancrazio, said vehicle and a Fiat 626 truck RM 30044 of the Italian Ministry of Marine operated by Leonardo Lual, # 72065 of the Regt S. Marco, Bn Nafite, of the Royal Italian Navy, collided, with consequent damages to both the US Army and the Italian Navy vehicles and personal injuries to various of the US soldier occupants of the half track and the Italian sailor occupants of the Italian Navy vehicle.

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3. The only claim asserted to date as a consequence of the incident is that by the Italian Ministry of Marine for property damages, the subject of this report.

4. The substance of the testimony of T/S Woods, the US operator, and Sgt Tom H. Purvis, Sergeant of the Guard who was a passenger in the half track, is to the effect that the half track did not at any time exceed 30 MPH in speed; that just before the collision Woods slowed down to 20 MPH as the half track approached a civilian horse drawn cart approaching from the opposite direction; that the Italian Navy truck, also approaching from the opposite direction, began to and, travelling at 35 to 40 MPH did pass the wagon; that it appeared the Navy truck would not have room to cut back to its side of the road after passing the wagon so Woods turned the half track to his left to permit the Italian Navy truck to pass him on his right and on the Navy truck's left, as the only alternative to ~~turning~~ turning the half track to the right, running off the road and turning over, or colliding head on; but that the Navy truck did not proceed straight ahead and take advantage of the opportunity thus afforded to avoid a collision but, on the contrary, continued to attempt to cut over to its right and in front of the wagon with the result that the left front of the Navy truck and the right front of the half track collided.

5. The substance of the testimony of the two Italian sailor passengers in the Navy truck is that the horse drawn cart was in front of and proceeding in the same direction as the half track which was travelling about 40 MPH; that there were no vehicles or wagons in front of the Navy truck which was travelling about 25 MPH; that the half track passed the wagon in front of it but, failing to regain its side of the road, began to skid from side to side on the slippery wet road; that the Navy truck operator endeavored to avoid the collision by turning to his right; but that the two vehicles collided. The testimony of the Navy truck driver is not available, but the two sailors referred to purport to give a full version of the incident to which they, being passengers in the truck, were eyewitnesses.

6. The testimony of three disinterested Italian civilian inhabitant witnesses who were present on the scene: Niccoli, Domenico, Polito, Mario, and Niccoli, Vito, is in substance the same as that of the US military witnesses.

7. After the collision the injured were taken to the nearest US military medical installation where they were treated and thereafter the sailors were transferred to the Ospedale Civile in Gallipoli.

DISCUSSION AND CONCLUSIONS

8. The two versions of the collision given by the US military witnesses on the one hand and by the Italian Navy witnesses on the other, are directly contradictory. The version of the US military witnesses is, however, supported by the testimony of the three disinterested Italian civilian witnesses, whose version of the incident accords with that of the US military witnesses and flatly contradicts that of the Italian Navy witnesses. It appears, therefore, that the version of the US military witnesses as supported by that of the three disinterested Italian civilian witnesses, is to be accepted.

9. Accordingly, it is found that the collision and consequent damages to the Italian Navy vehicle were caused thru the negligent operation of the Italian Navy vehicle by its Italian Navy driver and thru an error in judgment on his part in attempting to pass a horse drawn wagon in the face of the oncoming half track at a moment when there was insufficient space between the wagon and the half track to permit safe completion of such a manœuvre.

10. Further this claim is made by a Italian Governmental Agency for damage to Italian Government property and is not allowable on that ground alone, aside from any question of causation.

RECOMMENDATION.

11. It is recommended that the claim be disallowed.

ARTHUR A. BURKE,
Captain, AUS,
Claims Officer in Charge.

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

NSC/4668.
28th February, 1946.

From : Navy Sub Commission, Hq., Allied Commission.
To : United States Claims Service, Rome.

Subject: Traffic Accident between truck H.W. 30044 and
Motor vehicle U.S.A. 4029070.

With reference to Navy Sub Commission letter
NSC/4341 dated 31st December, 1945, a reply not having
been received, information is requested as to when it
may be expected or how the matter now stands.

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Hh

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*For each copy to be made by the recipient
date 2/12/45 must be affixed*

[Signature]

Captain. U.S. Navy.
CHIEF, NAVY SUB COMMISSION, A.C.
Acting.

1 MAR 1946

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HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APC 394.

WGC/4,441.
31st December, 1945.

From : Navy Sub Commission, Hq., Allied Commission.
To : United States Claims Service, Rome.
Subject : Traffic Accident between truck R.M. 30044 and motor vehicle
U.T.A. 1029070.

Enclosure (A) : Translation of Ministry of Marine's letter
24970/2 dated 21st December, 1945 with enclosure.

Enclosure (A) is forwarded herewith for information and appropriate
action with the request that the Navy Sub Commission may be informed in due
course of the decision arrived at in this matter.

4668

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

17 JAN 1946

have also the reference dated —
a reply not having been received, info is
requested as to how the matter will be
be reported or how the matter now stands.

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1/12

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 21st December 1945
Ref.: 24970/2 V

Subject: Traffic accident between truck R.M. 30044 and motor-vehicle U.S.A. 4029070.

1. On 5th January 1944 on the Manduria - San Pancrazio (Taranto) highway there occurred an accident involving the truck R.M. 30044 driven by Seaman-driver LUISE Leonardo, and an American vehicle bearing the number U.S.A. 4029070.

2. From the findings of the enquiry and from the depositions of witnesses, enclosed in duplicate, it appears that the responsibility for the accident must be attributed to the driver of the American vehicle.

3. As a result of the accident the truck R.M. 30044 suffered damage so serious as to necessitate breaking it up. Its present value is 950,000 Italian lire.-

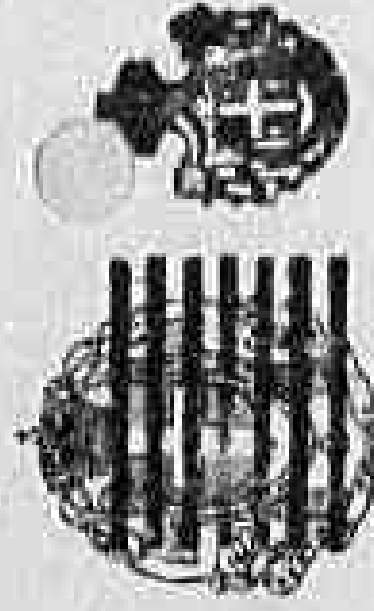
4. It is requested that action be taken with the appropriate Allied Authority in order that the above sum may be credited to this Ministry.

CHIEF OF CABINET

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GGE/P.

LA/sch



21 DIC. 1945

Roma.

Ministero della Marina

GABINETTO

Al NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO: MARINA-ROMA

Prot. N. 24970/2 Allegato (2 fascicoli)

ARGOMENTO: Incidente automobilistico tra l'autocarro R.M.30044
e l'automezzo U.S.A. 4029070 .-

1. Il giorno 5 gennaio 1944, sulla strada Manduria- San Pancrazio (Taranto), avveniva un incidente automobilistico fra l'autocarro R.M.30044, guidato dal Marinaio autista LUISE Leonardo, e la macchina americana targata U.S.A. 4029070.
2. Dagli atti dell'inchiesta e dalle deposizioni testimoniali, che si allegano in duplice copia, risulta che la responsabilità dell'incidente debba essere attribuita al conducente della macchina americana.
3. In seguito all'incidente l'autocarro R.M.30044 riportava danni talmente gravi da dover essere messo in demolizione. Il suo valore attuale è di Lire italiane 950,000.-
4. Si prega voler interessare le competenti autorità Alleate affinché vogliano corrispondere la predetta somma a questo Ministero.-

7937

IL CAPO DI GABINETTO

ARGOMENTO: Incidente automobilistico tra l'autocarro R.M.30044 e l'automezzo U.S.A. 4029070.-

1. Il giorno 5 gennaio 1944, sulla strada Manduria- San Pancrazio (Taranto), avveniva un incidente automobilistico fra l'autocarro R.M.30044, guidato dal Marinaio autista LUISE Leonardo, e la macchina americana targata U.S.A.4029070.

2. Dagli atti dell'inchiesta e dalle deposizioni testimoniali, che si allegano in duplice copia, risulta che la responsabilità dell'incidente debba essere attribuita al conducente della macchina americana.

3. In seguito all'incidente l'autocarro R.M.30044 riportava danni talmente gravi da dover essere messo in demolizione. Il suo valore attuale è di Lire italiane 950,000.-

4. Si prega voler interessare le competenti autorità Alleate affinché vogliano corrispondere la predetta somma a questo Ministero.-

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IL CAPO DI GABINETTO
C.di V. G.MARINI



COMANDO REGGIMENTO "SAN MARCO"

C O P I A

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V e r b a l e d i I n c h i e s t a

L'anno millenovecentoquarantaquattro addì 11 del mese di Marzo, la sottoscritta Commissione; nominata con ordine del giorno n.4 del 27 febbraio 1944, Del Comando Reggimento "S. Marco", si é riunita nei locali del Comando del predetto Reggimento, per accertare le cause, le modalità, e le conseguenze dell'investimento avvenuto il 5 Gennaio 1944, alla pietra miliare n° 34 lungo il tratto di strada Manduria-San Pancrazio, fra la macchina Fiat 626 targata R.M. 30044 dell'autoreparto del Reggimento S. Marco e la macchina Americana targata U.S.A. 4029070.

La sottoscritta Commissione dopo aver interrogato l'autista LUISE Leonardo Matr. 79061 classe 1922 conduttore della macchina Fiat 626 targata R.M. 30044; Il meccanico SALVINI Mario matr. 19682 classe 1916 che trovavasi sul predetto autocarro comandato di servizio; ed aver letto le deposizioni del meccanico PIERI Mario matr. 92596 classe 1922, assente dall'interrogatorio per motivi di servizio, e che pure trovavasi a bordo dell'autocarro al momento dell'investimento; ed il rapporto sottoscritto dal Tenente automobilista TAMBURRINI Pasquale, che per primo ebbe a svolgere le indagini in proposito, oltre ad aver preso visione dello schizzo planimetrico, dove avvenne l'investimento ha stabilito quanto segue:

- A) La causa dell'incidente deve attribuirsi allo stato dell'asfalto sdruciolevole causata da leggera pioggia, ed al fatto che la macchina Americana avendo voluto sorpassare un traino che procedeva nello senso mentre arrivava la macchina 30044 in senso contrario la quale doveva avere la precedenza nel passaggio all'altezza del traino suddetto non ha fatto tempo, anche perche la sua macchina era cingolata, a ritornare sulla sua mano ed ha investito la macchina targata R.M. 30044.
- B) Dall'esame degli atti, e dell'interrogatorio dell'autista LUISE Leonardo e dei testimoni che si trovavano a bordo della macchina targata R.M. 30044, la sottoscritta Commissione ritiene che l'autista LUISE Leonardo sia asente da qualsiasi colpa, e che nulla poteva fare per evitare l'investimento, dato anche la notevole velocità dell'autocarro Americano e dallo sbandamento che lo stesso autocarro Americano ha subito nel cercare di ritornare sulla sua mano dopo il tentativo infruttuoso di sorpassare il carretto. 7936
- C) In conseguenza ed a causa dell'urto subito i tre militari R. Marina, che si trovavano a bordo dell'autocarro targato R.M. 30044, furono leggermente feriti, ed in preda a choc nervoso, essi furono in un primo tempo curati in un Ospedale Americano, e successivamente all'ospedale civile di Gallipoli. Attualmente sono tutti e tre in servizio.

La macchina targata R.M. 30044 riportava la completa rottura della cabina, danni al motore ed all'autotelaio per cui occorrono grandi riparazioni.

La sottoscritta Commissione si é riunita per la prima volta il 29 febbraio c.s. nei locali del Comandi del Reggimento "S. Marco" alle ore 16 e dopo aver preso visione dell'incarto stabilì le modalità per procedere all'inchiesta successivamente. Si allegano al presente verbale n° 4 deposizioni, uno schizzo planimetrico illustrativo dell'investimento, ed un referto medico sui postumi residuati alle persone lese.

Il presente verbale viene redatto in quadruplica copia, per gli usi consentiti.-

LA COMMISSIONE

IL TENENTE COMMISSARIO

Membro Segretario

f.to (Tommaso MARCHITELLI)

IL S.TENENTE AUTOMOBILISTA

Membro

f.to (Raul FANTI)

IL CAPITANO DI CORVETTA

Presidente

f.to (Gaetano MIDOLO)

PER COPIA CONFORME

IL TENENTE DI VASCELLO

(Lucio LAIS)



h. lais

AL COMANDO REGGIMENTO SAN MARCO

TARANTO

Oggetto: Verbale dell'incidente automobilistico avvenuto il 5 c. m. alla pietra miliare n. 34 lungo il tratto di strada Manduria- S. Pancrazio, tra la macchina Fiat 626 targa R.M. 30044 e la macchina Americana targa U.S.A. 4029070.

Secondo le istruzioni ricevute mi sono recato sul luogo dell'incidente giungendovi alle ore 16,30 circa. Sul luogo stesso non ho potuto ricavare testimonianze per assenze di testimoni oculari tranne quelle dei feriti già interrogati all'ospedale civile di Gallipoli le cui dichiarazioni sono allegate alla presente rapporto.

Dai carabinieri Reali di Torre S. Susanna (che piantonavano la macchina 30044) sono venute a conoscenza che l'autocarro con il quale è avvenuto lo scontro con la 30044 era Americana del tipo a tre assi con targa U.S.A. 4029070. La macchina U.S.A. che procedeva a notevole velocità, come da dichiarazione dei feriti, per sorpassare un traino procedente nello stesso senso, si era portata sulla propria sinistra; ancora secondo le dichiarazioni dei feriti la U.S.A. ha compiuto due curve subendone i rispettivi sbandamenti che attribuisco alla notevole velocità senza escludere tuttavia che detti sbandamenti siano stati favoriti dall'asfalto bagnato. In seguito al secondo sbandamento la macchina Americana ha assunto una posizione obliqua verso sinistra all'asse stradale che presumibilmente è stata la risolutiva dell'investimento data la vicinanza delle macchine. La 30044 è stata colpita alla parte anteriore sinistra trascinata all'indietro ed invertito di verso.

Infatti al mio arrivo sul posto, la 30044 si trovava ancora con direzione inversa a quella del suo moto all'atto dello scontro ed anzi leggermente obliquata sulla sinistra precisamente con la ruota anteriore sinistra nel fossetto della strada.

Lo schizzo allegato illustra le posizioni relative alle macchine. Non ho potuto eseguire rilievi metrici delle posizioni delle macchine e delle tracce lasciate dalle gomme in quanto lo scontro era avvenuto alle ore 8,30 circa del mattino; per di più, secondo quanto mi hanno riferito i CC.RR. la macchina Americana è stata subito dopo lo scontro portata via a rimorchio; ed infine essendo il luogo di grande traffico le tracce delle gomme erano completamente scomparse.

Mi sono sicché accertato dei danni della macchina agli effetti di un eventuale recupero.

Non escludo, benché non risulti dalle deposizioni dei feriti, che il secondo sbandamento dell' U.S.A. e quindi la sua direzione obliqua sia stato interpretato dal conduttore della 30044, in relazione alle vicinanze delle macchine, come un eventuale pericolo per cui lo stesso abbia di riflesso a sua volta obliquato sulla sinistra, il che, ha causato una maggiore entità d'urto

dello scontro.

Stà però il fatto essenziale del sorpasso del carretto da parte dell' USA; sulla propria destra in rettilineo con visuale libera della 30044 procedente in senso inverso ed avente secondo le nostre norme di circolazione diritto di precedenza.

Salvo audizione dei testi della parte contraria, che non ho potuto rintracciare, ~~ha~~ mio parere la responsabilità dello scontro è da attribuire al conduttore della macchina U.S.A. per inosservanza alle norme di precedenza del sorpasso.

La 30044 venne fatta da me accantonare nei pressi della Masseria Argentone togliendo da essa la dotazione ed il materiale asportabile. Tale dotazione di materiale venne il giorno 18 c.m. consegnata al Capo Carico dell'Autoreparto di codesto Comando.-

IL TENENTE AUTOMOBILISTA

Ufficiale agli automezzi

f.to (TAMBURINI Pasquale)

Gallipoli, 26 Gennaio 1944.-

VISTO:

IL CAPITANO DI CORVETTA

Comandante

f.to (Emilio ELIA)

PER COPIA CONFORME

IL TENENTE DI VASCELLO

(Lucio LAIS)



Dichiarazione del meccanico PIERI Mario matr. 92596 classe 1922

Io sottoscritto PIERI Mario dichiaro quanto segue:

La sera del 4 c.m. fui invitato da questo Comando unitamente all'autista SALVINI a Taranto coll'autocarro FIAT 626 BLM. R.M. 30001 per sostituirlo con un altro. Il mattino seguente insieme al Salvini ed all'autista LUISE partimmo alla volta di Gallipoli coll'autocarro 626 N. R.M. 30044. Verso le ore 8,30 in località trà Manduria e S. Pancrazio il LUISE (conduttore del 30044) procedeva alla velocità di Km. 45 orari tenendosi sulla sua destra, quando un autocarro a tre assi di nazionalità Americana proveniente in senso inverso al nostro e con velocità abbastanza elevata nel sorpassare un traino diretto nello stesso senso della macchina americana, nel rientrare sulla sua destra subiva uno sbandamento seguito immediatamente da un altro. Data la vicinanza delle macchine si verificava lo scontro a causa del quale battei il sopracciglio rimanendo privo di sensi. Venni insieme agli altri due trasportato ad un ospedale americano indi ricoverato all'ospedale civile di Gallipoli.

F.to : Meccanico PIERI Mario m.92596-922

Gallipoli 20.1.1944

PER COPIA CONFORME

IL TENENTE DI VASCELLO
(Lucio LAIS)



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Dichiarazione dell'autiere LUISE Leonardo matr. 79061 classe 1922

Io sottoscritto autiere LUISE Leonardo dichiaro quando segue:

La mattina del 5 c. m. partii da Taranto sull'autocarro FIAT 626 N. targa 30044 dietro ordine del Comandante dell'autoreparto per consegnare tale autocarro al Comandante del Battaglione Bafile di stanza in Gallipoli. Erano con me l'autista Salvini ed il meccanico Pieri. Verso le ore 8,30 giunto in località Manduria - S. Pancrazio mentre procedevo a velocità di Km. 45 orari tenendo la destra, un autocarro Americano a tre assi proveniente in senso inverso al nostro e con velocità abbastanza elevata nel sorpassare un traino diretto nello stesso senso della macchina Americana nel rientrare nella sua destra subiva un forte sbandamento seguito da un altro che determinava, data la vicinanza delle macchine, lo scontro. Rimasi subito privo di sensi a causa di un forte colpo ricevuto alla testa. venni insieme agli altri due trasportato ad un Ospedale Americano e poi trasportato da una autambulanza Americana all'ospedale di Gallipoli dove venni ricoverato.

F.to Autista LUISE Leonardo matr.79061
cl.1922

Gallipoli, 16.1.44.

PER COPIA CONFORME
IL TENENTE DI VASCELLO
(LUCIO LAIS)



7932

Dichiarazione dell'autiere SALVINI Mario matr.19682 cl. 1916/R

Io sottoscritto autiere Salvini Mario matr. 19682 dichiaro
quanto segue:

La sera del 4 c.m. fui inviato da questo Comando unitamente al meccanico Pieri Mauro a Taranto coll'autocarro FIAT 626 BLM.targa 30001 per sostituirlo con un altro. Il mattino seguente insieme al Pieri e all'autista Luise Leonardo partimmo alla volta di Gallipoli con l'autocarro FIAT 626 N. R.M. 30044. Verso le ore 8,30 in località Manduria S. Pancrazio il Luise (conduttore del 30044) procedeva alla velocità di Km. 45 orari tenendosi sulla sua destra, quando un autocarro a tre assi di nazionalità Americana proveniente in senso inverso al nostro e con velocità abbastanza elevata, nel sorpassare un traino, diretto nello stesso senso della macchina Americana, nel rientrare nella sua destra subiva il primo sbandamento seguito immediatamente da un altro. Data la vicinanza delle macchine si verificava lo scontro a causa del quale io battei la spalla destra e rimasi privo di sensi. Venni insieme agli altri due trasportato ad un ospedale Americano indi ricoverato all'ospedale civile di Gallipoli.

F.to Autista Salvini Mario matr.19682

Gallipoli, 20.1.44.

PER COPIA CONFORME
IL TENENTE DI VASCELLO
(LUCIO LAIS)



7831

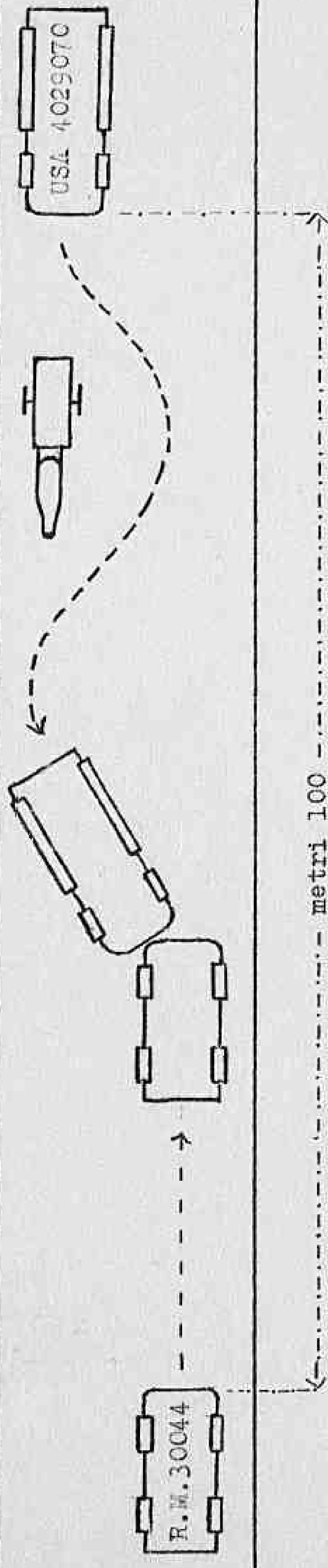
(RUCIO RVIS)
IT LEMENLE DI AVSCERTO
BEN COBIV COMLOBN

SCHIZZO ILLUSTRATIVO DELL'INCIDENTE

→ Gallipoli

Rettilineo S. Pancrazio

← Taranto



7930

27 September 1946.

Mr. Jacono Ercole fu Silverio,
Serrara D'Ischia per S'Angelo,
(Napoli).

Receipt is acknowledged of your letter of 24 September
1946.

Since the American Naval Command at Naples has no
knowledge of the raft you mention, it would seem your only recourse
would be with the authorities that you turned the raft over to.

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

27 SEP 1946

WB

29

PC-1
7929

TRANSLATION.

To: Admiral STONE,
Chief Commissioner,
Allied Commission.

The undersigned Giacomo Ercole Fu Silverio, Capt of the Italian Navy, from S. Angelo, Island d'Ischia (Naples), wishes to express the following:

The 2nd of December 1945 I found a big raft at island d'Ischia which I delivered to the Royal Navy in Porto d'Ischia according to the included copy.

However, after I went to collect the reward so many times, the Royal Navy has informed me that the raft in question belonged to the American Navy. I would like very much to obtain the reward which I deserve according to the International law, or at least to receive payment for the work I had and for the expenses I sustained in the execution of such work, or to be embarked in any Allied Ship as I am without a job and have to support a large family. However until this moment I have not received any money. Moreover, two months ago, the UNITED STATES NAVAL FORCES, MEDITERRANEAN, in answering a request of mine, informed me that the above mentioned raft does not result as belonging to a ship.

This makes me believe that the British Command at Porto d'Ischia, I don't know for what reason, did not tell me the truth.

For that reason I decided to make a request directly to you, Excellency, with a prayer to receive the necessary reward which I deserve in considering that the above mentioned raft has a value of a few millions and also because of the grave situation of my suffering family.

Hoping that you, Excellency, will take care of my desperate situation, thanking you for your great understanding,

I am *st*

Giacomo Ercole.

10 September 1946.

To the American Naval Command,

Naples.

The undersigned Giacomo Ercole fu Silverio, from S. Angelo with No 230 - 60 - T - wishes to express the following:

The 2nd of December at 11 o'clock I observed a raft 2 miles from S. Angelo - island d'Ischia - a raft not equipped, floating in the sea. Immediately I took a motor boat and a few men and went in the same direction. As the weather was stormy there was danger of the raft being smashed against the rocks. I towed the raft to S. Angelo about 4 o'clock with the help of many men (about 16) and delivered it to the Royal Navy at Porto d'Ischio.

To deliver it in good condition I had the following expenses:

Fuel consumed	20.000	Lire
Paid the 16 men for 3 days and 3 nights	50.000	
Expenses for lines	25.000	
	95.000	Lire

Names of the personnel:

Giacomo Ercole fu Silverio
 " Ridente fu Giuseppe
 " Francesco fu Antonio
 " Tullio fu Silverio
 " Domenico di Tullio
 " Enrico fu Giovanni
 Di Josio Egidio fu Salvatore
 " Francesco di Crescenzo
 Arturo Giuseppe fu Pasquale
 Matterna Federico di Panerazio
 Arcucci Francesco fu Leonardo
 Barricelli Domenico di Francesco
 " Giovanni fu Domenico
 " Francesco " "
 " Domenico " "
 Dottore Panerazio di Federico.

A SUA ECCELLENZA L'AMMIRAGLIO STONE
CAPO DELLA COMMISSIONE ALLEATA
ROMA

Io sottoscritto Iacopo ERCOLE FU SILVERIO, CAP. MARITTIMO DA S. ANGELO - ISOLA D'ISCHIA - (NAPOLI) ARISSCO RIVOLGERMI ALL'E.V. PER ESPORLE QUANTO APPRESSO:

IL GIORNO 2 DICEMBRE U.S. RIVVENNI A LARGO DELL'ISOLA D'ISCHIA UN GROSSO ZATTE-
RONE DI PERTINENZA DEGLI ALLEATI, CHE CONSEGNAI AL COMANDO DELLA ROYAL NAVY DI
PORTO D'ISCHIA - GIUSTO RELAZIONE CHE QUI NE ACCLUDE COPIA.

INTANTO PUR ESSENDOMI RECATO VARIE VOLTE PRESSO IL DETTO COMANDO INGLESE E
PEREGRINATO PER VARI UFFICI MARITTIMI ALLEATI DI NAPOLI NONCHÉ AVER INVOL-
CATO, MEDIANTE SUPPLICA, L'AMMIRAGLIATO AMERICANO DEL PORTO DI NAPOLI - E CIO' -
PERCHÉ MI FU RIFERITO DAL SUDETTO COMANDO INGLESE CHE TALE ZATTEERONE APPARTE-
NEVA ALLA MARINA AMERICANA - PER OTTENERE SENON IL PAEIO SPETTANTEMI - GIUSTO
LEGGE INTERNAZIONALE INERENTI I RECUPERI - ALMENO UN COMPENSO PER IL LAVORO
COMPIUTO E LE SPESE INCONTRATE PER ESEGUIRE TALE IMPRESA, OPPURE UN QUALCHE
IMBARCO SU DI UN QUALSIASI NATANTE ALLEATO, ESSENDO DISOCCUPATO CON UNA NUMEROSA
FAMIGLIA A CARICO E SENZA ALCUNA RISORSA, TUTTAVIA FINO A QUESTO MOMENTO
NON M'E' STATO CORRISPONTO NEPPURE UN SOLDO. ANZI EBBI, ~~DA MESI RA~~ IN RISPO-
SA ALLA MIA SUPPLICA DAL UNITED STATES NAVAL FORCES - MEDITERRANEAN
E CHE QUI NE STABILISSE PURE COPIA, CHE IL DETTO ZATTEERONE NON RISULTA ISCRITTO
NEL LORO NAVIGLIO.

CIO' FA SUPPORRE CHE IL COMANDO INGLESE DI PORTO D'ISCHIA, CHISSA' PER
QUALE MOTIVO, MI AVEVA DETTO IL FALSO.

STANTE COSI' LE COSE E NON SAPENDO PIU' A CHI RIVOLGERMI HO DECISO FAR APPELLO
DIRETTAMENTE A LEI ECCELLENZA CON PREGHIERA DI VOLERSI BENIGNARE DI
ELARGIRMI UN ADEGUATO COMPENSO, TENENDO CONTO DELL'ENTITA' DEL

7926

INTANTO PUR ESSENDOMI RECATO VARIE VOLTE PRESSO IL DETTO COMANDO INGLESE E PEREGRINATO PER VARI UFFICI MARITTIMI ALLEATI DI NAPOLI NONCHE' AVER INFOCATO, MEDIANTE SUPPLICA, L'AMMIRAGLIATO AMERICANO DEL PORTO DI NAPOLI - E CIO' PERCHE' MI FU RIFERITO DAL SUDDETTO COMANDO INGLESE CHE TALE ZATTERONE APPARTENEVA ALLA MARINA AMERICANA - PER OTTENERE SENON IL PREMIO SPETTANTEMI: GIUSTO LEGGE INTERNAZIONALE INERENTI I RECUPERI - ALMENO UN COMPENSO PER IL LAVORO COMPIUTO E LE SPESE INCONTRATE PER ESEGUIRE TALE IMPRESA, OPPURE UN QUALCHE IMBARCO SU DI UN QUALSIASI NATANTE ALLEATO, ESSENDO DISOCCUPATO CON UNA NUMEROSA FAMIGLIA A CARICO E SENZA ALCUNA RISORSA, TUTTAVIA FINO A QUESTO MOMENTO NON M'E' STATO CORRISPONTO NEPPURE UN SOLDO. ANZI EBBI, ~~PER~~ MESURA, IN RISPOSTA ALLA MIA SUPPLICA DAL UNITED STATES NAVAL FORCES - MEDITERRANEAN E CHE QUI NE ~~RICORREVO~~ PURE COPIA, CHE IL DETTO ZATTERONE NON RISULTA ISCRITTO NEL LORO NAVIGLIO.

CIO' FA SUPPORRE CHE IL COMANDO INGLESE DI PORTO D' ISCHIA, OLISSA, PER QUALE MOTIVO MI AVEVA DETTO IL FALSO.

7926

STANTE COSI' LE COSE ENON SAPENDO PIU' A CHI RIVOLGERMI HO DECISO FAR APPELLO DIRETTAMENTE A LEI ECCELLENZA CON PRECHIERA DI VOLERSI BENIGNARE DI ELARGIRMI UN ADEGUATO COMPENSO, TENENDO CONTO DELL' ENTITA' DEL SALVATAGGIO ASCENDENTE AL VALORE DI PARECCHI MILIONI, MA SOPRATTUTTO AL CASO PIETOSO DELLA MIA SVENTURATA FAMIGLIA.

SICURO CHE LEI ECCELLENZA PRENDE A CUORE LA MIA DISPERATA SITUAZIONE FIDUCIOSO RINGRAZIO ED OSSEQUIO.

S'ANGELO D' ISCHIA 10 SETTEMBRE 1946

Munitissimo
Luigi Jacucci

ALLIGATI:

1 RELAZIONE CIRCA RECUPERO ZATTERONE
1 COPIA RISPOSTA DEL Com. Am. AMERICANO

IL MIO INDIRIZZO E' IL SEGUENTE:
ERCOLE IACONO FU SILVERIO
SERRAIO D'ISCHIA
PER S'ANGELO
(NAPOLI)

P.S. UN SUO MAGNANIMO OTTO ECCELLENZA, SOLVERA' DA SICURA FINE SETTE SVENTURATI BAMBINI I QUALI, A CAUSA DELLA CORRIDIALE AVVERSIONE PEL FASCISMO FIN DAL SUO DVVENTO E PER AVER SEMPRE NUTRITO - SPECIE DURANTE LA GUERRA - VIVI SENTIMENTI DI SIMPATIA PER LE NAZIONI UNITE - E LO POSSO DIMOSTRARE CON PROVI PALMARII - FUI CONTINUAMENTE PERSEQUITATO, TANTO DA SPOLIARMI DI OGNI MIO AVERE E COSI' AIDOTTO NELLA PIU' SQUALLIDA MISERIA. INDIGENZA PERO' DOVUTA PIU' CHE ALLE PERSECUZIONI ALLA MIA SEMPRE RETTA LINEA DI CONDOTTA. DIFATTI PUR ESSENDOMI CAPITATE - SPECIE DURANTE LA GUERRA, QUANDO ERO OBBLIGATO A NAVIGARE IN QUALITA' DI UFFICIALE SUI PIROSCHERI MERCANTILI, FACENTI I VIAGGI PER L'AFRICA SETTENTRIONALE, OVE SON NAUFRAGATO PER BEN TRE VOLTE PER FATTI DI GUERRA - UN INFINITO DI ALTRE OCCASIONI IN CUI AVEI POTUTO REALIZZARE CENTINAIA DI BIGLIETTI DA MILLE E FINANCO MILIONI - COME DEL RESTO USAVANO FARE BUONA PARTE DEI MARITTIMI, TUTTAVIA NON HO MAI VOLUTO APPROPRIARMI COME PURE NON VERSEAEI TUTT'ORA IN TRISTI CONDIZIONI SE ANZICHE' CONSERVARE IL DETTO ZATTERONE SANO E SALVO AL COMANDO INGLESE L' AVEI INVECE SCARAVENTATO SUGLI SCOGLI E DEPRADATO, COME DALTROANTE TUTTI IN PAESE ME LO CONSIGLIAVANO.

RISPETTOSI SALUTI E RINGRAZIAMENTI

P.S. UN SUO MAGNANIMO ATTO ECCELLENZA, SOLVERA' DA SICURA FINE SETTE SVENTURATI BAMBINI I QUALI, A CAUSA DELLA MIA CORDALE AVVERSIONE PEL FASCISMO FIN DAL SUO DIVENTO E PER DIVER SEMPRE NUTRITO - SPECIE DURANTE LA GUERRA - VIVI SENTIMENTI DI SIMPATIA PER LE NAZIONI UNITE - E LO POSSO DIMOSTRARE CON PROVI PALMARI - FUI CONTINUAMENTE PERSEQUITATO, TANTO DA SPOLPIMI DI OGNI MIO DIVERE E COSI' RIDOTTO NELLA PIU' SQUALIDA MISERIA. INDIGENZA PERO' DOVUTA PIU' CHE ALLE PERSECUZIONI ALLA MIA SEMPRE RETTO LINEA DI CONDOTTA. DIFATTI PUR ESSENDOMI CAPITATO - SPECIE DURANTE LA GUERRA, QUANDO ERA OBBLIGATO A NAVIGARE IN QUALITA' DI UFFICIALE SUI PIROSCAFI MERCANTILI, FACENTI I VIAGGI PER L'AFRICA SETTENTRIONALE, CHE SON NAUFRAGATO PER BEN TRE VOLTE PER FATTI DI GUERRA - UN INFINITO DI ATTIMI OCCASIONI IN CUI AVREI POTUTO REALIZZARE CENTINAIA DI BIGLIETTI DA MILLE E CINQUECENTO MILIONI - COME DEL RESTO USAVANO FARE BUONA PARTE DEI MARITTIMI, TUTTAVIA NON HO MAI VOLUTO APPROPRIARMI COME PURE NON VERSEBEI TUTT'ORA IN TRISTI CONDIZIONI SE ANZICHE' CONSEGNARE IL DETTO ZATTERONE SANO E SALVO AL COMANDO INGLESE L'AVREI INVECE SCARAVENTATO SUGLI SCOGLI E DEPREDATO, COME DALTROANTE TUTTI IN PAESE ME LO CONSIGLIAVANO.

RISPETTOSI SALUTI E RINGRAZIAMENTI

DEV. =

Teobaldone

Esco i classees del personale che ha concorso a
 detto riempimento:

- 1 Giacomo Gioielli fu Liberto
 - 2 " " " " fu Giuseppe
 - 3 " " " " fu Francesco
 - 4 " " " " fu Liberto
 - 5 " " " " fu Francesco
 - 6 " " " " fu Giovanni
 - 7 " " " " fu Salvatore
 - 8 " " " " fu Francesco
 - 9 " " " " fu Francesco
 - 10 " " " " fu Francesco
 - 11 " " " " fu Leonardo
 - 12 " " " " fu Francesco
 - 13 " " " " fu Francesco
 - 14 " " " " fu Francesco
 - 15 " " " " fu Francesco
 - 16 " " " " fu Francesco
- Aut. del S. Angelo

Al Comandante della Marina Americana
Napoli

Io sottoscritto Jacopo Ecole fu Silvano, da S. Angelo d'Ischia
recuperatore dello Zatterone contrassegnato col N° 230 - 60 T. di
penducenza degl' U. S. A. espongo quanto segue:

Verso le ore 11 del giorno 2 c.m. addistai ola S. Angelo a cura due moglie
a S. O. di punta S. Paurogno - isola d'Ischia - un galleggiante che a me sembra
sta andando alla deriva. Immediatamente presi una motobanca nonchè parecchi
uomini e a tutta velocità puntai su di esso. Sinto così costatai difatti
che si trattava di un grosso Zatterone, portante il massiccio muretto, privo
di equipaggio col in salia delle onde.

Per esferarlo la dotta motobanca inadeguata ad eseguire simile
rimorso, tuttavia - e ciò per eliminare un serio pericolo che detto ve-
licolo costituiva per naviganti, nonchè per evitare la nuova fine di esso, presi
le correnti ed il vento fuoro spuntate da S. E. l'adette, durante la notte incresp-
sa mescolatamente scaraventato sugli scogli dell'isola, stesero quindi presso
detti il rimorso fuoro di rimorchiarlo, e dopo non pochi sforzi, cioè trascorrendo forse
altri uomini (in tutto 16) per ormeggiarlo solidamente con alcune ^{catene} e così non
che per montare la guardia (allemandare) per due giorni e due notti in quanto
spesso si ripresentava gli ormeggi e per evitare che detto natante scivoli per altro
depercolato. Tutto ciò per consegnarlo - come infatti lo consegnai al Co-
mandante della Royal Navy di Porto d'Ischia - sano e salvo.

Onde col detto rimorso consegnato qualche navigante e salvato - ripeto -
ola nuova perdita un maderate del valore di parecchi milioni, prego caldamente
cordato Comandante di voler fare le debite considerazioni e quindi lungamente di elargire
- questo legge indennagionale mercedi e rimborso.

de andasse alla deriva. Immediatamente presi una motobarca, nonché parecchi uomini e a tutta velocità puntai su di esso. Sento così constatare difatti che si trattava di un grosso gattone, portante il massiccio numero, privo di equipaggio col in testa della onde.

Per esferarlo la ditta imbarca inadeguata ad eseguire simile rimorchio, l'attesa - e ciò per eliminare un serio pericolo che detto relitto costituisse per naviganti, nonché per evitare la nuova fine di esso, finché le correnti ed il vento poco spinto da S. E. l'abbatte, durante la notte increspata mescolatamente scaraventato sugli scogli dell'isola, rischiando quindi perire. Soltanto il rimorchio riuscì a raggiungere S. Angelo verso le ore 15 ore, modificando altre uomini (in tutto 16) per ommezzarlo solidamente con alcune catene non che per montare la guardia (aldemander) per due giorni e due notti in quanto spesso si spezzassero gli ommezzi e per evitare che detto natante venisse per altro deperdato. Tutto ciò per consegnarlo - come mi flette le consegnare al Comandante della Royal Navy di Porto di Trinà - sono e salvo.

Osservando col detto recupero e consegnato qualche navigante e salvato - ripeto - da nuova perdita cui mediante del valore di parecchi milioni, prego caldamente cordiali Comandi di voler fare le debite considerazioni e quindi l'omaggio di elargire questo legge indennagionale mercedi e recupero - un adeguato premio.

facendo presente intanto che per la buona riuscita di detta missione sono occorse le seguenti spese:

1. Perdita della imbarca per aver eseguito il rimorchio cui per consumo di combustibili ecc. £ 25.00
2. Salvo dei casi di rimorchio nonché della catene e caso d'omaggio pagati = 25.00
3. Perdita dei salari uomini per l'opera svolta durante: che per un mese e due notti = 50.00

Indicando, rispettivamente esigibile.

In tutto £ 95.00

S. Angelo d'Elcina 14-12-45

Il recuperatore che Teofilo

**UNITED STATES NAVAL FORCES
MEDITERRANEAN**

12 June 1946

Mr. Isaacs Kreole
San Angelo d' Ischia

Dear Mr. Isaacs,

This will acknowledge receipt of your letter of 8 March 1946 concerning the recovery of a raft near Ischia in December 1945.

There are no records in this command that indicate either that such a raft was lost by the U. S. Navy or that such a raft was delivered by British Naval authorities at Ischia to the U. S. Navy.

If the raft was of United States origin it may have come from a merchant vessel operated by War Shipping Administration.

Yours very truly

J. M. MCCOY,
By Direction.

7924

HSC/5622
5 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: U.S. Maritime Commission, 123 Via Rome, Naples.
Subject: Marine Transport Lines Inc. claim for damages to the
SS "JONATHAN ELMER" on 13 May 1944.
Enclosure: (A) Marine Transport Lines Inc. letter of 7 September 1946.

1. Enclosure (A) is forwarded herewith for appropriate action, observing that on the date of the damage to the subject ship the Marine Transport Lines Inc. were operating under the U.S. Maritime Commission.

2. The Italian Ministry of Marine has stated that it has no record of the collision between the SS "JONATHAN ELMER", and the tug "TRIESTE", which at that time was operating under the orders of the Senior Naval Officer, Eastern Sicily (SNOESY), a British authority. The Ministry of Marine also points out the difficulty of verifying the details and facts of the collision after an interval of two years.

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

cc. Marine Transport Lines Inc.
11 Broadway, New York City 4
New York.

7 NOV 1946

28

PC-1

7923

From: Ministry of Marine
To : Navy Sub Commission, Allied Commission,
and for info. : Marine Transport Lines, Inc.
11, Broadway, New York 4, N.Y.
Date: 27, October 1946.
Ref.: 3593/67

Subject: Message to S/S "JONATHAN ELDER" Radio Calabria, 13th Dec 1944.

The Marine Transport Lines, Inc. has forwarded the enclosed letter, dated 17th September 1944 to the Ministry of Marine. Following investigation, it appears that the Ministry has no information regarding the collision between the tug "Trieste" and the S/S "Jonathan Elder"; nor is it possible after over two years to verify effectively events which took place at that time.

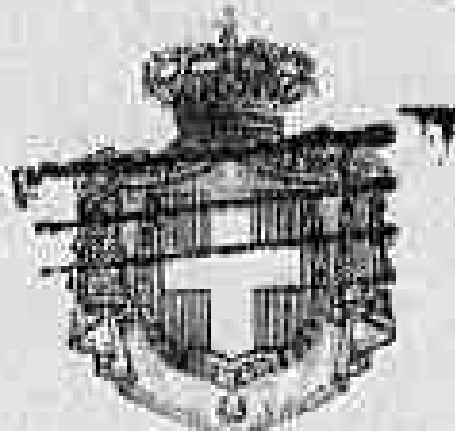
Incidentally, we inform you, that at the time of the collision, the tug "Trieste" was under the orders of the S.M.O.E.S.I.

By direction,
Chief of Cabinet.

Navy Sub-commission, Hq. AC
7822

1 NOV 1946

Mod 39



Ministero della Marina

GABINETTO

Ufficio Trattati

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 3513/U.T. Allegati 1

ARGOMENTO: Danni al piroscafo JONATHAN ELMER - Reggio Calabria
13 maggio 1944.

La "Marine Transport Lines, Inc", ha diretta a questo Ministero l'acclusa lettera in data 17 settembre 1946.

Dalle indagini esperite nulla risulta a questo Ministero circa la collisione fra il Rimorchiatore TRIESTE e il Piroscafo JONATHAN ELMER; nè alla distanza di oltre due anni è possibile accertare come effettivamente si siano svolti gli avvenimenti.

Nel dare notizia di quanto sopra si comunica peraltro che il rimorchiatore TRIESTE, all'epoca della collisione, era alle dipendenze dello S.N.O.E.S.I.

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

7921

Roma 27 OTT. 1949

COMMISSIONE ALLEATA

- Sottocommissione Navale -

e, per conoscenza:

MARINE TRANSPORT LINES, INC.

11, Broadway" - NEW YORK 4,

N. Y.

MARINE TRANSPORT LINES, INC.
 11 Broadway,
 New York 4, N.Y.

AIR MAIL
COPY REGULAR MAIL.

September 7, 1944.

Italian Ministry of Marine
 Rome, Italy.

Gentlemen:

S.S. JONATHAN BLISS
 Damaged at Reggio, Calabria
 by tug TRISTE - May 13, 1944.

While subject vessel was docked at Reggio, Calabria, assisted by the tug TRISTE, on the date shown above, considerable damage was effected to the ship when the TRISTE approached with too much speed and collided.

We have just been advised by the United States Maritime Commission that the tug TRISTE was operating at your risk on May 13, 1944. When the vessel arrived in the continental United States, we proposed to have the damage surveyed by the U. S. Salvage Association and repairs were effected at a cost of \$319.82.

We attach hereto invoice from: -

1. Arthur C. Blair, Inc., repairing damage	\$282.62
2. United States Salvage Association Inc., survey	25.50
3. American Bureau of Shipping, survey	11.50
Total Claim	\$319.82

We would greatly appreciate your forwarding to us a check in the amount of \$319.82 (American Dollars), which will cover the cost of the repairs to the JONATHAN BLISS as a result of the damage caused by the tug TRISTE.

Very truly yours,

UNITED STATES OF AMERICA
 UNITED STATES MARITIME COMMISSION

BY: MARINE TRANSPORT LINES, INC., AGENT

A.C. Maxwell | 7920
 Insurance Department

JCM: ged
 50:9

NSC/5700
25 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: The Officer Commanding, 53 Claims and Hirings.
Rome Area Allied Command.
Subject: Claim for Payment of Cargo on Requisitioned Vessel CARMEN.

1. The enclosed letter dated 4th October 1946, received from Mr. Domenico Franco, in respect of a claim regarding the cargo of a requisitioned sailing vessel, is forwarded herewith for any action that may be deemed necessary.

(Sgd) C. L. WARREN

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

27 NOV 1946

PC-1

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25/11

(27)

7919

From: Mr. Domenico Franco
To : H.S.C. - A.C. - Rome
Date: 4th October 1946

I, the undersigned Domenico Franco, born and domiciled at Augusta (Syracuse), am bringing the following to the notice of the Allied Commission. :

In April 1944 the auxiliary sailing vessel "Carmen", laden with 1020 quintals of carob-beans, was requisitioned in the port of Augusta by the Allied Government.

The cargo, which was to be returned to me, was retained and unloaded at Syracuse by the Allied Command after a receipt had been given for later payment to the owner.

I was called several times by the competent office at Syracuse for the liquidation of the above, but I was never able to draw the money.

At Syracuse I was told to apply to the Town Major of Augusta who in turn passed me to the Catania Command. There was no result, however.

After nearly two years I was informed that the competent Authority, for the liquidation of my credit, was the Italian Ministry of the Treasury. The Ministry of the Treasury has, however, heard nothing from the Allied Command.

I therefore beg the Navy Sub Commission to take up the subject and help me to draw the sum which is owing to me and of which I am badly in need owing to the time which has elapsed and the considerable amount involved.

(Signed) Domenico Franco.

JLP/P.
21

53 Ce with
RAC.

32 Piazza Augusto
Inferiore
Rome.



NSC/4871
8 April 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Lieutenant CAPEZZA, Antonio, Italian Royal Navy,
Deceased.

1. Death Certificate for the abovenamed is forwarded in accordance with request contained in your letter 888/2 dated 16th January 1946.

(SG4) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

9 APR 1946

7917

MT/mdp

LAND FORCES SUB COMMISSION A.C.
M.M.I.A.
ITALIAN PRISONERS OF WAR DIVISION

IPW/1/3/3494 B

4 April 1946

SUBJECT : Deceased PW - CAPEZZA Antonio

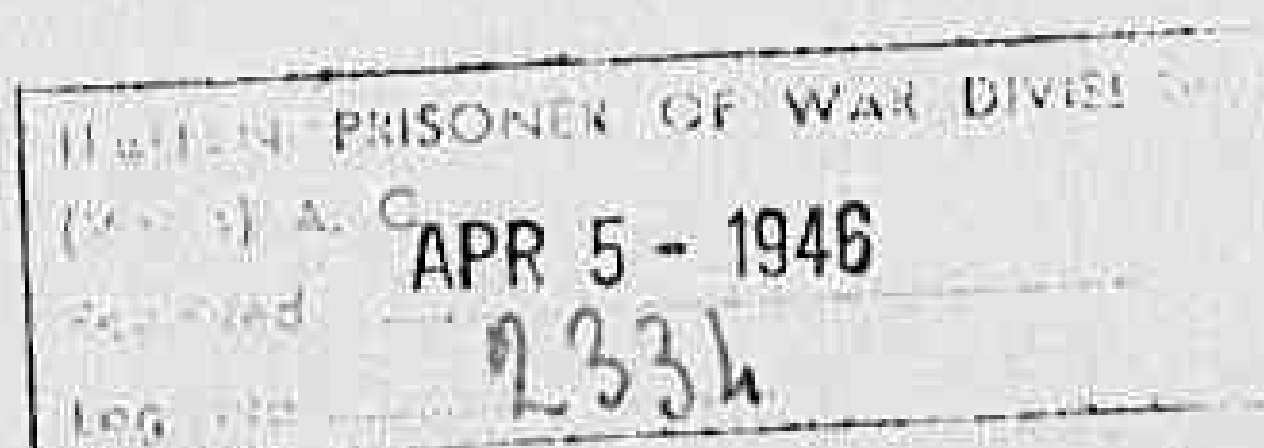
TO : General Headquarters, A.C.,
Navy Sub- Commission

Reference your letter NSC/4459 dated
19 Jan 46.

1. A certified copy of Death Certificate in respect
of the above-mentioned P.W. is forwarded herewith.

for J. Roenneke Capt
JAMES E. REGIS
Lieut. Colonel
Chief
I.P.W. Div.

1 Encl:1 Death Certificate (copy)



7916

NSC/4618
29 March 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Italian Prisoner of War Division,
Hq. Allied Commission.
Subject: Lieutenant CAPEZZA, Antonio, I.R.N., Deceased.
1. A reply to letter NSC/4459 dated 19th January
1946 would be appreciated.

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

30 MAR 1946

pc-1

7915

NSC/4814
28 March 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Lieutenant Antonio CAPEZZA, I.R.N., deceased in
India - request for Death Certificate in
respect of.

1. With reference to your letter No. 888/2 dated 16th
March 1946, no reply has yet been received to the request of the
Navy Sub-Commission for a Death Certificate to be forwarded.

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

30 MAR 1946

PC-1
7814



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 888/2 Allegati

ARGOMENTO: Richiesta atto di morte Tenente Vascello C° CAPEZZA Antonio, deceduto in India.

Si prega voler dare cortese riscontro alla lettera di questo Ufficio di Gabinetto 888/2 in data 16.1.1946, all'argomento in alto indicato.

IL CAPO DI GABINETTO
C. di V. G. MARINI

7913

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 16th March 1946
Ref.: 888/2

Subject: Request for Death Certificate in respect of Lieut.
CAPEZZA Antonio, deceased in India.

It would be appreciated if a reply could be made to my letter 888/2 dated 16th January 1946, subject as above.

CHIEF OF CABINET

GGE/P.
18.

7912

NSC/4459
19 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Italian Prisoner of War Division,
Hq. Allied Commission.

Subject: Lieut. CAPEZZA Antonio, deceased, Italian Royal Navy.

1. A request has been received from the Ministry of Marine for a copy of Death Certificate of the abovenamed.

2. Particulars are as follows:

- a) CAPEZZA Antonio, son of Domenico and CASTAGNA Fara born 7th May 1894 at LACCO AMENO (Naples).
- b) P.O.W. No. 120352 - Wing No. 2 P.O.W. Camp 28, c/o GPO Bombay.
- c) Reported as having died on 29th April 1943.

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

21 JAN 1946

PC-1

7911

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 16th January 1946
Ref.: 888/2 ✓

Subject: Request for Death Certificate in respect of Lieutenant
CAPEZZA Antonio, deceased in India.

In compliance with a like request from Mrs. Carolina CAPEZZA, sister of the above officer, it is requested that action may be taken with the appropriate Authorities in order that this Ministry may receive a copy of the Death Certificate of Lieutenant CAPEZZA Antonio (Italian Royal Navy), formerly on the I.R.N. Cruiser FOLA, who is reported as having died on 29th April 1943 while in the following concentration camp :

"Of. P.O.W. No.120352 Ronk Capt Wing No.2 No.28 Camp.,
P.O.W. c/o GPO Bombay."

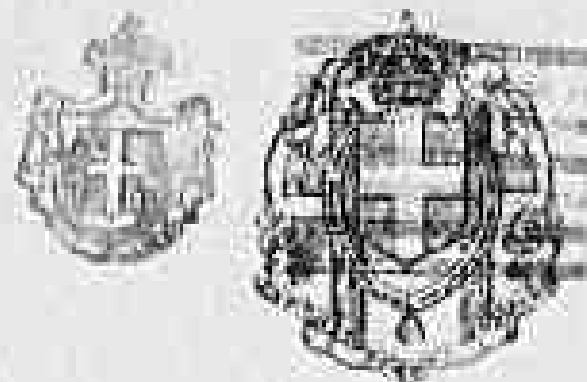
His particulars are as follows :

CAPEZZA Antonio born of Domenico (Capezza) and of CASTAGNA Para at Lacco Ameno (Province of Naples) on 7th May 1894.

CHIEF OF CABINET

GGE/P.

7910



Roma.

16 GEN. 1946

Ministero della Marina

GABINETTO

M NAVY SUB COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO: MARINA-ROMA

Prot. N. 688/2 Allegati

ARGOMENTO: Richiesta atto di morte del Tenente di Vascello di
Complemento CAPEZZA Antonio deceduto in India.

Per aderire ad analoga richiesta della Signora Carolina
CAPEZZA, sorella dell'ufficiale in argomento, si prega volere
interessare le competenti Autorità Alleate per far trasmettere
a questo Ministero una copia dell'atto di morte del Tenente di
Vascello di Complemento CAPEZZA Antonio, già imbarcato sul R^o
Incrociatore "POLA", il quale risulterebbe deceduto il 29 Aprile
1943 stando nel campo di concentramento di:
Of.P.O.W.n.120352 Rank Capt Wing n.2 n°28 Camp., P.O.W. C/o
G.P.O. Bombay.

Si trascrivono qui di seguito le generalità:
CAPEZZA Antonio di Domenico e di CASTAGNA Fara nato a Lacco Ame-
no (Prov.Napoli) il 7 maggio 1894.

IL CAPO DI GABINETTO
C. di V. G.MARINI

M. Marini 7869

MSC/4930
23 April 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Claims for Damage to Italian Fishing Vessel Incident
to the Rescue of American Flyers.
Reference: (a) Ministry of Marine (Maristat) letter 11979/2 of
9 July 1945.

1. In Reference (a) the Ministry of Marine invited the attention of the Navy Sub-Commission to the long-pending claims of PALESTINI Giuseppe for damages to his fishing vessel incident to the rescue of certain American aviators.

2. The Navy Sub-Commission is now able to inform the Ministry of Marine that a decision has been reached to allow the Claimant the sum of Lire 110,250. A U. S. Claims Italian Ministry of Finance Warrant for this amount was forwarded to the Claimant on 29 March by Italian State Post Registered Mail.

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

23 APR 1946

PC-1

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(25)

UNITED STATES CLAIMS SERVICE
Office of the Deputy Chief Claims Officer
APO 794 U.S. Army

IX80 R-18516

13 April 1946

SUBJECT : Matter of PALESTINI, Giuseppe, and Claim of the Same

TO : Chief, Navy Subcommission, Hqs, Allied Commission,
APO 394, US Army

1. Reference is made to your letter, 1 Apr 46, Subj: "Claims for damage to Italian fishing vessel incident to rescue of American Flyers, your File HSC/4839.
2. The facts with respect to the handling of the above mentioned claim (aside from the facts of the correspondence between your office and this Service with respect thereto) are as follows:
 - a. On 6 Nov 44, then Regional Office III of this Service, located in Bari, APO 540, received from Hqs XV Air Force Service Command, a letter transmitting a report from one Palestini, Giuseppe, of Brani, dated 10 Sept 44, addressed to the Under Lieutenant of the Port of Bari (Italian official), stating in substance that the former had rescued with his fishing vessel "Adriano Antonio" at 1345 hours seven members of a US air crew forced down in the sea off Mattinata on the Italian coast near Bari and requesting compensation for fishing net and tackle lost by him in the operation, together with a transmittal letter from the port official to "American Air Forces, Bari."
 - b. Investigation was initiated by Reg III by forwarding a request on 6 Nov 44 to XV Air Force requesting statements from the survivors setting forth certain desired information. This was done because the obvious first step in the investigation was to secure confirmation or denial of the claimant's allegations from US sources having knowledge.
 - c. Despite subsequent repeated requests no information was ever received from XV Air Force. It was finally deactivated in the Fall of 45 without this Service having received a reply.

- 2 -

- d. On 10 Aug 45 the first correspondence being letter of 16 July 45, NSC/2957 Reference (a) in your letter of 1 Apr 46 was received from your office by Reg III. Action on this and your subsequent correspondence is dealt with below.
 - e. In the absence of any information from EV Air Force, Reg III, on 26 July 45, then took up investigation thru civilian channels and addressed a letter to the Italian Port Commander at Bari requesting names of seamen witnesses and certification of what fishing equipment claimant owned at time of incident. Reply letter dated 16 Oct 45 was received from the Port Commander giving desired information.
 - f. By letter dated 8 Nov 45, Reg III inquired of the ship chandler firm of Agostino Biallo at Via Brigata Regina 9-19, Bari, asking an appraisal of the value of the items alleged by Palestini to have been lost and to have a value of 130,000 lire. By letter dated 22 Nov 45 the ship chandler replied that he could not appraise the list with exactness because dimensions, weight, etc of various items were not furnished by claimant. By letter dated 5 Jan 46, Reg III asked the requisite details from claimant and in the meanwhile obtained thru discussion with the ship chandler a list of net costs, etc by weight. Claimant replied by letter dated 15 Jan 46 furnishing required information.
 - g. On receipt of such letter Reg III completed its file and prepared an investigation report dated 19 Jan 46 recommending an allowance in the appraised value of the loss at 110,250 lire. Thereafter Reg III was deactivated this claim being one of the last processed by Region III.
 - h. The claim record was received in this office 13 Feb 46. After review by the undersigned the undersigned executed a decision of allowance in the sum of lire 110,250 on 8 March 46. Thereafter US Claims Italian Ministry of Finance payment warrant was executed on 29 March 46 and forwarded to the claimant by Italian State Post registered mail to be cashed by the claimant thru the Italian Treasury office at Ascoli Piceno, the nearest such office to claimant's place of residence.
3. Certain facts must be borne in mind.
 - a. This Service cannot, under applicable law, determine a claim un-

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- 3 -

til substantial credible evidence is adduced that there is a basis in fact and law for the claim; that the damages sought were in fact suffered; and that the sum of money sought in payment or to be awarded constitutes a fair valuation of the damage. Accordingly this claim was investigated with a view to obtaining evidence from the military personnel involved to confirm or deny claimant's allegations and from an impartial and reliable source as to the reasonableness of the property items alleged to have been lost and the reasonable value thereof. No evidence being forthcoming after a year from military sources the merits were decided on the basis of what evidence could be obtained from civilian sources, and the claimant allowed 110,250 lire as the reasonable value of the property lost against an alleged value of 130,000 lire.

- b. This Service is not authorized to pay "rewards" for services rendered to the Allied cause no matter how helpful or heroic. In making an award for property lost it first had to determine if it had jurisdiction to do so in this and similar cases, which information was not available from higher authority until about Sept 45.
- c. This Service has received a total of 21,416 claims at 6 March 46 of which it had investigated 21,375 and had recorded in addition 30,346 incidents involving civilian injury or property damage in which no claim has as yet been filed but as to which it was and is expected claims will be asserted. Reg III at Bari up to its closing had received 1,659 claims on 1,650 of which it had completed investigation, together with reports of other incidents in which no claim was as yet asserted totalling 3,697. At no time did that office, responsible for handling all claims against US Forces in Italy south of the general line Salerno, Avellino, Campobasso, Foggia, have a staff larger than 2 officers and 1 EM and in the last year of 1 officer and 1 EM.
- d. It is submitted that this claim has not been "inexcusably mishandled", but, under the circumstances, has been handled expeditiously and with justice to the claimant and the Government so far as it was within the power of this Service to accomplish that result.
- 5. The facts as to the correspondence between your office and this (as distinguished from the facts as to the handling of the claim) are as follows:

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- 4 -

- a. On 10 Aug 45 the first correspondence being letter of 16 July 45, NSC/2957 Reference (a) in your letter of 1 Apr 46 was received from your office by Reg III. This was referred to XV Air Force for action as it was then presumed to have the matter under investigation.
- b. The record of the claim now on file in this office does not contain letter of 21 Aug 45 NSC/3324 which therefore, it may be concluded, was either not received or mislaid. It is unlikely that it was mislaid because office procedures in effect in this Service are expressly designed to avoid such a result.
- c. Your letter of 10 Sept 44 NSC/3514 was replied to by 1st Ind dated 17 Sept 45 requesting the name of the civilian involved or the date of the incident so the matter could be identified in the Regional Office files. (All papers with respect to a given claim are maintained in a separate file jacket for that claim. All files are docketed, indexed and cross indexed by the name of the person suffering the alleged injury or damage, name of the person actually making the claim and date of the incident, in accordance with the best accepted practice of claims services or departments of the military forces or of private insurance companies. No index is maintained of papers by the source from which received. Not otherwise could the over 50,000 separate files of this Service comprising at least 1,000,000 separate letters and documents covering incidents throughout MVOUSA be handled efficiently or with a minimum staff). Accordingly, Reg III could not give the information desired by your letter unless furnished in that letter with at least the name of the civilian involved or the date on which the incident occurred. It would seem a reasonable assumption that an agency inquiring into the status of a claim would be in a position to furnish the name of the person involved or the date of the incident.
- d. Your second indorsement of 22 Sept 45 with which copies of previous correspondence were inclosed, furnished the name of the claimant (But not correctly, his name being Giuseppe Palestini, not Antonio Palestini) (Antonio Adriano is the name of his vessel). This indorsement was received, not in Bari, but in this office, and was forwarded to Bari where it arrived after your subsequent letter of 27 Nov 45.
- e. Your letter of 27 Nov 45 NSC/4095 was received and replied to by

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- 5 -

Reg III on 11 Dec 45, Reg III repeating its request for information to identify the matter as your original second indorsement of 22 Sept 45 (with inclosures which identified the matter) was not yet in its hands.

- f. Your second indorsement to your earlier 1430/4231 of 20 Dec 45 was replied by 1st Ind on 3 Jan 46 stating that the investigation of the claim of Giuseppe Palestini (now identified) was "being expedited". That was correct.
- g. Your second indorsement NSG/4559 of 6 Feb 46 has not been received by this Service, perhaps because Reg III closed at Bari at the end of January. (Correct forwarding address was provided military and civil postal systems, but said letter has not been forwarded to this office).

6. The facts above set forth are derived from the record of the claim of Giuseppe Palestini on file in this office.

7. It is regretted that your Commission has not received information from this Service as promptly as desired. It is submitted, however, that delays in correspondence are owing primarily to occasional failure of mail to be delivered promptly or correctly and failure of correspondence adequately to identify the claim which was the subject of inquiry.

George J. Panigan
GEORGE J. PANIGAN

Major, JAGD
Deputy Chief Claims Officer

7862

NSC/4839
1 April 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : U. S. Claims Service, APO 794, U. S. Army.
Subject: Claims for damage to Italian fishing vessel incident
to rescue of American Flyers.
Reference: (a) Navy Sub-Commission letter NSC/2957 of 16 July
1945 and enclosure thereto (Ministry of Marine
(Maristat) ltr. 11972/2 of 9 July 1945.
(b) Navy Sub-Commission letter NSC/3324 of 21 August
1945.
(c) Navy Sub-Commission letter NSC/3514 of 10
September 1945.
(d) Navy Sub-Commission second endorsement to
reference (c), NSC/3632 of 22 September 1945.
(e) Navy Sub-Commission letter NSC/4075 of 27
November 1945.
(f) Navy Sub-Commission second endorsement to
reference (e), NSC/4284 of 20 December 1945.
(g) U. S. Claims Service Regional Office III first
endorsement no. B-796-PD of 3 January 1946.
(h) Navy Sub-Commission second endorsement NSC/4559
of 6 February 1946.

1. On 16 July 1945 the Navy Sub-Commission forwarded to the U. S. Claims Service Regional Office III, APO 782, with reference (a), correspondence from the Italian Ministry of Marine dealing with claims presented by the Captain of an Italian fishing vessel ANTONIO PALESTINI for damages to his boat incident to the rescue of American aviators on 10 September 1944, and requested to be informed what action, if any, was pending in the case.

2. The attention of the U. S. Claims Service Regional Office III was invited by references (b) and (c) to the request contained in reference (a).

3. By a first endorsement to reference (c) dated 17 September 1945 the U. S. Claims Service Regional Office III requested additional information regarding the subject claim. This information was furnished by the Navy Sub-Commission in reference (d).

4. In view of the fact that all requests of the Navy Sub-Commission had been virtually ignored a further request for information was made by reference (e). For the second time the U. S. Claims Service

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- 2 -

in a first endorsement to reference (e) dated 11 December 1945, requested additional information. In reference (f) the basic correspondence was forwarded again and the Navy Sub-Commission observed that this was the third time all pertinent information at its command had been furnished the U. S. Claims Service Regional Office III. In reference (f) the Navy Sub-Commission was informed that the investigation of the claim was being "expedited". Nevertheless by reference (h) it was felt necessary again to request information as to the position of the case.

5. It is felt that in view of the time which has elapsed, and the consistent refusal of the U. S. Claims Service Regional Office III to heed the reasonable requests for action and information regarding the case, that the Navy Sub-Commission is justified in the view that the subject claim has been inexcusably mishandled. It is therefore requested that immediate action be taken and that the Navy Sub-Commission be informed of the present status of the case.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

7960

NSC/4759
19 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Rescue of American Flyers.

1. With reference to Ministry of Marine letter 4941/2 dated 16 March 1946 on the above subject the Navy Sub-Commission is expediting a reply from the proper authorities and the Ministry of Marine will be notified in due course.

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

21 MAR 1946

7899

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 16th March 1946
Ref.: 4941/2

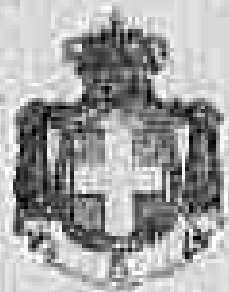
Subject: Saving of American airmen

It would be appreciated if a reply could be made to my letter 2015/2 dated 1st February 1946, subject as above.

CHIEF OF CABINET

GGE/P.
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Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 4941/2 Allegato

ARGOMENTO: Salvataggio aviatori Americani.

Si prega voler dare cortese riscontro alla lettera di questo Ufficio di Gabinetto 2015/2 in data 1° Febbraio 1946, allo argomento in alto indicato.

IL CAPO DI GABINETTO
C. di V. G. MARINI

7897

Endorsement to U.S. Claims Service Regional Office III Ltr.
Ref.No. B-796-PD --- Refer NSC/4284 --- Subject: Rescue of
American Flyers.

2nd Ind.

NSC/4559
6 February 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : U. S. Claims Service Regional Office III, APO 782, U.S.Army.

1. It is requested that the Navy Sub-Commission may be
advised as to the present position of this case.

• W. F. SAHLMANN
Lieut. Comdr., USNR
For REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

7 FEB 1946

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From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 1st February 1946
Ref.: 2015/2 ✓

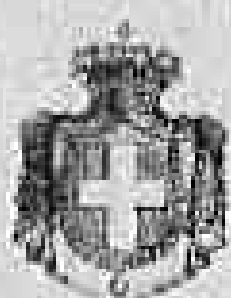
Subject: Saving of American airmen.

It is requested that you may inform us whether any further action has been taken upon your letter No. NSC/3755 dated 12th October 1945.

CHIEF OF CABINET

GGE/P.

7895



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 2015/ *Allegati*
12

ARGOMENTO: Salvataggio aviatori Americani.

Si prega voler comunicare se il vostro foglio NSC/3755 in data 12 Ottobre 1945 ha ottenuto ulteriore seguito.

IL CAPO DI GABINETTO
C. di V. G. MARINI

Marini

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1 FEB 1946

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Roma

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NAVY SUB COMMISSION
HEADQUARTERS, A.C.

Ref.No,B-796-FD

1st Ind.

3 January 1946

U.S.CLAIMS SERVICE REGIONAL OFFICE III, APO 782, U.S.Army

TO: Navy Sub-Commission, Hq. Allied Commission

In reply to basic communication this office advises that investigation of the claim of Giuseppe Palestini is being expedited.

B.B. DRUMMOND

Capt.Ord.

Claims Officer in Charge

6

7892

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4284
20 December 1945

SECOND ENDORSEMENT To
Navy S/C ltr NSC/4095
of 27 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: U.S. Claims Service Regional Office III,
APO 512, U.S. Army.

Subject: Rescue of American Flyers.

1. Returned with copies of Navy Sub-Commission letters NSC/2957, NSC/3324, NSC/3514 and NSC/3632, which are the subject of the basic correspondence.

2. This is the third time the basic correspondence has been forwarded by the Navy Sub-Commission to the U.S. Claims Service Regional Office III, and an early reply would be appreciated in view of the length of time that now has elapsed since the writing of the original inquiry. The original basic correspondence was forwarded on 16 July 1945.

H. M. ROLL,
COMMODORE, U. S. NAVY,
FOR: REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AG.

7891
21 DEC 1945

1st Ind.

11 December 1945

U.S. CLAIMS SERVICE REGIONAL OFFICE III, APO 512, U.S. Army

TO : HEADQUARTERS, AC, Navy Sub-Commission, APO 394, U.S. Army

1. File of this office on the subject in question cannot be identified from basic communication.
2. Request advice as to date and location of rescue and names of rescuers.



B.B. DRUMMOND
Capt. Ord.
Claims Officer in Charge

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4095
27 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : U. S. Claims Service, Regional Office III,
APO 512, U. S. Army.

Subject: Rescue of American Flyers.

Reference: (a) Navy Sub-Commission ltr. NSC/3632 of
22 September 1945.

1. The original correspondence on the above subject was forwarded on 16 July 1945 in letter NSC/2957 and the latest correspondence is quoted in reference (a).

2. In view of the time elapsed since the original and latest correspondence, the Navy Sub-Commission, Hq. Allied Commission would appreciate an early reply to reference (a), being informed of the action taken; or, if no action has been taken, what action is pending or contemplated.

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

27 NOV 1945

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HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3755 ✓
12 October 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.
Subject: Rescue of American Flyers.

1. In answer to Ministry of Marine letter 21931/2 dated 8 October 1945, the Navy Sub-Commission is awaiting an answer from the U. S. Claims Service, Paris. This reply should be forthcoming shortly and its content will be forwarded immediately.

PEARL ADRIAL
CHIEF, NAVY SUB-COMMISSION, AC.

12 OCT 1945

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WWW

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 8th October 1945
Ref.: 21081/2 ✓

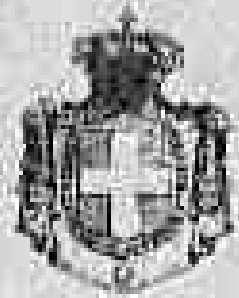
Subject: Rescue of American airmen.

It is requested that this Ministry may be informed of the outcome of its letter No.11979/2 of 9th July 1945 upon the above subject.

CHIEF OF CABINET

GGE/P.

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Roma, 8 OTT 1945
194*Ministero della Marina*
GABINETTONAVY SUB COMMISSION
HEADQUARTERS, A.C.

INDIRIZIO TELEGRAFICO: MARINA - ROMA

*Dir. N. 2181/2 Allegati*ARGOMENTO: Salva taggio di aviatori americani.

Si prega voler comunicare se e quale
esito ha avuto il foglio di questo Ministe-
ro No. 11979/2 in data 9 luglio 1945, allo
argomento in alto indicato.

IL CAPO DI CABINETTO
C. di V. G. MARINI

7885

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394SECOND ENDORSEMENT to:
NSC/3514 of 10 September
1945.NSC/3532
22 September 1945.From: Navy Sub-Commission, Hq. Allied Commission.
To : U. S. Claims Service Regional Office III, APO 512,
U. S. Army.

Subject: Rescue of American Flyers.

1. Returned with copies of Navy Sub-Commission letters NSC/3324 and NSC/2957, which are the subject of the basic correspondence.

2. An early reply would be appreciated in view of the length of time that now has elapsed since the writing of the original inquiry.

W. S. P. BOTTEN,
CAPTAIN, U. S. NAVY,
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

22 SEP 1945

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Ref: No. C-2162

1st. Ind.

ARM/EP

FROM: U.S. CLAIMS SERVICE REGIONAL OFFICE III, APO 512, U.S. Army 17 Sept. 45

TO : CO., Navy Sub-Commission, Hq. Allied Commission, APO 394, U.S. Army

1. Request more complete information such as date of incident and name of civilian. No index is kept of file numbers of other offices.

A.H. MANNE

Capt JAGD

Claims Officer in Charge

7883

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3514
10 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : U. S. Claims Service, Bari, Region III, APO 512.
Subject: Rescue of American Flyers.

1. It would be appreciated if an answer to
Navy Sub-Commission letters NSC/3324 dated 21 August 1945
and NSC/2957 dated 16 July 1945 could be made.

H. S. A. BUTLER,
REAR ADMIRAL, U. S. NAVY,
CHIEF, NAVY SUB-COMMISSION, AC.

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3324
21 August 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : U. S. Claims Service, Bari, Region III, APO 512.
Subject: Rescue of American Flyers.

1. An answer to NSC/2957, dated 16 July 1945,
would be appreciated.

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

ALB

B

B



7881

23 AUG 1945

PC-1

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2957
16 July 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : U. S. Claims Service, Bari, Region III, APO 512.
Subject: Rescue of American Flyers.
Enclosure: (A) Ministry of Marine (Maristat) ltr.
11979/2, 9 July 1945.

1. Enclosure (A) is forwarded herewith.
2. The Navy Sub-Commission, Hq. Allied Commission would appreciate being informed of the action taken; or if no action has been taken, what action is pending or contemplated.

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



17 JUL 1945

7280

PC-1

B

7-10

(a)

From: MINISTRY OF MARINE (Maristat)
To : H.S.C. - Rome
Date: 9 July '45
Ref.: 11979/2 ✓

Subject: Rescue of American flyers.

1. At about 13,45 on 10 Sept. '44, fisherman PALESTINI, Antonio, while fishing in the heights of Mattinata (Trani), perceived that an American plane was diving into the sea.

2. The fisherman cut the cable of his nets in order to hurry to the scene and render aid to the survivors. After a short while, he arrived at the spot, and took on board the crew, comprising of 7 men.

3. An American Seaplane arrived on the scene after approximately two hours had elapsed. The Seaplane, after rescuing another survivor, embarked the 7 members of the crew which were on the fishing boat.

4. Captain PALESTINI was stated to have suffered the following losses :-

1. net complete
2. N°2 steel cable drums
- 3 sets fishing tackle
- 4 N°2 buffers accessories

5. ⁽ⁱⁿ⁾Maridipart Taranto with letter N°15811 dated 6 Nov. '44, forwarded to U.S. Claims Service Bari, a list of material lost by the fishing boat.

6. As up to the moment nothing has been done in this matter, we would be grateful if the H.S.C. could raise the question, with the competent Allied Office.

KCL/P.

CHIEF OF STAFF

7879



Off. 39

Roma.

- 9 LUG 1945

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 11979/2 Allegati

AL NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

ARGOMENTO: Salvataggio di aviatori americani.

- 1°) - Si informa che verso le ore 13,45 del 10 settembre u.s. mentre il pescatore PALESTINI Giuseppe col suo motopeschereccio "ADRIANO ANTONIO" era intento a pescare all'altezza di Mattinata (Trani) si accorgeva che a parecchie miglia dalla costa un velivolo americano precipitava in mare.
- 2°) - Subito egli tagliava i cavi delle reti per affrettarsi a recarsi sul posto e dare aiuto ai naufraghi. Giuntovi dopo poco tempo metteva in salvo a bordo del motopesca sette uomini dell'equipaggio del velivolo.
- 3°) - Dopo due ore circa sopraggiungeva sul posto l'idrovolante americano denominato "NOVOLENS WHATHING" che dopo aver messo in salvo un altro naufrago, prendeva a bordo i sette uomini che si trovavano sul motopeschereccio.
- 4°) - Il suddetto capo barca PALESTINI ha dichiarato di aver subito durante il salvataggio le seguenti perdite:
 1. - Una rete completa a strascico con fodera
 2. - n.2 rotoli di cavo di acciaio
 3. - Calamenti completi
 4. - n.2 divergenti ed accessori
- 5°) - Maridipart Taranto, con foglio n.15811 in data 6 novembre 1944 ha trasmesso al U.S. Claims Service di Bari l'elenco dei materiali perduti dal motopesca.
- 6°) - Poiché fino ad ora nulla risulta essere stato corrisposto a quest'ultimo, si sarebbe grati se la S. Commissione Navale volesse interessare della questione l'Ufficio Alleato sopracitato.

7878

IL CAPO DI GABINETTO
C. di V. F. ASQUINI

NSC/4958
29 April 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : D.A.D. 48 Claims and Hirings, Naples.
Subject: Traffic Accident at Caserta, 4th June 1945 - Vehicle:
Chevrolet W.D. 5608098.

1. At the request of the Commander-in-Chief, Mediterranean Station a copy of letter dated 15th January 1946 received from Lieut. J.W. Bishop, R.N.V.R. is forwarded herewith.
2. The address of the Italian Naval rating who is thought to have been the driver of the vehicle in question is 150 VIA LE GROTTI, PORTOFERRAIO, ELBA.

W. F. BAHLMANN
Comdr., USNR

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

(24)

PC-1
7877
30 APR 1946

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 24th April 1946
Ref.: 5213/2

Subject: Traffic accident at Caserta, 4th June 1945 - Vehicle :
Chevrolet M.B. 5663098

Reference your letter NSC/4653 dated 29th February 1946, the
address of the rating Renato MELLANI is communicated hereunder :

PORTOFERRATO, Via Le Grotte, No. 150.

CHIEF OF CABINET

AM/P.
25

7876



Mod. 40

Roma, 24 APR. 1946

Ministero della Marina
GABINETTONAVY SUB COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO MARINA - ROMA

Det. N° 5213/2

*Allegato*ARGOMENTO: Incidente di traffico a Caserta il
4 giugno 1945 Veicolo W.D. Chevrolet
n° 5608098.

URGENTE

Con riferimento al vostro foglio n°
NSC/4633 in data 25.2.1946 si comunica, qui
di seguito, l'indirizzo relativo al marinaio
Renato MILLIANI:
PORTOFERRAIO - Via Le Grotte n° 150.

IL CAPO DI GABINETTO
C. di V. G. MARINI*Marini*

7875

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 17th March 1946
Ref.: 5018/2

Subject: Traffic accident at Caserta on 4th June 1945, involving
W.D. vehicle Chevrolet No. 5608098

Reference is made to your letter NSC/4633 of 25th February 1946 and to your signal No. 131101 March.

Since his Official number and Class for conscription are not known, the efforts to trace seaman Renato MILLIANI entail much difficulty. If they have a successful conclusion, the Navy Sub Commission will be notified thereof promptly.

CHIEF OF CABINET

GGE/P.
19

7874



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 5018/2 Allegato

ARGOMENTO: Incidente di traffico a Caserta il 4
Giugno 1945 Veicolo W.D. Chevrolet
n° 5608098.

Riferimento vostra lettera NSC/4633
del 25 Febbraio 1946 e vostro messaggio n°
131101 Marzo.

A causa della mancanza della matri-
cola e della classe di leva, le ricerche
per il rintraccio del marinaio Renato MIL-
LIANI sono alquanto laboriose. Se tali ri-
cerche daranno esito positivo, saranno
prontamente comunicate a codesta N.S.C.

IL CAPO DI GABINETTO
C. di V. G. MARINI

Marini 7873

(3289). Wt. 30147/D.8071. 25,000M. 11/44. P.L.

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

MINISTRY OF MARINE

NAVY SUB COM

U/C.

An early reply to letter NSC/4633 dated 25th February 1946
would be appreciated. Subject present whereabouts of
RENATO MILLIANI.

131107A Recd ... ✓

Dist. Only 109. NSC (4).

T/P

P/L

TOD PA

LEG

11/3

7872

NSC/4633
25 February 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Traffic Accident at Caserta on 4th June 1945
W.D. Vehicle Chevrolet No. 5603098.

1. It is requested that the present address be furnished of an Italian Naval rating named Renato MILLIANI who was employed as a driver at the Naval Transport pool at CASERTA.

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

26 FEB 1946

7871

Office of the Commander-in-Chief,
Mediterranean Station.
14th February 1946.

Med.46/960/13/1A
THE NAVY SUB.COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.

TRAFFIC ACCIDENT AT CASERTA ON 4th JUNE 1945.
W.D. VEHICLE CERTIFICATE No. 9603093.

The attached copies of correspondence are referred with the request that any further information that can be obtained from the Italian driver may be referred to D.A.D. 48 Claims and Hearings, Naples and a copy sent to the Commander-in-Chief, Mediterranean.

Peter Catolet

for ADMIRAL

Enclosures:

The Commander-in-Chief, Mediterranean's
Med.45/960/3/13 of 28th December 1945.
Lieutenant J.W. Bishop, R.N.V.R.'s letter
H.L.439/46 of 15th January 1946.

7870

COPY.

Lieutenant J.W. Bis , R.N.V.R.,
102, Epsom Lane, North,
Epsom, Surrey.

Ref.N.L.439/46.

15th January, 1946. ✓

Dear Sir,

I am in receipt of your letter of the 14th instant and note its contents.

2. On the cessation of my appointment as Staff Motor Transport Officer at Caserta in October last all relevant records were handed over by me to the Transport N.C.O. of Royal Marines who remained behind at R.N.B. to operate the few remaining vehicles with instructions to destroy them (the documents) when the last vehicle had been returned to the Naval Transport Pool in Naples.

3. It is not possible, therefore, for me to refer to any records but to the best of my recollection the driver of the vehicle in question was an Italian Naval rating named Milliani Renato. He did not report the accident to me or any of my staff and had been drafted to the Royal Italian Naval Barracks in Naples before I was informed of the accident by the Military Police.

4. I informed Army Claims and Hirings of this and at the same time asked the Italian Naval Authorities to disclose Milliani's whereabouts to them. I heard nothing further from Claims and Hirings and assumed, therefore, that the matter had been settled. My letter to claims and Hirings was addressed as follows:-

48, Claims and Hirings,
c/o A.P.O. Naples.

and was sent as official mail via the Fleet Mail Office Naples.

5. It is not possible for me to furnish a report on Form D.534a as most of the details escape my memory. The only facts I remember are that the journey upon which the vehicle was proceeding was authorized by me and that the Police report stated that the Italian boy who was injured ran out either from a side turning or from behind some other vehicle.

6. As previously stated these facts are entirely from memory and are only reported to you in the hope that they are in fact relevant to the accident in question.

Yours truly,
sgt. J.W. Bishop.
Lieutenant R.N.V.R.

BT

7269

COPY

Office of the Commander-in-Chief,
Mediterranean Station.
28th December 1945.

No. 5542/ed.45/960/3/15
THE SECRETARY OF THE ADMIRALTY

TRAFFIC ACCIDENT AT CASERTA ON 4th JUNE 1945 -
W.D. VEHICLE CHEVROLET No. 5608098.

It is requested that Temporary Lieutenant J.W. BISHOP, R.N.V.R. who was discharged to the United Kingdom on 14th October 1945, and whose present appointment is not known to the Commander-in-Chief, Mediterranean, may be informed that a letter has been received from Army Claims and Hiring Department hastening a reply to their letter addressed to him on 12th July 1945 in regard to an accident involving Chevrolet 3-ton lorry No. W.D. 5608098 at Caserta on 4th June 1945, in which an Italian boy is alleged to have been injured.

2. It is requested that Lieutenant BISHOP may be instructed to report the disposal of the relevant records; in particular the Army are enquiring for A.P.A. 3676 (Traffic Accident Report) and copies of driver's and witnesses' statements.

3. In the event of these records not being available, it is requested that Lieutenant BISHOP may be instructed to give such information concerning the accident as is known to him, in order to determine the liability of the Royal Navy in any claim arising.

(sgd) G.R. WATKINS

for ADMIRAL

7868

MSC/5019
14 May 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Deaths of Merchant Seamen.

1. With reference to your letter 1309/G dated 22nd February 1946, a letter from the Captain of the Port, Trieste is enclosed concerning GOMBACI, Costante di Giacomo and PICCOLI, Francesco di Giovanni.

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

PC-1

15 MAY 1946
7867

23

[Handwritten signature]

Subject : DEATHS OF MERCHANT SEAMEN

From : THE NAVAL OFFICER IN CHARGE, TRIESTE.

Date : 9th May 1946.

No. 7814/340.

To : HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION A.P.O. 394, ROME.

With reference to your letter NSC/4698 dated 7.3.46,
a letter from the Captain of the Port, Trieste concerning
GOMBACH Costante di Giacomo and PICHEL Francesco di Giovanni,
addressed to Ministry of Marine, is forwarded for onward
transmission.


(C.S.D. NOAKES)
CAPTAIN.

7866

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

HBC/4998.
7th May, 1946.

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

Subject : Deaths of Merchant Seamen.

An early reply to letter HBC/4696 dated 7th March 1946,
would be appreciated.

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

PC - 1
7 MAY 1946

7865

NSC/4698
7 March 1946. ✓

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

Subject: Deaths of Merchant Seamen.

1. Copy of Ministry of Marine's letter No. 4309 dated 22nd February 1946 is forwarded.

2. It would be appreciated if appropriate action could be taken and the information requested by the Ministry of Marine communicated to the Navy Sub-Commission.

Captain, U.S. Navy,
CHIEF, NAVY SUB-COMMISSION, AC.
Acting.

8 MAR 1946

PC-1
7864
AM

From: MINISTRY OF MARINE (Directorate General of the Mercantile Marine)
To : N.S.C. - H.C. - A.C. - Rome
Date: 22nd February 1946
Ref.: 4309/4

Subject: Deaths of merchant seamen

The Ministry of Foreign Affairs has notified us of the deaths of the undermentioned Italian merchant seamen which took place at the places and on the dates specified alongside each :

COMBACH Costante di Giacomo, Regd. No.10783, Trieste, formerly embarked on the ss. "Ines Corrado" - died on 6th February 1944 at sea off Rio Lujan (Argentine) of asphyxiation caused by drowning.

PICHEL Francesco di Giovanni, Regd. No.18299, Trieste, formerly embarked on the ss. "Dante" - died on 19th October 1943 in the Italian Hospital at Buenos Aires as a result of a cancered liver.

RANDI Teodoro di Antonio, Regd. No.62, Pola, died on 11th August 1944 at the Ellis I. Hospital, New-York.

TOMMASINI Pietro, formerly embarked on ss. "Ines Corrado" died on 9th February 1942 in the Argentine, as a result of septicaemia - his family lives at No.18 Via Calvano, Lussimpiccolo.

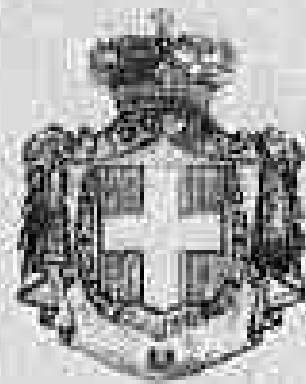
The Allied Commission is requested to ask the Port Captain's Office at Trieste and Pola to communicate the news to their families in an opportune manner, expressing the sympathy of this Ministry. The Port Captain's Office at Trieste is also requested to inform us at an early opportunity of the most recent place of residence in the Realm of COMBACH and PICHEL, since the particulars of their respective Death Certificates have to be recorded by the Registrar's office.

for THE MINISTER

GGE/P.

1

7863



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma. 22 FEB. 1946 19

Headquarters Allied
Commission-Navy Sub Commission
ROMA

Divisione II^a Sez. I^a
Prot. N. 18729/G Allegati
4309

Risposta al Foglio del
Dir. Sez. N.

OGGETTO: decesso marittimi

Il Ministero degli Affari Esteri ha comunicato che i seguenti marittimi italiani sono deceduti nella località ed alla data a fianco di ciascuno indicata:

Gombach Costante di Giacomo - matr. 10783 di Trieste già imbarcato sul pfo "Ines Corrado" - deceduto il 6 febbraio 1944 per asfissia per sommersione, nelle acque del Rio Lujan (Argentina)

Pichel Francesco di Giovanni - matr. 18299 di Trieste - già imbarcato sul pfo "Dante" deceduto il 19 ottobre 1943 per cancro al fegato, presso l'Ospedale Italiano a Buenos Aires.

Randi Teodoro di Antonio - matr. 62 di Pola deceduto l'11 agosto 1944, all'Ospedale di Ellis Island-New York

Tommasini Pietro - già imbarcato sul pfo "Ines Corrado" deceduto il 9 febbraio 1942 per setticemia in Argentina - famiglia residente a Lussinpiccolo - Via Galvano 18.

7862

Si prega codesta Commissione Alleata di voler interessare le competenti Capitanerie di Porto di Trieste e Pola perchè ne diano, con opportuni riguardi, notizia alle famiglie, esprimendo le condoglianze di questo Ministero. La Capitaneria di Trieste è pregata inoltre, di comunicare con cortese sollecitudine, per i

GD.

NSC/5043
17 May 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Gunner BREDA, Otello, official No. 43450 -
Loss of left eye.

1. With reference to your letter B.2398 dated 8th March 1946, information has now been received that in accordance with the request of the Navy Sub-Commission, the claim was submitted to the Chief Claims Officer for reconsideration.

2. On the 23rd of April 1946, the Chief Claims Officer, on reconsideration, allowed the claim in the sum of 92,383 Lire.. A warrant for this sum to the order of Otello BREDA, will be issued from the Office of the Deputy Chief Claims Officer on or about 19th May 1946, and delivered to him, care of his lawyer, Avv. Militello, Arnaldo, No. 20 Piazza Olivella, Naples.

H. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR

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

PC-1

(22)

20 MAY 1946



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Divisione II^a Sez. I^a
Prot. N. 18759/G Allegati
4309

OGGETTO: decesso marittimi

Roma.

22 FEB. 1946

19

Headquarters Allied
Commission-Navy Sub Commission
R O M A

Repostato al Foglio del
Dir. Sez. N. 2

Il Ministero degli Affari Esteri ha comunicato che i seguenti marittimi italiani sono deceduti nella località ed alla data a fianco di ciascuno indicata:

Gombach Costante di Giacomo - matr. 10783 di Trieste già imbarcato sul pfo "Ines Corrado" - deceduto il 6 febbraio 1944 per asfissia per sommersione, nelle acque del Rio Lujan (Argentina)

Pichel Francesco di Giovanni - matr. 18299 di Trieste - già imbarcato sul pfo "Dante" deceduto il 19 ottobre 1943 per cancro al fegato, presso l'Ospedale Italiano a Buenos Aires.

Randi Teodoro di Antonio - matr. 62 di Pola deceduto l'11 agosto 1944, all'Ospedale di Ellis Island-New York

Tommasini Pietro - già imbarcato sul pfo "Ines Corrado" deceduto il 9 febbraio 1942 per setticemia in Argentina - famiglia residente a Lussinpiccolo - Via Calvano 18.

7862

Si prega codesta Commissione Alleata di voler interessare le competenti Capitanerie di Porto di Trieste e Pola perchè ne diano, con opportuni riguardi, notizia alle famiglie, esprimendo le condoglianze di questo Ministero. La Capitaneria di Trieste è pregata inoltre, di comunicare con cortese sollecitudine, per i

GD.

marittimi Gombach e Pichel, il loro ultimo domicilio nel Re_gno, dovendosi procedere alla trascrizione nei registri dello stato civile dei relativi atti di morte.

IL MINISTRO

Boals

NSC/5013
17 May 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.
Subject: Gunner RTGA, Otello, official No. 43450 -
Loss of left eye.

1. With reference to your letter N.2398 dated 8th March 1946, information has now been received that in accordance with the request of the Navy Sub-Commission, the claim was submitted to the Chief Claims Officer for reconsideration.

2. On the 23rd of April 1946, the Chief Claims Officer, on reconsideration, allowed the claim in the sum of 92,383 Lire.. A warrant for this sum to the order of Otello RTGA, will be issued from the Office of the Deputy Chief Claims Officer on or about 19th May 1946, and delivered to him, care of his lawyer, Avv. Militello, Arnaldo, No. 20 Piazza Olivella, Naples.

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

PC-1

(22)

20 MAY 1946

NSC/5030
15 May 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief Claims Officer in Italy, U.S. Claims
Office, Piazza Augusto Imperatore 32, Rome.
Subject: Incident at "Salone Margherita" Cinema, Naples -
Compensation Claimed by Seaman Gunner BRICA
Otello, Italian Royal Navy.

1. An early reply is requested to letter NSC/4740
dated 14th March 1946.

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

Cancelled

15 MAY 1946

7860

UNITED STATES CLAIMS SERVICE
Office of the Deputy Chief Claims Officer
APO 794 U.S. Army

10 May 1946

DDCO R-12114

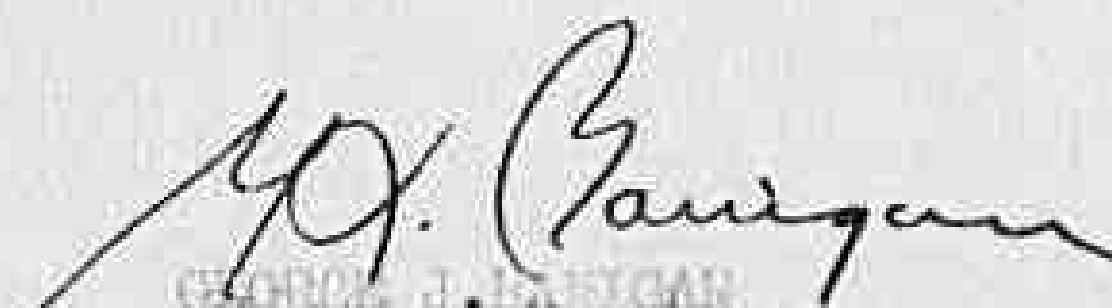
SUBJECT : Matter of Brega, Otello, and Claim of the Same.

TO : Chief, Navy Subcommittee, Rqs Allied Commission,
APO 394, US Army.

1. Reference is made to your letter PI 14 March 46 NSC/4740 and 30 Apr 46 NSC/4953, Subj: Incident at Salone "Margherita" Cinema, Naples - Compensation Claimed by Seaman Gennaro BREGA, Otello, Italian Royal Navy, copies annexed.

2. Pursuant to your letter of 14 March the record of this claim was resubmitted to the Chief Claims Officer with your request for reconsideration of the previous decision of disallowance.

3. It is advised that under date of 23 Apr 46 the Chief Claims Officer, on reconsideration, allowed the claim in the sum of 92,383 Lire after recommendation to that effect by the undersigned. A warrant in that sum to the order of Brega, Otello, will issue from this office on or about 12 May 46 which warrant will be delivered to him in care of his lawyer Avv. Militello, Arnaldo, No. 20 Piazza Olivella, Naples. The warrant will be sent in care of the lawyer in view of the fact that the claimant has not recorded his civilian address with this Service.


GEORGE J. LANIGAN
Major, JAGD
Deputy Chief Claims Officer

7859

NSC/4963
30 April 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief Claims Officer in Italy, U.S. Claims
Office, Piazza Augusto Imperatore 32, Rome.
Subject: Incident at "Salone Margherita" Cinema, Naples -
Compensation Claimed by Seaman Gunner BREGA
Otello, Italian Royal Navy.

1. With further reference to your letter DCCO-R-12141 dated 20th February 1946 it would be appreciated if you could advise whether the claim has been reconsidered in accordance with the request contained in letter NSC/4740 dated 14th March 1946.

W. F. BAHLMANN
Comdr., USNR

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

30 APR 1946

PC-1 7858

NSC/4740
14 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief Claims Officer in Italy, U.S. Claims Office,
Piazza Augusto Imperatore, 32, Rome.
Subject: Incident at "Salone Margherita" Cinema, Naples -
Compensation claimed by Seaman Gunner BECCA Otello,
Italian Royal Navy.

1. Reference is made to your letter DCCO-R-12143 dated 20th February 1946, and at the request of the Minister of Marine it is pointed out that Claimant did not take an active part in the incident but was struck on the eye with a stick used by one of the Officers. The disability he has suffered is of a permanent nature and such as to seriously reduce his ability to work for the remainder of his life.

2. On account of the foregoing it is requested that the claim may be reconsidered and the Navy Sub-Commission advised.

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

PC-1
18 MAR 1946

7857

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 8th March 1946
Ref.: B.2398

Subject: Gunner BREGA Otello, Official No.43450; - loss of left eye

1. With reference to your letter NSC/4676 of 2nd March 1946, while noting the refusal of the United States Claims Service to satisfy the request of Gunner BREGA Otello, it is desired to insist that the above Authority give renewed and favourable consideration to the case.

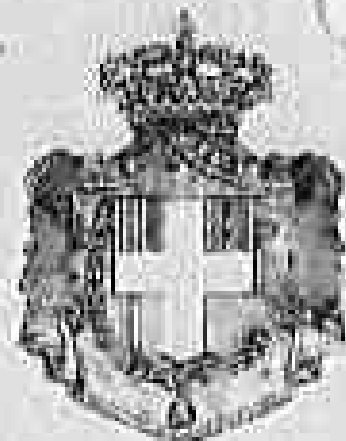
2. Attention is drawn to the facts, already explained in my letter B.7544 of 28th June 1945, that Gunner BREGA Otello was not in any way involved in the incident which occurred in the "Salone Margherita" at Naples, and that the disability which he has suffered is of a permanent nature and such as to seriously reduce his ability to work for the remainder of his life.

CHIEF OF CABINET

GGE/P.
11

7856

Mod.39



Ministero della Marina
GABINETTO

Roma 8 MAR. 1946

M NAVY SUB COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° B.2398 *Allegati*

ARGOMENTO: Perdita occhio sinistro Cann.O. BREGA Otello
matricola 43450.-

1. Con riferimento lettera NSC/4676 del 2 Marzo 1946, pur prendendo atto del rifiuto da parte dell'United States Claims Service di soddisfare la richiesta del Cann.O.BREGA Otello, si prega voler insistere presso la suddetta Autorità perchè il caso venga nuovamente e benignamente esaminato.
2. Come già esposto nella lettera B.7544 del 28 Giugno 1945 di questo U.G., si fa di nuovo presente che il Cannoniere BREGA Otello era del tutto estraneo all'incidente avvenuto al "Salone Margherita" a Napoli, e che l'infermità da lui subita è di carattere permanente e tale da diminuire in grave misura le sue possibilità di lavoro per il resto della sua vita.

IL CAPO DI GABINETTO
C. di V. G.MARINI

7855

Marini

PC/4676
2 March 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Matter of BUELA, Otello, and Claim of the same.

1. With further reference to your letter B.75/1 dated 28th June 1945 information has now been received that the above claim has been refused by the United States Claims Service in Italy.

Captain, U.S. Navy,
CHIEF, NAVY SUB-COMMISSION, AC.
Acting.

4 MAR 1946

PC-1
7254

UNITED STATES CLAIMS SERVICE
Office of the Deputy Chief Claims Officer in Italy
APO 762 U.S. Army

20 February 1946

DCCC-R-12111 ✓

SUBJECT : Matter of BREGA, Otello, and Claim of the Same
TO : Chief, Navy Sub-Commission, Hq Allied Commission,
APO 394, US Army

1. Reference is made to your ltr 9 Feb 46 Your File NSC/4575, Subj: Incident at "Salone Margherita" Cinema, Naples. Compensation claimed by Seaman Garner BREGA, Otello, Royal Italian Navy, and your enclosures thereto returned herewith.

2. The information contained in Ind of 3 Oct 45 signed by Capt. D.J. QUINN, then in charge of Regional Office I, this Service, to your ltr of 20 Sept 45 was not correct. The information contained in Ind of 23 Jan 46 signed by Capt. David SPIEGEL, then in charge of Regional Office I, to your letter of 11 Jan 46 is correct.

3. The incident as a consequence of which the above named claimant lost the sight of one eye was fully investigated. It appears from the testimony of disinterested witnesses that the claimant was struck in the course of a brawl between two intoxicated US military personnel and a group of Italian inhabitants who assaulted them in a cinema theater in Naples, Italy, at about 2200 hours on 7 June 45 and suffered an injury to his left eye resulting in the loss thereof.

4. Claimant suffered no medical expenses and was supplied with an artificial eye by Italian Navy medical authorities. It is understood that he has been or will be discharged from the Italian Navy without further compensation for the injury as it was incurred "off-duty" in the view of the Italian authorities. He is 24 years old, single and a mechanic by trade.

5. The then Acting Theater Judge Advocate and Chief Claims Officer Col. Tom H. BARRETT, JAGD, disallowed this claim in an opinion dated 30 Aug 45 stating, inter alia, "The evidence adduced indicated that the act in question was a criminal act for which the United States Government

- 2 -

cannot be held responsible. Further, there is no hardship shown for which compensation could be granted".

6. The claimant was notified accordingly.

Incls.


GEORGE J. BANNIGAN,
Major, JAGD,
Deputy Chief Claims Officer.

7852

NSC/4575
9 February 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief Claims Officer in Italy, U. S. Claims Office,
Piazza Augusto Imperatore, 32, ROME.
Subject: Incident at "Salone Margherita" Cinema, Naples.
Compensation claimed by Seaman Gunner BRIGA Otello,
Italian Royal Navy.

1. Copies of correspondence regarding the above claim are forwarded.

2. It will be noted that on the 3rd October 1945, Claims Officer-in-Charge, Regional Office I stated that investigation had been completed and forwarded with an unfavourable recommendation and in several months the final decision would be forthcoming, whereas on the 23rd January 1946, it is stated that the claim was refused by you on 30th August 1945.

3. On account of this conflicting information it is requested that the case be investigated and the Navy Sub-Commission informed in order that a satisfactory answer may be given to the Minister of Marine.

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

12 FEB 1946

7351

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394



From: Navy Sub-Commission, Hq. Allied Commission.
To: U. S. Claims Service, Regional Office I,
APO 512, U.S. Army.
Subject: Incident at "Salone Margherita" Cinema, Naples.
Compensation claimed by Seaman Gunner BREGA Otello,
Italian Royal Navy.

1. In view of the 1st Indorsement placed on letter NSC/3618 dated 20 September 1945, it would be appreciated if the U.S. Claims Service, Regional Office I, would reply to letter NSC/3381 dated 27 August 1945 and inform the Navy Sub-Commission if there is anything new to report on the above subject.


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

1st Ind.

DS/ab

U.S. Claims Service, Regional Office I, APO 782., U.S. Army 23 Jan. 1946

TO : Navy Sub-Commission, Hq. Allied Commission, APO 394., U.S. Army
(Att: Commodore. H.W. Zirolì)

1. Records of this office indicate that claim of BREGA, Otello, was disallowed by the Chief Claims Officer in Italy, on 30 Aug. 1945, and claimant has been so notified. This office no longer has any records pertaining thereto.


DAVID SPIEGEL, CAPT. JAGD
Claims Officer In Charge.

7850

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4410
11 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: U. S. Claims Service, Regional Office I,
APO 512, U.S. Army.
Subject: Incident at "Salone Margherita" Cinema, Naples.
Compensation claimed by Seaman Gurner BRECA Otello,
Italian Royal Navy.

1. In view of the 1st Indorsement placed on letter NSC/3618 dated 20 September 1945, it would be appreciated if the U.S. Claims Service, Regional Office I, would reply to letter NSC/3381 dated 27 August 1945 and inform the Navy Sub-Commission if there is anything new to report on the above subject.

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

12 JAN 1946

7849

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394MC/3724
7 October 1945From: Navy Sub-Commission, Allied Commission.
To: Ministry of Marine, Rome.

Subject: Incident at "SALONE BANCHERITA" Cinema, Naples.

1. With reference to your letter B.10018, dated 21 August 1945, the U.S. Claims Office advises that the final decision will be forthcoming in several months time.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION

PC-1

8 OCT 1945

7848

HEADQUARTERS, ALLIED COMMISSION
NAVY Sub-Commission APO 394



WSC/3618
20 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: United States Claims Service,
Via del Chiostro, 3, Naples.
Subject: Incident at "Salone Margherita" Cinema, Naples.
Compensation claimed by Seaman Gunner BREDA Otello,
Italian Royal Navy.

1. An early reply to letter WSC/3381 dated 27th August 1945 would be appreciated.

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

1st Ind.

U.S. CLAIMSSERVICE, REGIONAL OFFICE I, APO 512, US ARMY

TO: HQTRS, ALLIED COMMISSION, NAVY SUB COMMISSION APO 394, 3 Oct 45

1. Claim investigation completed and forwarded with a unfavorable recommendation, however same is not final. In several months the final answer will be forthcoming.

D. J. Quinn
D. J. QUINN, CAPT. INF
Claims Officer in Charge

7847

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3618
20 September 1945.

From: Navy Sub-Commission, Hd. Allied Commission.
To : United States Claims Service,
Via del Chiostro, 9, Naples.
Subject: Incident at "Salone Margherita" Cinema, Naples.
Compensation claimed by Seaman Gunner BREGA Otello,
Italian Royal Navy.

1. An early reply to letter NSC/3381 dated 27th
August 1945 would be appreciated.

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

PC-1
21 SEP 1945

7846

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3381
27 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : United States Claims Service,
Via del Chiostro, 9, Naples.
Subject: Incident at "Salone Margherita" Cinema, Naples.
Compensation claimed by Seaman Gunner BREGA Otello,
Italian Royal Navy.

1. Copies of letters P.7544 of 28th June and B.10018
Dated 21st August 1945, received from the Ministry of Marine,
are forwarded for your information.

2. It is requested that this Navy Sub-Commission
be informed as to the position in order that a reply may be
given to the Ministry of Marine.

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



29 AUG 1945
7845

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - A.C. H.Q.
Date: 21 August 1945
Ref.: B.10016

Subject: Incident at the "Salone Margherita"
Cinema, Naples.

Reference is made to your NSC/2825 dated
2.7.1945.

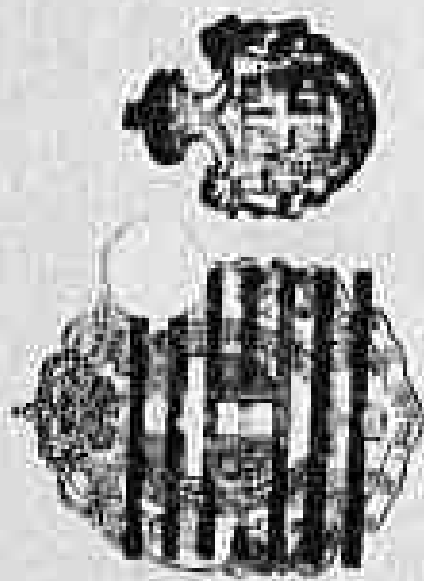
Seaman BREGA Otello has reported to the O.P.G. Command at Naples that the United States Claims Service there, to which he had applied for compensation of the hurts which he received following an incident which befell him at the "Salone Margherita" Cinema, in Naples, appears little inclined to consider the application.

Consequently it is requested that the N.S.C. may kindly approach the United States Claims Service at Naples in order that the matter may be examined favourably, since this sailor, who was in no way concerned with the above incident, remains mutilated and partially disabled.

for CHIEF OF CABINET

GGE/P.

7844



Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO MARINA - ROMA

Prot. N. 5.10018 Allegati =

Off. C. 39

Roma, 21 AGO. 1945

M
NAVY SUB COMMISSION
HEADQUARTERS A.C.

ARGOMENTO: Incidente al Cinema "Salone Margherita" a Napoli.--

Riferimento foglio NSC/2625 in data 2.7.1945.--

Il marinaio BREGA Otello ha fatto conoscere al Comando U.P.G. di Napoli che l'UNITED STATES CLAIMS SERVICE di quella città, al quale aveva rivolto domanda per il risarcimento dei danni in seguito all'incidente capitato al cinema "Salone Margherita", sembra poco disposto ad accogliere l'istanza del BREGA.

Si prega pertanto codesta S. Commissione Navale di voler cortesemente interessare l'United States Claims Service di Napoli a voler benignamente esaminare la questione, trattandosi di un marinaio che, del tutto estraneo all'incidente in argomento, rimane mutilato e parzialmente inabile al lavoro.--

P. IL CAPO DI GABINETTO (ass.)
IL V. CAPO DI GABINETTO
(E. PELLEGRINI)

[Signature]
843

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

W30/2825
2 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.
Subject: Incident at Salene Margherita Ciness, NAPLES.

1. In the event of a claim arising out of the incident reported in Ministry of Marine letter B.7344 of 28 June 1945, it should be reported to the United States Claims Service, Via del Ghiaccio 9, Naples.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

FILE



B
WWW

PC-1

5 JUL 1945
7842

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - Rome
Date: 26 June '45
Ref.: B.7544 ✓

U.S. Cl. Ser.
Via Del Chistaro, 9
Naples

Subject: Incident between two American Officers and
Italian Servicemen and Civilians in the
"Salone Margherita" Cinema at Naples.

(Summary)

Maridipart Naples informs as follows :-

At 2200 on 7 June 1945, two drunken American S/Lts. - one with a stick - chased a boy into above mentioned cinema; apparently he had robbed them. Before being thrown out, the Officer with the stick set about a group of boys and in the ensuing scuffle Seaman Gunner Otello FRECA of Castello Bellino (Ancona) 1921 Cl. attached to O.P.G. Command Naples, lost his left eye. It appears that the victim had nothing to do with the incident. The two Officers, Paul CORBIN and Alfred CHRISTIANSON, were arrested by British M.Ps.

Above is as reported to Italian Police Authorities and HQ. - A.M.G. Naples Commune Public Safety Div. APO. 394 by local Carabinieri (letter 9/191 of 9 June).

Minister suggests that damages be paid to victim for the loss of his eye since he had nothing to do with the affair.

(Sgd) THE MINISTER

DG/P.

7841

Dal : MINISTERO DELLA MARINA (Gabinetto)
 Alla : Navy Sub Commission - Headquarters A.S.
 Data : 20 giugno 1945
 Prot.: 5.7544

Oggetto : Incidente fra due Ufficiali americani e militari
 e civili italiani nel cinema teatro "Salone Margherita"
 a Napoli.

1. L'Avvisiport Napoli ha trasmesso in visione a questo F.G. vari rapporti di autorità locali italiane sull'incidente verificatosi tra due Ufficiali americani e militari e civili italiani nel cinema teatro "Salone Margherita" a Napoli la sera del 7 giugno '45.

2. Secondo le comunicazioni alle varie autorità di Polizia italiane e all'H.Q.-AMS Naples Command Public Safety Division APO 394 della Regione Territoriale dei Carabinieri di Napoli Sicilia (Foglio N.9/141 in data 9/6/1945), i fatti si sarebbero svolti nel modo seguente :

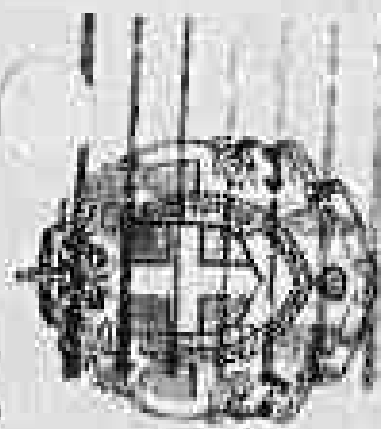
- Alle ore 22 del 7.6.1945, due Ufficiali americani, uno dei quali munito di bastone, e che mostravano di essere in istato di ubriachezza, nel rincorrere un ragazzo, non ancora identificato che era entrato nel cinema "Salone Margherita" e che secondo essi li aveva derubati, penetravano in quel locale, giungendo fino al palcoscenico, tanto da far sospendere la proiezione del film. In seguito ad opportuno intervento del personale impiegato del cinema, i due ufficiali si allontanavano dalla sala fermandosi all'ingresso allo scopo di perquisire la persona che ne uscivano. Uno di essi riusciva a perquisire soltanto un soldato italiano, non potuto identificare, mentre l'altro irropeva nuovamente nella sala, e rotolando il bastone tra alcuni ragazzi, colpiva all'occhio sinistro il marinaio Cannoniere Otello FRAGA su Giulio, da Castello Bellino (Ancona), classe 1921, appartenente al Comando S.P.S. di Napoli, che, trasportato subito all'ospedale subiva l'asportazione dell'occhio stesso. Il fatto provocava reazione da parte di alcuni presenti, che costringevano l'Ufficiale dalla sala. I due Ufficiali vennero subito dopo fermati dalla polizia militare Britannica sopraggiunti.

precisava che, in base a quanto è stato detto, il Cannoniere Amm. BANDA, era rimasto del tutto estraneo all'incidente.

3. Da ulteriori accertamenti è risultato che i due ufficiali americani in questione sono il Tenente Paul CORBIN e il Tenente Alfred B. CHRISTIANSON.

4. Tenute presenti le circostanze che hanno provocato l'incidente e le dolorose conseguenze che lo hanno accompagnato, questo Ministero ha rende adotta codesta Sotto Commissione Navale, affinché, a prescindere da eventuali provvedimenti disciplinari che le competenti autorità Alleate intendessero adottare nei riguardi dei responsabili, voglia esprimere il proprio punto di vista sulla opportunità di sospendere il servizio BANDA nello dei danni subiti per la perdita dell'occhio sinistro, trattandosi di un militare che era del tutto estraneo agli incidenti sopra menzionati.

IL MINISTRO.



Mod. 39

28 GIU 1945

Roma

Ministero della Marina

GABINETTO

AL NAVY SUB-COMMISSION
HEADQUARTERS A.C.

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Ord. N°

1544

Allegati

ARGOMENTO: Incidente fra due Ufficiali americani e militari e civili italiani nel cinema teatro "Salone Margherita" a Napoli.

1. - Meridipart Napoli ha trasmesso in visione a questo U.G. vari rapporti di autorità locali italiane sull'incidente verificatosi tra due Ufficiali americani e militari e civili italiani nel cinema teatro "Salone Margherita" a Napoli la sera del 7 Giugno 1945.
2. - Secondo la comunicazione alle varie Autorità di Polizia italiane e all'HQ-AMG Naples Commune Pubblie Safety Division APO 394 della Legione Territoriale dei Carabinieri di Napoli Chiata (foglia n. 9/191 in data 9/6/1945), i fatti si sarebbero svolti nel modo seguente:

- Alle ore 22 del 7.6.45, due S. Tenenti americani, uno dei quali munito di bastone, e che mostravano di essere in istato di ubbriachezza, nel rincorrere un ragazzo, non ancora identificato, che era entrato nel cinema "Salone Margherita" e che secondo essi li aveva derubati, penetravano in quel locale giungendo sino al palcoscenico, tanto da far sospendere la proiezione del film. In seguito ad opportuno intervento del personale impiegato del cinema, i due ufficiali si allontanavano dalla sala fermandosi all'ingresso allo scopo di perquisire le persone che ne uscivano. Uno di essi riusciva a perquisire soltanto un soldato italiano, non potuto identificare, mentre l'altro arrompeva muovamente nella sala e, roteando il bastone tra alcuni ragazzi, colpiva all'occhiolino il marinaio ~~Comandante~~ Otello BREGA, fu Giulio, da Castello Bellino (Ancona), classe 1921, appartenente al Comando O.P.G. di Napoli, che, trasportato subito all'ospedale subiva l'asportazione dell'occhio stesso. Il fatto provocava reazione da parte di alcuni presenti, che costringevano l'Ufficiale ad allontanarsi dalla sala. I due Ufficiali vennero subito dopo fermati dalla Polizia Militare.

1. - Madridpart Napoli ha trasmesso in visione a questo U.G. val rapporti di autorità locali italiane sull'incidente verificatosi tra due ufficiali americani e militari e civili italiani nel cinema teatro "Salone Margherita" a Napoli la sera del 7 Giugno 1945.
2. - Secondo la comunicazione alle varie Autorità di Polizia italiane e all'HQ-AMG Naples Commune Public Safety Division APO 394 della Legione Territoriale dei Carabinieri di Napoli Chiara (Fogli n. 9/191 in data 9/6/1945), i fatti si sarebbero svolti nel modo seguente:

- Alle ore 22 del 7.6.45, due S. Tenenti americani, uno dei quali munito di bastone, e che mostravano di essere in ista-
to di ubbriachezza, nel rincorrere un ragazzo, non ancora
identificato, che era entrato nel cinema "Salone Margherita"
e che secondo essi lì aveva derubato, penetravano in quel
locale giungendo sino al palcoscenico, tanto da far sospen-
dere la proiezione del film. In seguito ad opportuno interve-
to del personale impiegato del cinema, i due ufficiali si
allontanavano dalla sala fermandosi all'ingresso allo scopo
di perquisire le persone che ne uscivano. Uno di essi rin-
scrive a perquisire soltanto un soldato italiano, non potuto
identificare, mentre l'altro irrompeva nuovamente nella sala
e, roteando il bastone tra alcuni ragazzi, colpiva all'occhia-
io il marinaio *Camomere* (Uscello BREGA, fu Giulio,
da Castello Bellino (Ancona), classe 1921, appartenente al
Comando U.P.G. di Napoli, che, trasportato subito all'ospedale
subiva l'asportazione dell'occhio stesso. Il fatto provocava
reazione da parte di alcuni presenti, che costringevano
l'ufficiale ad allontanarsi dalla sala. I due ufficiali
vennero subito dopo fermati dalla Polizia Militare Britan-
nica sopraggiunta. Si precisa che, in base a quanto è stato
comunicato, il *Camomere* Amm. BREGA, era rimasto del
tutto estraneo all'incidente.

3. - Da ulteriori accertamenti è risultato che i due ufficiali
americani in questione sono il Tenente Paul CORBIN e il Tenente
Alfred B. CHRISTIANSON.

4. - Tenute presenti le circostanze che hanno provocato l'incidente e le dolorose conseguenze che lo hanno accompagnato, questo Ministero ne rende edotta codesta S. Commissione Navale affinché, a prescindere da eventuali provvedimenti disciplinari che le competenti Autorità Alleate intendessero adottare nei riguardi dei responsabili, voglia esprimere il proprio punto di vista sulla opportunità di risarcire il marinaio BREGA Otello dei danni subiti per la perdita dell'occhio sinistro, trattandosi di un militare che era del tutto estraneo agli incidenti sopra menzionati. -

IL MINISTRO



NSC/5437
11 September 1946

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

1. A copy of your letter No. 33832 dated 16th July 1946 addressed to COMFAMARE, Trieste has been received from Allied Military Government Authorities, Trieste, and it is requested that enquiries of this nature be made through the Navy Sub-Commission and not direct to Trieste.

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

16 SEP 1946

7837

PC-1

(21)

LOCAL-9/47.

Navy Information

887

two cp

CNS 26/8

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 COMES

TELEPHONE NO : 29794 Extn.10.

REFERENCE NO : 13C/AG/72/1/

Date 16 August 46.

SUBJECT : Transmission of Correspondence.

TO : Headquarters, Allied Commission,
(Attn: Local Govt Sub-Commission).

1. The enclosed correspondence is forwarded to you for transmittal to proper Italian Ministry/Ministries concerned.

For the Senior Civil Affairs Officer:

DNL/af.

[Signature]
H. DEB HOD-Young,
Major, R.A., C-II,
S.O. II (CA).

Inc. 2 letters from Capitaneria di Porto, Trieste.

7836



26 AUG 1946

Translation

CAPITANERIA DI PORTO

DEL COMPARTIMENTO MARITTIMO DI
TRIESTE

REPARTO Command

Indirizzo telegrafico: "COMPAMARE"

TRIESTE, 9 August 1946

Prot. N. 5730

No AREA COMMISSIONER

Allegati

TRIESTE

Argomento: Information.

I beg to send you an application from the Staff of the Italian Marine of Rome asking information regarding the wardages suffered by installations of ports and shipyards and repairs carried out, begging you to consider and to submit at your earliest convenience the said information.

THE ACTING PORT CAPTAIN:
(Dr. Klodic)



Area Comm.	
Area C.	7m
E. O.	
n. O.	

7835

13. 8. 46
152

CAPITANERIA DI PORTO

DEL COMPARTIMENTO MARITTIMO DI
TRIESTE

REPARTO Comando

Indirizzo telegrafico: „COMPAMARE“

TRIESTE, 9 agosto 1946

Prot. N. 5730

Al 1' AREA COMMISSIONER

Allegati /

T r i e s t e

Argomento: Informazioni sui porti.

Rimetto a codesto Ufficio la richiesta dello Stato Maggiore della Marina in Roma intesa ad ottenere delle informazioni nei riguardi dell' attrezzatura dei porti e dei Cantieri, dei danni di guerra subiti dagli impianti e delle riparazioni effettuate, con preghiera di voler decidere se sia il caso di dar corso alla domanda stessa.

IL COMANDANTE DEL PORTO

REGGENTE:

(Dr. Klodig)



[Handwritten signature]

7834

C o p i a

INFORMAZIONI SUI PORTI

Allegato 1)

.....

- 1°)-Immagazzinamento e rifornimento di carburanti
(Serbatoi, capacità, pompe, tubazioni, dimensione della tubazione, località, proprietario, mezzi per lo scarico)
a) nafta
b) benzina e olio
c) olii minerali
d) carbone.
- 2°)-Moli e pontili di scarico
(profondità lungo i lati, mezzi ferroviari, elevatori, schemi degli ormeggi, ubicazioni delle grue e capacità, fabbricati, colonne d'ormeggio, prese d'acqua, linee elettriche).
- 3°)-Materiali galleggianti
(rimorchiatori, grue, draghe, cisterne, acqua, cisterne carburanti, bettoline materiale da palombaro, materiale da recupero, capacità, tonnellaggio).
- 4°)-Cantieri Navali e bacini
(caratteristiche, capacità, personale impiegato, proprietario, officine per riparazioni, tipo dei natanti costruiti, combustibile, macchinario)
a) mercantili,
b) militari.
- 5°)-Viveri e acqua
(Capacità, mezzi di trasporto, refrigerazione, magazzini, depositi adiacenti, condutture, pompaggio orario, fabbriche circostanti, fonte del rifornimento dell'acqua, punti di sbocco, stazioni di pompaggio).
- 6°)- Danni successivi al 1940
(Entità, riparazioni conosciute, recupero o possibilità di riparazione)
a) installazioni del porto
b) piroscafi affondati.
- 7°)- Aiuti alla navigazione
a) campi minati e rotte di sicurezza
b) profondità dell'acqua e aree interdette
c) ancoraggi sicuri
d) marea e correnti.
- 8°)- Traffico del porto e capacità giornaliera di tonnellaggio
- 9°)- Servizi di comunicazione
a) rete stradale di sbocco
b) strade ferrate
c) radio
d) telefono e telegrafo
e) aeroporti.
- 10°)-Elettricità
(capacità, piani, scopo, centrali elettriche).
- 11°)- Nuove costruzioni e riparazioni
a) progettate
b) intraprese

7833

.....

C o p i a

Stato Maggiore della R. Marina.

Roma, 6 luglio 1946

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

AL C O M P A M A R E

Prot.n°33832

tramite: Mariba - T r i e s t e
V e n e z i aArgomento: Informazioni sui porti.URGENTISSIMO.

Si prega codesto Comando voler trasmettere a questo
Maristat con la massima possibile cortese sollecitudine, una
relazione in doppia copia possibilmente corredata di carte,
fotografie ecc. contenente le informazioni richieste con l'uni-
to allegato.

p. Il Capo di Stato Maggiore:

Firma illegg.

.....

7832

NSC/5459
18 September 1946

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

Subject: Death of Stoker Santagata.

1. With reference to your letter No. 12269/2 dated 23 July 1946, information has been received from DAD Claims & Hirings that an award has been made to the widow of the above named.

2. It is hoped that the case can now be considered satisfactorily closed.

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

19 SEP 1946

7831

PC-1. A

(20)

Subject: Death of Stoker Santagata

CG3/19/944/R N
Tel: Bari 12952

To: Navy Sub Commission
HQ Allied Commission
A P O 394

Ref your NSC/1971 of 1st May 46.

A decision has been reached in this case and an award has been made to the widow.

We trust this case is now satisfactorily closed.

APO S 574
C M F
11.8.46
JHE/St

John Samuel
Et.
D.A.D. 49 Claims & Hirings

7829

From: Ministry of Marine (Cabinet)
To : 48 Claims and Hirings, Naples
for Info. : N.S.C.- A.C.
Date: 23rd July 1946
Ref.: 12269/2

Subject: Death of Stoker SANTAGATA Natale
(N.S.C. Reference No. NSC/5176 of 21.6.46)

Reference is made to your letter CC3/49/944/RM dated 5th March 1946.

You are informed that no pension or indemnity is due to the widow or son of SANTAGATA from the Italian Naval Administration since he was the victim of an unfortunate accident which was not connected with his duty.

It is requested that I may be informed of the outcome of the matter.

CHIEF OF CABINET

GGE/P.
24

PC-1 7828



Mod. 39

Ministero della Marina
GABINETTO

Roma 23. 7. 1946

N 48 CLAIMS & HIRINGS
Via del Chiostro, 9 - NAPOLI -

e, per conoscenza,

NAVY SUB-COMMISSION, HQ.A.O.
(rif. foglio NSO/5176 del 21.6.46)

INDIRIZZO TELEGRAFICO MARINA - ROMA

Prot. N° 12269/2 Allegati

ARGOMENTO: Decesso del Faoch. SANTAGATA Natale.-

Riferimento foglio n. 003/49/954/RN in data 5 marzo 46.

Si informa che trattandosi di disgraziato accidente, accaduto al militare in argomento, non dipendente da causa di servizio, non compete alla vedova o al figlio del SANTAGATA alcun trattamento di pensione o indennità da parte della Amministrazione Militare Marittima.-

Si prega voler far conoscere l'esito della pratica.-

IL CAPO DI GABINETTO
G. di V.G. MARINI

7827

Marini

D.7885 21429 7-14-68 353-113 0157-146 45,243

S. 13201.
Established 1 May 1960
Revised 2 June 1965

MINISTRY OF MARINE

N.S.C.

Unclassified

An early reply is requested to letter NSC/5175 dated 21st June 1946
regarding death of Stoker N. TALE SANTACATA.

-----12/11/68 July-----

T/P ITALIAN P/L TOD I/T M.A.D. 12/7

Dist. 1-T/P M of M NSC (4) Log

L 7826

NBC/5176
21 June 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Death of Stoker Natale SANTAGATA.

1. With reference to your letter No. 2775/2 dated 10th May 1946, enclosed herewith is a copy of 48 Claims and Warnings Letter No. CC3/49/944/TH dated 5th March addressed to Comando della Regia Marina, TARANTO, to which no reply has been received.

2. It is requested that a reply be made without further delay and forwarded through the Navy Sub-Commission.

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

PC-1 7825

22 JUN 1946

48 CLAIMS AND HIRINGS
APC S 592
CMF.

To:- Navy Sub-Commission,
H.Q. Allied Commission,
C.M.F.

Tel: NAPLES 20465.
Ref: CC3/49/944/FM.
Date 18 June 1946.

SUBJECT:- Death of Stoker Natale SANTAGATA.

1. Reference your NSC/5115 dated 4 June 1946.
2. Herewith copy of this office letter of even number dated 5 March 1946, addressed to Comando R. Marina, TARANTO, as requested,
3. Please keep this office informed in this matter.

EJG/A

William F. Williams 7824
(F.D. WILLIAMS) Lt. Col.,
A.D. 48 Claims and Hirings.

NSC/5115
4 June 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : A.P. 48 Claims and Hirings, A.P.O. S. 592, CMT.
Subject: Death of Stoker Mateo SANTAGATA.

1. With reference to your letter CC3/49/744/RM dated 24th May 1946, it is requested that a copy of your letter dated 5th March 1946 addressed to Comando R. Marina, TARANTO, be forwarded when a reply will be obtained from the Ministry of Marine.

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

PC-17823



4 JUN 1946

48 CLAIMS AND HIRINGSAPO S 592CMF

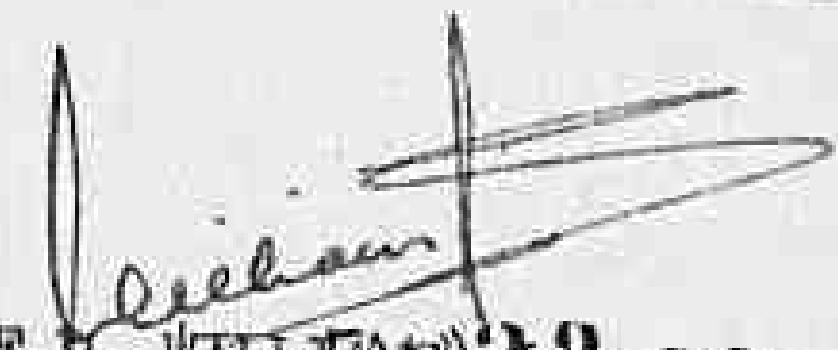
To:- H.Q. Allied Commission,
Navy Sub-Commission,
APO 394.

Tel.: NAPLES 20465
Ref.: CG3/49/944/RN
Date: 24 May 46

SUBJECT: Death of Stoker Natale SANTAGATA.

1. Reference your NSC/4971 dated 1 May 46 addressed to 49 Claims and Hirings and forwarded to this office for appropriate action.
2. Please note that the claim in this matter is receiving every attention, and we are at the present time awaiting vital information from the Comando della R. Marina, TARANTO. The Commander has failed to respond to our letter dated 5 March 46 requesting that we be advised whether the dependants of the deceased have received or are entitled to receive any pension or allowance from the Italian administration consequent upon his death.

FDW/S.


(F.D. WILLIAMS) 22 Col.,
A.D. 48 Claims and Hirings.

Subject: Death of Santagata Natale

Ref: CC3/49/944/AB
Tel: Bari, 12952

HQ. A.C.
Navy Sub Commission A.P.O. 394
C.M.F.

We refer to your letter NSC/4971 of 1st May 1946 enquiring the result of an investigation into the death of Stoker Natale SANTIAGATA.

The file CC3/49/944/R.M. was passed to our H.Q. on 31st Jan. for review. The circumstances surrounding the case were most inconclusive and Allied Naval personnel were not convicted for the offence. Added to this the claim fell within the category of "Off Duty". Liability for incidents within this category is not automatically admitted. Each case is reviewed in the light of the circumstances and in some an ex-gratia award may be made.

It was the opinion of this office that the case in point should be repudiated, but confirmation to this effect has not yet been given by our H.Q.

We will pass your letter to them and endeavour to obtain a final decision at an early date.

APC S 574
C.M.F.
15 May 1946
F/IP.

Leonard R. Peters
Major
D.A.D. 49 Claims & hirings

7821

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 10th May 1946
Ref.: 2775/2

Subject: Decease of Stoker SANTAGATA Natale

With reference to your letter NSC/4570 dated 7th February 1946, it is requested that you may inform us if any further result has been obtained with reference to the above matter.

CHIEF OF CABINET

AAH/P.
13

7820



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 2775/2

Regale

ARGOMENTO Decesso del Fuoch.O. SANTAGATA
Natale.

Roma,

10 MAG. 1946
194

Mod. 40

All NAVY SUB COMMISSION
HEADQUARTERS, A.C.

Con riferimento alla vostra lettera
NSC/4570 in data 7.2.1946, si prega comuni-
care se la pratica relativa al già milita-
re in argomento ha ottenuto ulteriore esi-
to.

IL CAPO DI GABINETTO
C. di V. G. MARINI

Marini

7819

NSC/4971
1 May 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : D.A.D. 49 Claims and Hirings, APO S 574, C.M.F.
Subject: Death of Stoker Natale SANTAGATA.

1. With reference to your letter GC3/49/944/R.N dated 31st January 1946 it would be appreciated if the Navy Sub-Commission could be informed whether a decision has yet been arrived at regarding the claim.

W. F. BAHLMANN
Comdr., USNR

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

PC-1
2 MAY 1946 18

C O P Y

48 Claims and Hirings,
9 Via del Chiostro, Napoli.

CC3/49/944/IN.
Da citare nella risposta.

Oggetto;- Uccisione di Natale SANTAGATA,
fuochista della Regia Marina.

Comando della Regia Marina,
TARANTO.

Come risulta dalle accluse copie di rapporti del Comandante la Stazione CC.PP. di Taranto, che accenna anche ad indagini espletate dal Comandante della Polizia Militare di Piazza, e dell'Ufficiale addetto all'Infermeria della R. Marina, il fuochista Natale SANTAGATA della Regia Marina perse la vita il 17 Dicembre 1943 in seguito ad un incidente in cui si asserisce siano stati coinvolti militari britannici.

Si gradirebbe se Voi poteste comunicare a questo ufficio se la vedova del summenzionato marinaio, Carmela CASSANO, e suo figlio di anni 3, Rosario SANTAGATA, hanno ricevuto, od hanno diritto a ricevere, in relazione alla morte del loro rispettivo marito e padre, pensione od indennità dell'Amministrazione Italiana.

Napoli
5 Marzo 46
AF/R.

Major,
D.A.D. 48 Claims and Hirings.

As it appears from the attached copies of reports of the CC.PP. Station Comdt, Taranto, who refers to investigations conducted also by the Italian Navy Police Comdt, and the O i/c Italian Navy Hospital, Natale SANTAGATA, stoker, Italian Navy, lost his life on 17 Dec. '43 allegedly as a result of an incident in which British Service men were involved.

7817

It would be appreciated if you could advise this office whether the widow of the a/m sailor, Carmela CASSANO, and his 3 years old son, Rosario SANTAGATA, have received, or are entitled to receive, in connection with their respective husband and father's death, any pension or allowance from the Italian Administration.

MSC/4570
7 February 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Death of Stoker Natale SANTAGATA.

1. With reference to your letter 2013/2 dated 1st February 1946, information has been received that all relevant documents have now been submitted for review and decision, the result of which will be communicated to you in due course.

2. It appears that the matter was thoroughly investigated by the Carabinieri at the time but evidence was not sufficient to justify charges against the Allied Military personnel involved.

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

8 FEB 1946

PC-1
731/6
H

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 1st February 1946
Ref.: 2013/2

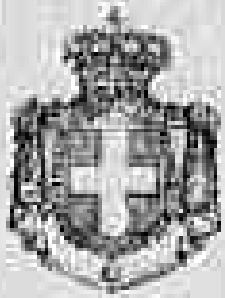
Subject: Death of Stoker Natale SANTAGATA

It is requested that you may inform us whether your letter NSC/3864 of 30th October 1945 has had further outcome.

CHIEF OF CABINET

GGE/P.

7815



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO MARINA - ROMA

Prot. N° 2013/ Allegato

ARGOMENTO: ² Decesso del Fuochista O. Natale
SANTAGATA.

Si prega comunicare se il vostro
foglio NSC/3884 in data 30 Ottobre 945
ha ottenuto ulteriore seguito.

IL CAPO DI GABINETTO
C. di V. G. MARINI

7814

Subject:- Claim
Deat of Santagata Natale

CC3/49/944/RN
Tel: Bari 12952

H.Q.
Allied Commission
Navy Sub-Commission
APO 394

With reference to your letter MSC/1253 of 17.12.45 all relevant documents regarding the above have now been collected. The file has been forwarded to our H.Q. for review and decision.

It appears that the matter was thoroughly investigated by the SIB and CC.RR. at the time but evidence was not sufficient to justify charges against the military personnel involved.

The case falls under the heading of "off duty" and it rests solely with our H.Q. as to whether it is considered that any form of ex-gratia payment is justified in the light of all the circumstances.

We will advise you and the claimants of their decision in due course.

APO S 574
C.M.F.
31 Jan 46
F/EM

Leonard R. Fisher
Major.
D.A.D. 49 Claims and Hirings.

7813

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1253
17 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: D.A.D. 49 Claims and Hirings, BARI.
Subject: SANTAGATA Natale.

1. With reference to your letter CC3/49/944/RN dated 22nd October 1945, it would be appreciated if you could advise whether a decision on the case has yet been made.

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

7812

18 DEC 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NHC/3884
30 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Death of Stoker SANTAGATA Natale.

1. With reference to your letter 15007/2 dated 1st August 1945, information has been received from D.A.D. 49 Claims and Hirings that the matter is still under investigation.

H. ST. L. BUTLER,
CAPTAIN, U. S. NAVY,
FORGEAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

31 OCT 1945

7811

Subject :- Fatal injury to
SANTAGATA NATALE.

Ref :- CC3/49/944/RN.
22 Oct 45

HQ Allied Commission
Navy Sub Commission
APC 394

1. Reference NSC/3405 dated 29 Aug 42, the matter is under investigation.
2. Delay in replying is regretted, but this was mainly due to the incorrect method of address on both your letters.

CES/VC.


Major.
D.A.D. 49 Claims and Hirings.

7810

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 334HSC/3817
30 October 1945.

From: Navy Sub-Commission, Allied Commission.
To: D.A.D., 49th Claims & Hirings, BARI.
Subject: Death of Stoker SANTAGATA Natale, Italian
Royal Navy.

1. The above rating died in Taranto on 17 December 1943, presumably as the result of wounds inflicted by Allied Servicemen.

2. His widow, Mrs. SANTAGATA Cassano Carmela, resident at Via Corvaro, 2, Rione Tamburi, Taranto, presented a claim to D.A.D. Claims Office, Taranto, on 16 November 1944 in order to obtain indemnity as compensation for the death of her husband.

3. The Navy Sub-Commission is desirous of being informed whether or not the claim has been investigated and what action is pending or has been made. No reply has been received to three letters, addressed to Taranto, requesting this information, and we are now informed that your office has taken over the cases previously dealt with by the Taranto Office.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION

22 OCT 1945 7809

www

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3602
13 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : D.A.D. Claims Office, Taranto.
Subject: The death of Stoker SANTAGATA Natale.

1. It is requested that early attention be given to letter NSC/3191 dated 9th August 1945 and a reply given as soon as possible.

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

20 SEP 1945

PC-1
7808

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3405
29 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : D.A.D. Claims Office, TARANTO.

FILE

Subject: The Death of Stoker SANTAGATA Natalo.

1. An early reply to letter NSC/3191 dated 9th August would be appreciated.

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



PC-1

7807

30 AUG 1945

[Handwritten signature]

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3191
9 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : D.A.D. Claims Office, Taranto.
Subject: The Death of Stoker SANTAGATA, Natale.

FILE

1. The above rating died in Taranto on 17 December 1943, presumably as the result of wounds inflicted by Allied Servicemen.

2. His widow, Mrs. SANTAGATA, Cassano Carmela, resident at Via Cervaro 2, Rione Tamburi, Taranto, presented a claim to the D.A.D. Claims Office, Taranto on 16 November 1944 in order to obtain an indemnity as compensation for the death of her husband.

3. The Navy Sub-Commission is desirous of being informed whether or not the claim has been investigated and what action is pending or has been made.

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



From : MINISTRY OF MARINE (Cabinet)
To : N.S.C. - Rome
Date : 1st August, 1945
Ref.: 15007/2

Subject: The Killing of Stoker SANTAGATA, Natale.

As is shown in the attached report, the above rating died in Taranto on the 17th December, 1943 as the results of wounds inflicted by Allied Servicemen.

2. His widow, Mrs. CASSANO, Carmela, resident at Via Cervaro 2, Rione Tamburi, Taranto, presented a claim to the D.A.D. Claims Office, Taranto, on 16th November, 1944, in order to obtain an indemnity as compensation for the death of her husband.

3. In view of the serious nature of the happening, and since the application has remained unanswered, it is requested that N.S.C. should bring the matter to the attention of the office responsible in order that Mrs. SANTAGATA's right to receive the compensation claimed may be recognised.

CHIEF OF CABINET

GCE/P.

7804

C O P Y

H.Q. 67/SIS - C.M. Police

Reference SIS/67/A/43/227.

Subject: Report upon:

1. Corporal FLYNN G. o/n 5613826.
2. Private DASEY W. o/n 3446979.
3. Corporal LEUCH J. o/n 4125907.
4. Private TOAL J. o/n 1744617.
5. Private BACKEIE Ia. o/n 2746617.

all of (?) B company, 30th Bn Cheshire Regiment.

To the Commanding Officer,
67 SIS., C.M.P., - Taranto.

Sir,

The above-mentioned are reported in connection with the death of Stoker SANTAMITA Natale - I.R.N. - resident at Via Garvaro 2, Taranto. This man's death was resulted from a blow in the face given by one of the above other-ranks.

The circumstances and statements obtained are as follows :-

At about 2030 hours on 17.12.1943 Corporal LEUCH o/n 621142 P Coy. 1/7 Middlesex Regt. Member of the Regimental Police at the 199th Transit Camp, Taranto Lamburi, heard from the direction of the via Garvaro, which is almost on the opposite side of the Camp, a woman cry out: "Soldato inglese" (British soldier). Corporal Legg went there and saw a woman in the third house who was shouting hysterically. Near to her there were two Corporals and two Privates of the Cheshire Regiment. An Italian civilian came out from one of the houses and Corporal Legg heard him accuse one of the Corporals - subsequently identified as FLYNN - of having strangled the dead sailor. The person accused did not deny this and went away.

L/Cpl. LEUCH was shown the dead sailor who was lying inert with his feet in a ditch and his head hanging over the other side of it. This ditch is only a few paces away from the house mentioned and is, in fact, at the end of this very short road. Its bottom lies about 4 feet below street level.

The sailor was taken to the M.I Room at the 199th Transit Camp where he was examined by Medical Officers, but did not breathe although artificial respiration was carried out, his circulation ceased at 2040 hours.

7803

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- 2 -

The cause of the death is not known unless revealed when the Post-Mortem report is received. This office was informed by telephone at 2050 hours and I went to the 199th Transit Camp with Sgt. LAJZELL of this section.

After a preliminary investigation I had the 45 Corporals paraded before Legg, who identified Cpl. FLINN as the one who had been accused of striking the blow. Cpl. FLINN was arrested at once. I then began to interrogate him, after cautioning him, but I did not continue with this as Captain BROOK M.A.M.C. examined him and certified that he was intoxicated. Investigations were continued and I interrogated Cpl. LEACH and Pte. DALY, who were also arrested. A written statement by Cpl. LEACH was taken that evening and on 18.12.43 the statements of the other persons arrested were obtained. It would appear that Cpls. LEACH and FLINN had been together on the evening of 17 December 43 and met Ptes. MACKIE, TOAL and DALY at the corner of Via Cervaro.

They had all drunk, and they walked along the Via Cervaro in search of a brothel. It will be seen that from this point their statements are very contradictory.

Some or all of them knocked at the door of the first house, where also a pane of glass was broken in the door. MACKIE stated that they entered into the house; Corporals FLINN and LEACH agree that some women came out of the house and entered into the third house at the end of the street. Some or all of the persons reported went to this house and requested admittance. CASSANO Carmel, wife of the dead man, stated one of these was a tall, fair corporal and that when her husband prevented his entering the Corporal seized him and dragged him into the street. This was the last occasion on which she saw her husband alive. The vague description given was fitted to Corporal FLINN at an identification parade. As witnesses of the incident the following were named :-

1. RINICCO Rosario of via Celeste 181, Taranto Tamburi.
2. an unknown Italian man who first made the accusation, and presumably one or two Italian sailors. The CC.RR.

are contacting the civilians, while Captain di Todaro is dealing with the sailors, whose reports and statements were promised as soon as they are prepared.

7861

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- 3 -

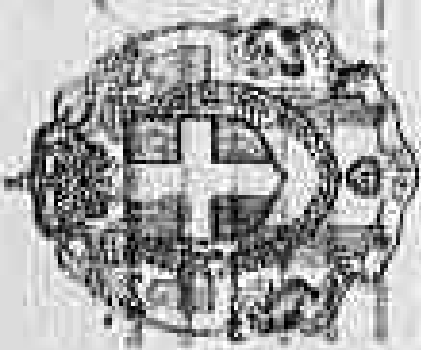
The body of Santagata was taken to the Italian Military Hospital at Taranto for a Post-Mortem examination upon the request of Captain di Todaro. A further report will be made in due course, but those facts already known have been given verbally to Captain J. PERKESCK, Adjutant 30th In. Cheshire Regt. which left for Salerno on 19.12.43.

(Signed) SGT. SNOWHILL

20.12.43.

GSE/p.

7860



RO/bu

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 15007/2 Allegati uno

Prot. 39

Roma, 1 AGO. 1945

Al N.S.C.

ARGOMENTO: Uccisione Fucchiata O. SANTAGATA Natale.-

1) - Come comprovato dal rapporto allegato in copia, in data 17 dicembre 1943 in Taranto il militare in argomento decedeva in seguito a lesioni infertegli da militari alleati.

2) - La vedova del SANTAGATA Signora Cassano Carmela, domiciliata in Taranto via Cervaro 2, Rione Tamburi, in data 16 novembre 1944 presentò al D.A.D. Claims di Taranto una istanza intesa ad ottenere qualche aiuto a titolo di indennizzo per la morte del marito.

3) - Data la gravità del fatto e poichè sino ad ora l'istanza è rimasta inevasa, si interessa codesto N.S.C. affinchè intervenga presso gli uffici competenti per far riconoscere il diritto della Signora SANTAGATA a percepire l'indennizzo richiesto.-

IL CAPO DI GABINETTO
C. di V. F. BASINI

7799

= C O R R I A =

H.Q. 67/SIS - C.M. Polizia

Menzione: SIS/67/A/43/227

Soggetto: Persone rapportate:

- 1° - Cap. FLYNN G. n. 5613826
- 2° - Sold. DALEY W. n. 3446979
- 3° - Cap. LEGG J. n. 4125907
- 4° - Sold. TOAL J. n. 1744617
- 5° - Sold. MACKIE Ie n. 2746617

tutti della compagnia n. 30° B.n. Reggimento CHESHIRE

AL COMANDANTE

67 SIS C.M.P. - Taranto

Signore,

i soprannominati sono riportati in relazione alla morte del fuochista SANTAGATA Natale - Marina Italiana - residente in via Cervaro 2 Taranto. La morte di quest'uomo fu provocata da un colpo in faccia da togli da uno dei soprannominati soldati.

i fatti del caso e le testimonianze ottenute sono come segue: alle 20,30 circa del 17/12/943 il Cap. LEGG c. n. 621142 - B - Coj 1/7 Middlex Regiment, membro della Polizia Reggimentale del 199 Transit Camp, Taranto Tamburi, udì nella direzione di via Cervaro, che è quasi sul lato opposto al campo, una donna gridare: "soldate inglese" il Cap. LEGG andò là e vide nella terza casa una vecchia che gridava come isterica. Vicino a lei vi erano due caporali e due soldato del Rgt. CHESHIRE. Un italiano "borghese" uscì dalla casa ed il caporale LEGG lo sentì accusare uno dei caporali in seguito identificato per PLINN, di avere picchiato il marinaio morto. L'accusato non protestò e se ne andò.

Al L/cpl LEGG fu mostrato il marinaio italiano che stava su una fossa con i piedi in una fossa e col capo in pendenza dall'altra parte di questa. La fossa è solamente a pochi passi della casa menzionata ed è infatti, in fondo a questa cortissima via. Vi è una discesa di quattro piedi circa dal livello stradale.

Il marinaio fu portato all'M.I. Room del 199° Transit Camp dove fu visitato dall'ufficiale medico egli non respirò benché gli fosse stata praticata la respirazione artificiale, la circolazione cessò alle 20,40. La causa della morte non si conosce se non dopo la ricezione del rapporto di Post Mortem. Quest'ufficio fu informato per telefono alle 20,50 e in compagnia del sergente LAJZELL di questa sezione mi recai al 199° Transit Camp.

Dopo una preliminare inchiesta io feci passare in rivista da LEGG i 45 caporali e questi identificò il Caporale PLINN come uno che era stato accusato di aver tirato il colpo. Il Cap. PLINN fu immediatamente arrestato. Dopo incominciare ad interrogarlo con cautela ma non continuai poiché il Capitano BROOK R.A.M.C. che lo esaminò ⁷³⁹⁵ disse che era ubriaco. Furono continuate le inchieste ed io interrogai il Cpl. LEACH ed

Signore,

i soprannominati sono riportati in relazione alla morte del fuochista SANTAGATA Natale - Marina Italiana - residente in via Cervaro 2 Maranto. La morte di quest'uomo fu provocata da un colpo in faccia da togli da uno dei soprannominati soldati.

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Al L/cpl LEGG fu mostrato il marinaio italiano che stava su di no con i piedi in una fossa e col capo in pendenza dall'altra parte di questa. La fossa è solamente a pochi passi dalla casa menzionata ed è infatti, in fondo a questa cortissima via. Vi è una discesa di quattro piedi circa dal livello stradale.

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Dopo una preliminare inchiesta io feci passare in rivista da LEGG i 45 caporali e questi identificò il Caporale FLINN come uno che era stato accusato di aver tirato il colpo. Il Cap. FLINN fu immediatamente arrestato. Dopo incominciati ad interrogarlo con cautela ma non continuai poiché il Capitano BROOK R.A.M.C. che lo esaminò **7798** fecò che era ubriaco. Furono continuate le inchieste ed io interrogai il Cpl. LEACH ed il sold. DALTY che furono anche essi arrestati. Quella sera fu presa una dichiarazione scritta dal Caporale LEACH ed il 16/12/43 furono ottenute le dichiarazioni delle altre persone rapportate. Apparirebbe che i caporali LEACH e FLINN erano stati insieme la sera del 17 dicembre 943 ed incontrarono i soldati MACKIE TOAL e DALTY all'angolo di via Cervaro.

Avevano tutti bevuto e s'incamminarono per via Cervaro in cerca di una casa di tolleranza. Si vedrà che da questo punto le dichiarazioni dei soldati sono molto contraddittorie.

.../...

= 2 =

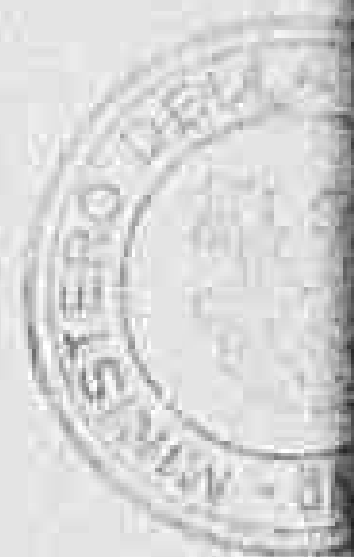
Parte o tutti della partita bussarono alla porta della prima casa dove fu anche rotto un vetro alla porta. MACKIE dichiarava che essi entrarono nella casa; i Cap. FLINN e LEACH convennero che alcune donne uscirono di casa ed entrarono nella terza casa in fondo alla via. Parte o tutte le persone rapportate andarono in questa casa e chiesero di entrare. CASSANO Carmel, moglie del morto dichiarava che uno di questi è un caporale descritto come alto e biondo e quando suo marito gli impedì di entrare il Caporale acciappò suo marito e lo trascinò per la strada. Quella fu l'ultima volta che vide suo marito vivo. La vaga descrizione data si adattava al Caporale FLINN ed un'assemblea per l'identificazione. L'incidente si dichiara che per testimonianza da (1) Ribecco Rosario via Calese 181 Taranto Tamburi (2) un italiano sconosciuto che fece l'accusa in un primo momento e presumibilmente uno o due marinai italiani. I carabinieri sono in contatto con i civili ed il Cap. di Todaro è interessato dei marinai l'invio dei rapporti e le dichiarazioni dei quali era stato promesso appena fatto ciò.

Il corpo di SANTAGATA fu portato all'ospedale Militare Italiano Taranto per un esame di Post Mortem richiesto dal Cap. DI TODARO. Un ulteriore rapporto sarà tenuto in debito corso ma i fatti del caso già stabiliti sono stati dati verbalmente all'aiutante Cap. J. BERKHECK 30 Bn Regg. CHESHIRE che il 19/12/43 partì per Salerno.

20.12.43

F.to il Serg. SNOWILL

P.C.C.
IL CAPITANO C.R.E.M. (S.N.)
Capo Ufficio
F.to) Cosimo di Pocaro



Per copia conforme

P. J. Jaudin

7797

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20.12.43

F.to il Serg. SNOWILL

p.c.o.

IL CAPITANO C.R.E.M. (S.N.)

Capo Ufficio

F.to) Cosimo di Pocaro

7797



Per copia conforme

P.P. Goudin

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

23rd March, 1946,

No.F.O.L.I.656/9.

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

H.M.S. "MAGPIE" DAMAGED BY ITALIAN TUG
"LITTORIA".

With reference to your Minute II,
No.Med.45/578/2/8, dated 12th December, 1945, a
copy of my letter No.F.O.L.I.656/9, dated 3rd
January, 1946, and the Ministry of Marine's
reply thereto, No.3785/OA, dated 6th March, 1946,
are attached.

(SIGNED) J. H. BLACKBURN

for REAR-ADMIRAL.

Enclosures:-

1. Copy of Flag Officer Italy and Liaison's letter
No.F.O.L.I.656/9, of 3rd January, 1946.
2. Copy of translation of Ministry of Marine's letter
No.3785/OA, of 6th March, 1946.

7796

From: MINISTRY OF MARINE (Maristat)
 To : P.O.L.I. - Rome
 Date: 6th March 1946
 Ref.: 3705/CA

Subject: H.M.S. "MAGPIE" - Damaged by tug "LITTORIA"

Reference is made to your letter No. 656/9 dated 3rd January 1946, subject as above.

1. From an examination of the documents relating to this incident, and in particular of a report made by the Port Manager, Bari, it appears that :

- a) The C.O. of the British Corvette "Maggie" requested the assistance of two tugs to effect the manoeuvre of changing its mooring, but refused the services of the pilot.
- b) The weather and sea conditions made especial caution necessary, and thus it was particularly desirable that the pilot be embarked - above all in Bari harbour which is very open to ~~on-shore~~ ^{prevailing} winds.
- c) The British Corvette made direct use of its own engines in carrying out the manoeuvre. The Commanding Officers of the tugs were put out of position because of this and were unable to assist in the best possible manner, and one of them heeled over in an alarming manner as the result of an unexpected tightening of the towing hawser due to the movement of the Corvette.

2. In view of the above it does not appear that the responsibility for the damage suffered by the "Maggie" can be attributed to the C.O. of the tug "Littoria", consideration being given to the bad weather conditions and to the fact that, in any case, the C.O. of the "Littoria" was acting in accordance with the direct instructions of the Commanding Officer of the Corvette.

for SHIP OF STAFF

ccs/r
9

19



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

3rd January, 1946.

No. P.C.I.L. 656/9.

THE MINISTRY OF MARINE, ROME.

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

F.M.S. "MAGNIE" - DAMAGE BY ITALIAN TUG "LITTORIA".

While shifting berth from Number 10 berth to Number 8 berth in Bari Harbour at 1540 on Saturday, 6th October, 1945, F.M.S. "MAGNIE" was rammed on the port quarter by the Italian tug "LITTORIA", assisting in the manoeuvre. One ship's side plate and scuttle were badly buckled, necessitating four days repair work at an estimated cost of £.55.

2. The Commander-in-Chief, Mediterranean Station concurs in the decision that all blame for this damage is attributable to the Master of the Italian tug for his bad ship handling which was communicated to the Port Manager, Bari, by the Naval Control Service Officer, Bari, in his letter dated 8th October, 1945. I have therefore been instructed by the Commander-in-Chief to obtain from you a written admission of liability, as the "LITTORIA" is owned and operated by the CAPITANERIA DI PORTO in BARI.

3rd January, 1946.

No. P.O.I.L. 656/9.

THE MINISTRY OF MARINE, ROME.

(Copy to:- Navy Sub Commission, F.O.
Allied Commission.)

H.M.S. "MAGPHE" - DAMAGE BY ITALIAN TUG "LITTORIA".

While shifting berth from Number 10 berth to Number 8 berth in Bari Harbour at 1540 on Saturday, 6th October, 1945, H.M.S. "MAGPHE" was rammed on the port quarter by the Italian tug "LITTORIA", assisting in the manoeuvre. One ship's side plate and scuttle were badly buckled, necessitating four days repair work at an estimated cost of £.55.

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7794

(SIGNED) JAMES BLAIR

FOR REAR-ADMIRAL.

UNITED STATES CLAIMS SERVICE
Office of the Deputy Chief Claims Officer
APC 794 U.S. Army

1 November 1946

DDO R- 19963

SUBJECT: Matter of Pennasio, Giovanni, dec'd and Claim of Pennasio,
Lucia, his mother.

TO: Senior U.S. Liaison Officer, Rome, Italy.

1. Reference is made to your letter L 11-15, Serial 278, 5 May 45, Subj: Claim against US Army, directed to CG PRS, Naples, and enclosing reports on an attack made by colored US troops on Italian sailors, ultimately forwarded to this Service.
2. It is advised that the above named claimant residing in Trieste, by letter dated 22 Dec 45 asserted to this Service a claim based on the death of her son, above named, in the incident to which your correspondence referred.
3. Investigation was conducted by this Service from which it was determined that in the course of disorder and riots on 25 Apr 44 in Naples the above named deceased suffered a fatal gun shot wound and that the shot was in all probability fired by unknown US military personnel. Investigation also disclosed that the deceased was at the time of such fatal injury a member of and on active duty with the Italian Armed Forces as a seaman and member of a submarine crew.
4. Deceased having met death while on active duty as a member of the Italian Armed Forces, the claim of the surviving claimant has been disallowed in the absence of any reciprocal provision for the compensation by the Italian Government of claims based on injuries caused to US military personnel on active duty by members of Italian Forces.
5. It is suggested that the Ministry of Marine be advised of this result in order that the claim of the surviving parent for pension and the like now being asserted with the Italian Ministry of Marine may be clarified thru that Ministry being informed that said claimant is not being compensated by this Service.

7793

GEORGE J. DANIGAN
Major, JAGC
Deputy Chief Claims Officer

Info Cy to
Navy Sub-Comm.
Allied Commission.

Navy Sub-commission, Pg. 40

5 NOV 1946

(18)

PC-1

File No.
111-15

13 November 1946

Serial: 751

From: Senior U.S. Naval Liaison Officer, Italy.
To: The Ministry of Marine.

Subject: Penasio, Giovanni, claim for pension by the mother of.

1. The papers involving the claim for a pension by the mother of Penasio, Giovanni, were forwarded to the United States Claims Service in May 1945 by this Command.

2. The United States Claims Service investigated the question and reports that the subject man, while a member of the crew of an Italian Submarine, was killed during rioting in Naples on 25 April 1944, by a shot that was in all probability fired by unknown American military personnel.

3. The claim for a pension for the mother of the deceased has been disallowed by the United States Claims Service in the absence of any reciprocal agreement with the Italian Government to compensate American Military personnel injured by members of the Italian Forces.

FOR
H. W. ZIERLI.

16 NOV 1946
7792

843041 / Ext. 37.
Corso d' Italia 25.

(17)

7790

OFFICE OF THE
BRITISH MINISTRY OF WAR TRANSPORT

TELEPHONE 843041. Ext. 91.

GAB/118/46/R.7.

Rome,

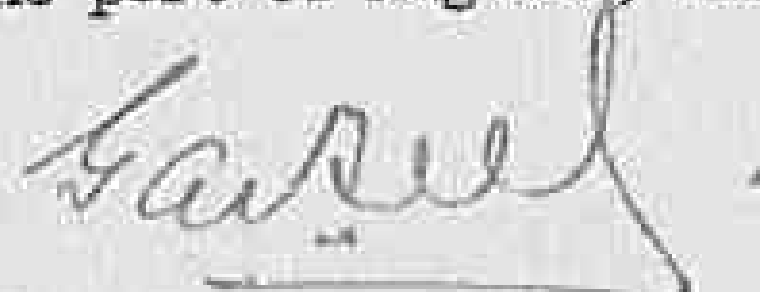
30th January, 1946.

To H.Q. Allied Commission
(Navy Sub Commission), Rome.

From M.W.T.R. (Italian Area)

Subject: Ministry of War Transport Tender s.s. "MARY CLAIRE"

With reference to your enquiry of 27th December, 1945, search has been made of M.W.T.R. files in this area, but I regret to say that no trace can be found of any correspondence in respect of an alleged collision in which the "Mary Claire" was involved in the port of Augusta, Sicily.



(G.A. BELL)
M.W.T.R. (Italian Area)

7789

SUBJECT: REPORTS TO S.S. "PAGANI" AFTER COLLISION WITH
STEAMER "TARY CLARK".

FROM SENIOR NAVAL OFFICER EASTERN SIGLY.

DATE 6th December, 1945, No. 16/7/1999.

TO CHIEF NAVY SUB COMMISSION, ROME.

A copy of 1945's No. 604/2/8/5 of 16th July, 1945 is
forwarded with reference to my 16/7/1972 of 19th November, 1945.

A. H. Banks
(A. H. BANKS.)
COMMANDER, R.F.
for CAPTAIN

L 7788

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4145.
3 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Senior Naval Officer, Eastern Sicily.
Subject: Repairs to S.S. "PASMAN" After Collision with
Steamer "MARY CLARE."

References: (a) S.N.O.E.Sy. ltr. No. I.6/7/1472 of
19 November 1945.
(b) S.N.O.E.Sy. ltr. No. 12716/172 of
12 September 1944.

1. With reference to your letter of 19 November 1945 (reference (a)), it was stated in your letter of 12 September 1944 (reference (b)), to the Italian Naval Command at Augusta, that a proportion of the cost of repairs to "PASMAN" should be borne by the Italian Royal Navy.

2. There is no question of payment being made by the Royal Navy to the Italian Royal Navy and it is requested that the local Italian Command may be informed that the liability is one which must be met by the Ministry of Marine.

Cancel

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

7786

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4145.
3 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Senior Naval Officer, Eastern Sicily.
Subject: Repairs to S.S. "PASMAN" After Collision with
Steamer "MARY CLARE."

References: (a) S.N.O.E.Sy. ltr. No. I.6/7/1472 of
19 November 1945.
(b) S.N.O.E.Sy. ltr. No. 12716/172 of
12 September 1944.

1. With reference to your letter of 19 November 1945 (reference (a)), it was stated in your letter of 12 September 1944 (reference (b)), to the Italian Naval Command at Augusta, that a proportion of the cost of repairs to "PASMAN" should be borne by the Italian Royal Navy.

2. There is no question of payment being made by the Royal Navy to the Italian Royal Navy and it is requested that the local Italian Command may be informed that the liability is one which must be met by the Ministry of Marine.

Cancel

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

7785

SUBJECT: REMAINS TO S.S. "FASMAH" AFTER COLLISION WITH
STEAMER "MARY CLARE".

FROM THE SENIOR NAVAL OFFICER, EASTERN SICILY.

DATE 19th November, 1945.

No. I. 6/7/1472.

TO CHIEF NAVY SUB COMMISSION, H.Q.A.C. ROME.

The enclosed letter No. 15/30793 of 10th November, 1945.
from Comando Militare Marittimo Autonomo Della Sicilia is
forwarded with reference to Malta No. 604/2/F/5 of 16th July, 1945.

A.H. Banks.
(A.H. BANKS.)
COMMANDER. R.N.
for CAPTAIN.
(DUTY)

7784

30 NOV 1945

From: I.R.N. Independent Command, Sicily.
To : Senior Naval Officer, E.Sicily
Date: 10th November 1945
Ref.: 15/30793 - Encl. No.1 ✓

Subject: I.R.N. Ship "PASMAN" - repairs.

1. Forwarded herewith is the original letter No. 12716/172 of 12th September 1944 from S.N.O.E.S.Y., Augusta, concerning the repairs effected to the "PASMAN" after a collision with the S.S. "MARY CLARE".

2. It is requested that you may give instructions for repayment to this Command of the relative costs, calculated at £.148-3-9d by S.N.O.E.S.Y., Augusta, in order that this amount may be remitted to the Ministry of Marine at Rome.

Senior Rear Admiral, Commanding,
Carlo PINNA.

GGE/P.

7783



Messina

10 NOV. 1945

M. E.N.O.E.S.Y.

Regia Marina

MESSINA

COMANDO N.M. AUTONOMO

DELLA SIGILLIA

Ufficio GENIO NAVALE

INDIRIZZO TELEGRAFICO: MARISICILIA

Prot. N. 15/30793 Allegato uno

ARGOMENTO Nave "PASMAN" - Lavori.

- 1.- Trasmetto il foglio originale dello S.M.O. E.S.Y. di Augusta n° 12716/172 in data 12 Settembre 1944 riguardante lavori eseguiti alla Nave Pasman in seguito a collisione avuta col piroscafo Mary Clare.
- 2.- Prego disporre il rimborso a questo Comando della spesa relativa, calcolata dallo S.M.O. E.S.Y. di Augusta in L. 148.3.96, per la rimessa di tale somma al Ministero della Marina.

L'AMMIRAGLIO DI DIVISIONE
Comandante
(Carlo PINNA)

16/9/2026

Penna 7782

C O P YSUBJECT: S/S "TASMAN"

FROM C.M.M.A.S. MESSINA.

DATE 10th November, 1945. No.15/30793.

TO S.N.O.E.S.Y. MESSINA.

1. Herewith attached original Note No.12716/172 of September, 12th 1944, by Augusta S.N.O.E.S.Y., concerning repairs made to the S/S "TASMAN" after her collision with the steamer "TORY CLARE".

2. It is requested that the expenses - as reckoned by Augusta S.N.O.E.S.Y. To the sum of £143:3:9: be defrayed for us to convey their amount to the Italian Navy Dept.

(Sgd. Pinna R.A.)
THE COMMANDING OFFICER.

7781

VI.

Malta 604/2/P/5

CHIEF, NAVY SUB COMMISSION, HQ., A.C. ROME.
(Copies to: Ministry of War Transport Representative,
Mediterranean, Naples.
Senior Naval Officer, Eastern Sicily.).

Forwarded.

2. A copy of charterparty T. 98A has now been received, and form T.774 of which the terms are incorporated, has been obtained locally.
3. It appears that the necessary facts have now been assembled for a decision to be arrived at in this case, but it is not clear that the case concerns the Royal Navy, since
 - (a) the question of liability to pay lies between the owners of the MARIE CLAIRE and the charterers, namely the Ministry of War Transport.
 - (b) the question of entitlement to receive depends on the position of the PASMAN as an ex-Yugoslav prize in Italian hands, which is best known to the Navy Sub Commission.
4. In these circumstances, while it seems that the matter has been sufficiently discussed for there to be little difficulty in deciding either question (a) above, or the quantum of damage to the PASMAN for which the MARIE CLAIRE is liable; it is not open to me to offer a decision in a case entirely concerning other parties.
5. A copy of S.N.O.E.S.M's letter 16/5/2715 of 3.4.45 is attached for M.W.T. Representative, Mediterranean, as this was by an oversight not forwarded to him at the same time as to Flag Officer Liaison, (none).

16th July, 1945.

7780
J. Lawrence Hamilton
VICE ADMIRAL, MALTA.

III

No. 16/7/5

THE MINISTRY OF WAR TRANSPORT REPRESENTATIVE
MEDITERRANEAN,
NAPLES.

It is understood that "MARY CLAIRE" was on T.98A Charter to the Ministry of War Transport at the time. It would be appreciated if I could be informed as soon as possible what were the terms of the charter party vide paragraph 2 of Vice Admiral, Malta's letter, Malta No. 604/2/F/2 of 15th May, 1945.

2. The Deputy Ministry of War Transport Representative, Augusta, has suggested that I apply to you.

H.M.S. "HAMILCAR"
MESSINA
26th May 1945.

Sgd. COLIN CAMPBELL.
CAPTAIN R.N.
SENIOR NAVAL OFFICER
EASTERN SICILY

IV

SENIOR NAVAL OFFICER EASTERN SICILY,
H.M.S. "HAMILCAR", MESSINA.

S.S. "MARY CLAIRE"

Reference your minute No. 16/7/5 of 26th ult., it is confirmed that this vessel is presently operating under terms of Charter Party T.98A having been taken up on such terms on 5th July, 1943, at Gibraltar.

M.W.T.R. Hed.
7th June, 1945.

Sgd. James H. Henderson.
D.M.W.T.R.

7779

1945.

2. The Deputy Ministry of War Transport Representative, Augusta, has suggested that I apply to you.

H.M.S. "HAMILGAR"
MESSINA
26th May 1945.

Sgd. COLIN CAMPBELL.
CAPTAIN R.N.
SENIOR NAVAL OFFICER
EASTERN SICILY

IV

SENIOR NAVAL OFFICER EASTERN SICILY,
H.M.S. "HAMILGAR, MESSINA.

S.S. "MARY CLAIRE"

Reference your minute No. I6/7/5 of 26th ult., it is confirmed that this vessel is presently operating under terms of Charter Party T.98A having been taken up on such terms on 5th July, 1943, at Gibraltar.

M.W.T.R. Med.
7th June, 1945.

Sgd. James H. Henderson.
D.M.W.T.R.

7779

C O P Y

HEADQUARTERS, ALLIED COMMISSION
Navy Sub Commission APC 394.

NSC/2242
24th April 1945.

From: Navy Sub Commission, Hq., Allied Commission.
The Vice Admiral, Malta & Central Mediterranean.

Subject: Accident to Ship "PASMAN"

1. Reference is made to your Minute II No. 604/2/F on Senior Naval Officer Eastern Sicily's No. 16/5/2715 of 3 April.
2. Liability for the damage sustained by "PASMAN" including the cost of slipping, appears to rest with either (a) the owners or (b) the charterers of "MARIE CLAIRE", depending on the terms of the charter party.
3. No action is being taken to inform the Ministry of Marine of this opinion. It is recommended that a full statement of the circumstances be sent for the information of the Admiralty, including reference to the original report of the collision made in accordance with King's Regulations and Admiralty Instructions, Article 1167.
4. If it is determined that the Royal Navy should assume the responsibility for charges arising from damage to "PASMAN", the appropriate notification should be given to the Chief Accountant, Allied Commission in order that a credit may be given to the proper Italian Government account.

(Sgd)
REAR ADMIRAL
CHIEF, NAVY SUB COMMISSION, AC.

Copy to: SMOESI.

II

Malta No. 604/2/F/2
SENIOR NAVAL OFFICER, EASTERN SICILY,
(Copy to:-
Navy Sub. Commission, H.Q. Allied Commission)

It is understood that "MARIE CLAIRE" was owned by the Ministry of War Transport with her original crew on board, and was allocated from Gibraltar to the D.M.W.T.R. Augusta, when she was loaned temporarily to the Kite Balloon Officer Augusta for servicing Merchant Ship Balloons.

2. It is requested that the information required by paragraph 2 of Minute I above may be forwarded as soon as possible. Information is also requested whether an original report in accordance with K.R. & A.I. Article

2. Liability for the damage sustained by "PASMAN" including the cost of slipping, appears to rest with either (a) the owners or (b) the charterers of "MARIE CLAIRE", depending on the terms of the charter party.

3. No action is being taken to inform the Ministry of Marine of this opinion. It is recommended that a full statement of the circumstances be sent for the information of the Admiralty, including reference to the original report of the collision made in accordance with King's Regulations and Admiralty Instructions, Article 1167.

4. If it is determined that the Royal Navy should assume the responsibility for charges arising from damage to "PASMAN", the appropriate notification should be given to the Chief Accountant, Allied Commission in order that a credit may be given to the proper Italian Government account.

(Sgd)
Rear Admiral
Chief, Navy Sub Commission, AC.

Copy to: SHCESY.

II

Malta No. 604/2/7/2
Senior Naval Officer, Eastern Sicily,

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

It is understood that "MARY CLAIRE" was owned by the Ministry of War Transport with her original crew on board, and was allocated from Gibraltar to the D.M.W.T.R. Augusta, when she was loaned temporarily to the White Balloon Officer Augusta for servicing Merchant Ship Balloons.

2. It is requested that the information required by paragraph 2 of Minute I above may be forwarded as soon as possible. Information is also requested whether an original report in accordance with K.R. & A.I. Article 1167 is available for transmission to the Admiralty.

15th May, 1945.

(Sgd) F.D. HAMILTON.

VICE ADMIRAL, MALTA

Minute III....!

200-1

ACCIDENT TO SHIP "PAGLIAN".

(Ref: Headquarters, Allied Commission Navy Sub Commission
No. HSC/2242 of 24th April, 1945.)

11.

Malta No. 604/2/F/2

SENIOR NAVAL OFFICER, EASTERN SICILY.

(Copy to:-

Navy Sub Commission, H.Q. Allied Commission.)

It is understood that "Mary Claire" was owned by the Ministry of War Transport with her original crew on board, and was allocated from Gibraltar to the D.M.W.T.R. Augusta, when she was loaned temporarily to the Kite Balloon Officer Augusta for servicing Merchant Ship balloons.

2. It is requested that the information required by paragraph 2 of Minute 1 above may be forwarded as soon as possible. Information is also requested whether an original report in accordance with K.R.&A.I. Article 1167 is available for transmission to the Admiralty.

F. DALRYMPLE HAMILTON

VICE ADMIRAL, MALTA.

15th May, 1945.

7778

PC-1

C O P Y

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394.

HSC/2242.
24th April, 1945.

From: Navy Sub Commission, Hq., Allied Commission.
The Vice Admiral, Malta and Central Mediterranean.

Subject: Accident to Ship "PASMAN"

1. Reference is made to your Minute II No. 604/2/2 on Senior Naval Officer Eastern Sicily's No. 16/5/2715 of 3 April.

2. Liability for the damage sustained by "PASMAN" including the cost of slipping, appears to rest with either (a) the owners or (b) the charterers of "MARIE CLAIRE", depending on the terms of the charter party.

3. No action is being taken to inform the Ministry of Marine of this opinion. It is recommended that a full statement of the circumstances be sent for the information of the Admiralty, including reference to the original report of the collision made in accordance with Kings Regulations and Admiralty Instructions, Article 1167.

4. If it is determined that the Royal Navy should assume the responsibility for charges arising from damage to "PASMAN", the appropriate notification should be given to the Chief Accountant, Allied Commission in order that a credit may be given to the proper Italian Government account.

(Sgd)

HELP ADMIRAL
CHIEF, NAVY SUB COMMISSION, AC.

Copy to: SACSES

II.

Malta No. 604/2/F/2

SENIOR NAVAL OFFICER, EASTERN SICILY.

(Copy to:-

Navy Sub. Commission, H.Q. Allied Commission)

It is understood that "MARIE CLAIRE" was owned by the Ministry of War Transport with her original crew on board, and was allocated from Gibraltar to the D.M.W.T.R. Augusta, when she was loaned temporarily to the White Balloon Officer Augusta for servicing Merchant Ship balloons.

2. It is requested that the information required by paragraph 2 of Minute I above may be forwarded as soon as possible. Information is also requested whether an original report in accordance with K.R. & A.I. Article 1167 is available for transmission to the Admiralty.

7777

for the information of the Admiralty, including reference to the original report of the collision made in accordance with Kings Regulations and Admiralty Instructions, Article 1167.

4. It is determined that the Royal Navy should assume the responsibility for charges arising from damage to "HMSMAN", the appropriate notification should be given to the Chief Accountant, Allied Commission in order that a credit may be given to the proper Italian Government account.

Copy to: SMOESY

(Sgd)
REAR ADMIRAL
CHIEF, NAVY SUB COMMISSION, AG.

II.

Malta No. 604/2/P/2
SENIOR NAVAL OFFICER, EASTERN SQUAD.
(Copy to:-

Navy Sub. Commission, H.Q. Allied Commission)

It is understood that "MARY CLAIRE" was owned by the Ministry of War Transport with her original crew on board, and was allocated from Gibraltar to the D.M.W.T.R. Augusta, when she was loaned temporarily to the Kite Balloon Officer Augusta for servicing Merchant Ship balloons.

2. It is requested that the information required by paragraph 2 of Minute I above may be forwarded as soon as possible. Information is also requested whether an original report in accordance with N.R. & A.I. Article 1167 is available for transmission to the Admiralty.

15th May, 1945.

(Sgd) F.D. HAMILTON.

VICE ADMIRAL, MALTA

Minute III,.....

PC-1

III

No. 16/7/5.
THE MINISTRY OF WAR TRANSPORT REPRESENTATIVE,
MEDITERRANEAN,
NAPLES.

It is understood that "LAWY CLAIRE" was on T.984 Charter to the Ministry of War Transport at the time. It would be appreciated if I could be informed as soon as possible what were the terms of the charter party vide paragraph 2 of Vice Admiral, Malta's letter, Malta No. 604/2/T/2 of 15th May, 1945.

2. The Deputy Ministry of War Transport Representative, Augusta, has suggested that I apply to you.

H.M.S. "HAMILCAR"
MESSINA.
26th May, 1945.

Sgt. COLIN CAMPBELL.
CAPTAIN R.R.
SENIOR NAVAL OFFICER
EASTERN SICILY

IV

SENIOR NAVAL OFFICER, EASTERN SICILY,
H.M.S. "HAMILCAR", MESSINA.

S.S. "LAWY CLAIRE"

Reference your minute No. 16/7/5 of 26th ult., it is confirmed that this vessel is presently operating under terms of Charter Party T.984 having been taken up on such terms on 5th July, 1945, at Gibraltar.

Sgt. James H. Henderson.
D.H.V.T.A.

H.M.T.R. Med.

It is understood that "H.M.S. T.98A" was on 1.98A Charter to the Ministry of War Transport at the time. It would be appreciated if I could be informed as soon as possible what were the terms of the charter party vide paragraph 2 of Vice Admiral, Malta's letter, Malta No. 004/2/P/2 of 15th May, 1945.

2. The Deputy Ministry of War Transport Representative, Augusta, has suggested that I apply to you.

H.M.S. "FAMILCAR"
MESSING.
26th May, 1945.

Sgt. COLIN CAMPBELL.
CAPTAIN R.N.
SENIOR NAVAL OFFICER
EASTERN SICILY

IV

SENIOR NAVAL OFFICER, EASTERN SICILY,
H.M.S. "HATILOR", MESSINA.

S.S. "MARY CLAIRE"

Reference your minute No. 16/7/5 of 26th ult., it is confirmed that this vessel is presently operating under terms of Charter Party T.98A having been taken up on such terms on 5th July, 1943, at Gibraltar.

M.F.T.R. Med.
7th June, 1945.

Sgt. James H. Henderson.
D.H.W.T.R.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

HSC/2242
24 April 1945.

FILE

FROM: Navy Sub-Commission, Hq., Allied Commission.
TO: The Vice Admiral, Malta and Central Mediterranean.
SUBJECT: Accident to ship "PASMAR".

1. Reference is made to your minute II No. 604/2/F on Senior Naval Officer Eastern Sicily's No. 16/5/2715 of 3 April.

2. Liability for the damage sustained by "PASMAR", including the cost of slipping, appears to rest with either (a) the owners or (b) the charterers of "MARIE CLAIRE", depending on the terms of the charter party.

3. No action is being taken to inform the Ministry of Marine of this opinion. It is recommended that a full statement of the circumstances be sent for the information of the Admiralty, including reference to the original report of the collision made in accordance with King's Regulations and Admiralty Instructions, Article 1187.

4. If it is determined that the Royal Navy should assume the responsibility for charges arising from damage to "PASMAR", appropriate notification should be given to the Chief Accountant, Allied Commission in order that a credit may be given to a proper Italian government account.

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
SHORSBY.



25 APR 1945

7776

Per 4

SUBJECT. ACCIDENT TO THE SHIP "PASHAN".

FROM. The Senior Naval Officer, Eastern Sicily, Messina.
(The Commanding Officer, H.M.S. "HAMILGAR")

DATE. 3rd April, 1945. No. I6/5/2715. ✓

TO. THE VICE ADMIRAL, MALTA AND CENTRAL MEDITERRANEAN.

With reference to your signal 010932/March and The Flag Officer, Taranto, Adriatic and Liaison Italy (Rome)'s No. I.327/4 of 14th February, 1945, the following information is submitted:-

1. "MARIA CLARE" was on T.98 A Charter to The Ministry of War Transport, taken up on 8th April, 1943.

2. (a) "PASHAN" was not in need of immediate repairs prior to the accident. The concrete patch fixed over the previous damaged portion of the hull was sound and would have lasted for a long time without any repairs considering the type of the work on which she was employed, namely harbour duties. She was in fact operating quite efficiently and no arrangements had been contemplated to make the repairs more permanent.

(b) "PASHAN" had previously received damage but this did not necessitate repairs other than the patch referred to in paragraph 2 (a) above. In view of the age of the vessel it is extremely improbable that the patch would have been touched provided it had remained secure.



Colin Campbell
(COLIN CAMPBELL)
CAPTAIN R.N.

7775

Q. copied per MORISSE

COMANDO	
N. 8915	14-9-44

OFFICE OF THE SENIOR NAVAL OFFICER,

EASTERN SICILY,

AUGUSTA.

12th September, 1944.

Ref. No. 12716/172.COLLISION BETWEEN "PASMA" AND "MARY CLARE".

The findings of the Board of Inquiry, recommendation (b) suggest that a proportion of the cost of repairs to "PASMA" should be borne by the Italian Command.

Owing to the seriously corroded and holed section of bottom plating that had to be renewed to make the "PASMA" seaworthy, it is considered the cost of slipping, cleaning and painting should be borne by Italian Command. All damage repair accounts including the renewal of defective section of bottom plate, amounting to £ 148.3.9d. plus cost of new plate supplied from R.N. stock, to be settled through R.N. Base.

Your approval or remarks would be appreciated.

A. L. Lamer

CAPTAIN R.N.

COMANDO MARINA, AUGUSTA.

7774

NSC/4598
15 February 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : D.A.D. 84 Claims & Hirings,
APO S.484, C.M.F.

Subject: Automobile Accident near Brescia on 25th August 1945.

1. Enclosed copies of correspondence are forwarded in reference to your letter No. 84/50825/63 dated 17th December 1945.

2. It is regretted that no useful information has been received. Any further news received from the Ministry of Marine will be communicated to you.

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

19 FEB 1946

7773

(16)

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 14th February 1946
Ref.: 3051/2

Subject: Automobile accident near Brescia on 25th
August 1945.

Reference is made to your letter NSC/4534 dated 1st February 1946 and to your signal 111135 A February.

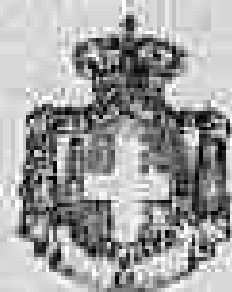
You are informed that preliminary enquiries have produced no previous particulars concerning the BUSSI Gustavo named therein.

However, the Director-General of C.R.E.M. at this Ministry has been asked to make a detailed investigation and if anything definite emerges it will be communicated to the Navy Sub Commission without delay.

CHIEF OF CABINET

GGE/P.

7772



Mod. 40

Roma.

194

Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

14 FEB
NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

Part. N° 3051/2 Allegato

ARGOMENTO

Incidente automobilistico presso
BRESCIA avvenuto il 25 agosto 1945.

URGENTE

Riferimento foglio NSC/4534 in
data 1 Febbraio 1946 e messaggio 111135 A
Febbraio.

Si comunica che dagli accertamenti
preliminari non è risultato alcun precedente
riguardante il nominato BUSSI Gustavo.
E' stata comunque interessata la Direzione
Generale del C.R.E.M. di questo Ministero a
svolgere accurate ricerche, e, qualora positi-
ve, saranno urgentemente comunicate a codesta
N.S.C.-

IL CAPO DI GABINETTO
C. di V. G. MARINI

[Signature] 71

TO. MINISTRY OF MARINE.

FROM. NSC.

AN EARLY REPLY IS REQUESTED TO LETTER NSC/4534 DATED 1st FEBRUARY 1946... SUBJECT TRAFFIC ACCIDENT NEAR BRESCIA ON 25th AUGUST 1945.

.... 111135A/FEB

T/P P/L
Dist. NSC(4). 308.

TOD 1140

F.R.

11/2.

7770

NSC/4534
1 February 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Traffic Accident near Brescia, 25 August 1945.

1. Allied Authorities are investigating a claim for compensation arising out of a traffic accident which took place near BRESCIA on 25th August 1945 and in which a vehicle Z 4949850 driven by EUSI Gustavo of the No. 4 Naval Co-operators Company is alleged to have been involved.

2. The 4th Naval Co-operators Company were released from service with the Royal Navy on 15th August 1945 and it is presumed that the driver is a Naval rating and would have reported any accident to the Italian Naval Authorities.

3. It is requested that every endeavour be made to trace the driver in order that he may be interrogated and any information communicated to the Navy Sub-Commission as soon as possible.

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

Copy to:
S4 Claims & hirings,
APO S 484, C.M.F.

5 FEB 1946

7769

Index - Serial 180000-10000

MMA(A-2)

X	Date	Page to (section)	Ref. Info	Remarks
29/1/46	Navy Spk (atten Lt. Col. Lettins Davies)	att'd	Subject: Claim for damage to bridge. Ref your NSC/4489 dated 25/1/46 this HQ regrets it does does not possess the information required & suggests you approach the Italian Ministry of Marine	JAL Pearce 17y

776b

D.A.D. 84. CLAIMS AND HIRINGS

N.S.C.

EVERYTHING POSSIBLE IS BEING DONE TO DEAL WITH YOUR LETTER
84/50825/63/A DATED 17TH DECEMBER IN AN EFFICIENT MANNER AND A
REPLY WILL BE MADE AS SOON AS POSSIBLE. YOUR 181400A. REFERS.

.....261127/JANUARY.....

DIST...NSC(4)

T/P

P/L

TOD...1328

RCB

26/1

7767

TRAFFIC ACCIDENT NEAR BRESCIA 25TH AUGUST 1945.
(Navy Sub-Commission's letter No. NSC/4419, dated 12th January 1946.)

III.

NSC/4489 V

25 JAN. 46

LAND FORCES SUB-COMMISSION, HQ. ALLIED COMMISSION (M.M.I.A.)

Any information you can supply to clear up this matter will
be appreciated.

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

PC-1
7768
[Signature]

U/C

TO. NAVAL SUB COMMISSION A.C.

FROM. DAD BL CLAIMS AND HIRINGS.

Expedite reply our letter 84/50825/63/A dated Dec 17th.

T/P P/L
Dist. NSC(4).log

..... 151400A/JAN
TOR 1410 P.M.

19/1.

7765

X

TRAFFIC ACCIDENT NEAR BRESCIA 25TH AUGUST 1945.
(Navy Sub Commission's letter No. NSC/4419, dated 12th
January, 1946.)

II.

No. P.O.I.L. 456/73.

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

It would appear from Military Mission to
the Italian Army's signal timed 151733Z August, 1945,
that the No. 4 Naval Co-operators Company was
released from service with the British Navy on
15th August, 1945.

W. Stebbins

ROME,
17th January, 1946.

for REAR-ADMIRAL.

I 7764

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4419
12 January 1946.

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

Subject: Traffic accident near Brescia, August 25th.

1. Copy of letter 24/50825/63 dated 17th December 1945 received from DAD, 84, Claims and hirings is forwarded.

2. It is understood that the 4th Naval Co-operators Company (BR-ITI) was under the administration of the Royal Navy and employed in Genoa at the time of the alleged accident.

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

Copy to:
DAD, 84 Claims & Hirings,
APO 3.484 C.M.F.

14 JAN 1946

7763

Subject : Traffic a (dent near Brescia
Aug 25th
Allied Commission
To : Naval Sub-Commission

CLAIMS & HIRINGS
S 484 C.M.F.
84/50825/63
17/12/45

I am investigating a claim by AERAMI F. for compensation for injuries and damage to his bicycle arising out of the a/m T.A. in which the vehicle Z 4959850 driven by BUESSI Gustavo of the 4th Compagnia Cooperatori Navali is alleged to have been involved.

Q (AE) confirm that the vehicle was on charge to the 4 Italian Naval Coy on the date of the accident and I assume that the fact that we have such records implies that the Unit was a ER-ITIS one. Unfortunately direct application to them for a 3676 with relevant statements (which should be rendered long before I hear of the accident) has produced no reply.

Reference to 3 R.L.U. thereon has produced the suggestion that you be approached. Can you trace the Unit please and advise them of my difficulty. If this is a matter which falls to be dealt with by this Commission, they should produce the 3676 with relevant statements together with an explanation as to why they did not report the accident at the time.

If it is a matter which is being or should be dealt with by the competent Italian authorities would they now have the courtesy to say so.

Casual, inefficient or dilatory attention to these enquiries wastes the time of all concerned and prejudices the handling of claims.

HR/vg

H. Reid
Major
DAD 84 Claims & Hirings

7762

MSC/L750
16 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Land Forces Sub-Commission, Italian Prisoner-of-War
Division, Allied Commission.

Subject: RUSSO Vito - Ex Italian Prisoner-of-War.

1. Letter Liv/2A/8704 dated 11th March 1946 received from Allied Commission Liaison Officer, Leghorn, is forwarded for appropriate action.

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

cc:
Allied Commission Liaison Officer,
Leghorn.

16 MAR 1946

7761

(15)

*Conferred with Leghorn
Land Force S/C.*

NSC/5742
7 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Marine (Cabinet)
Subject: Claim of GIOVANNI SCOLAFURRU.
Reference: (a) Ministry of Marine ltr. 18073/2 of 30 November 1946.

1. The United States Claims service has notified the Navy Sub-Commission that the subject claim cannot be allowed.
2. At the time of the accident the subject was on active service with the Italian Navy and in default of a reciprocal agreement between the United States and Italian governments each must be held to be responsible for compensating members of their own armed forces.
3. The claimant was notified direct at his home address on July 17th 1946.

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

9 DEC 1946

7766

(11)

PC-1

From: MINISTRY OF MARINE (Cabinet)
To : Officer in Charge Regional Office,
V.U.S. Claims Service - APO 794 U.S. Army
per : H.S.C.) H.Q. - A.C.
Date: 30th November 1946
Ref.: 18073 /2

Subject: Matter of Giovanni Scolafurru and claim of same.

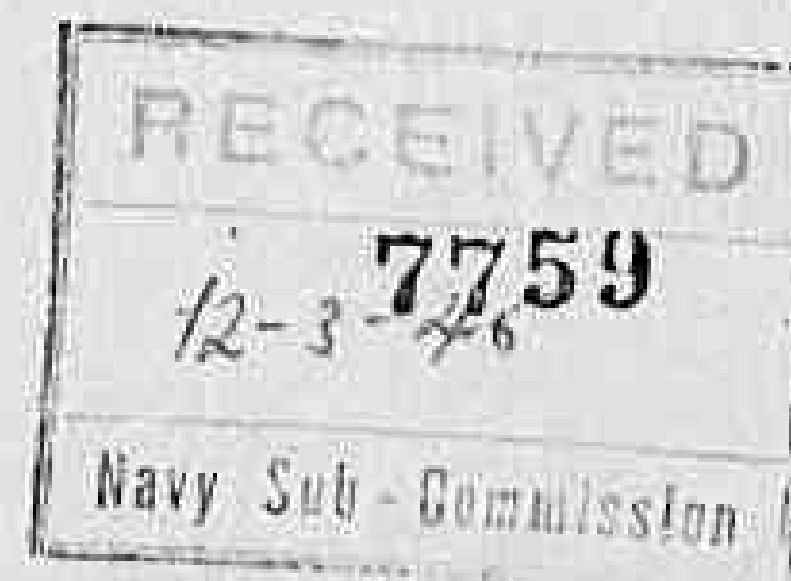
It is requested that you should communicate whether you have made any decisions on the subject.

The subject has repeatedly been hastened by the Ministry of Marine in the following letters :

No. 6444/2	dated 13. 4.46
No. 6444/2	" 7. 7.46
No. 6444/2	" 23. 8.46
No. 15461/2	" 20. 9.46
No. 18073/2	" 6.11.46

By direction
CHIEF OF NAVAL STAFF

JLE/P.
3



Mod. 39



Roma.

30 NOV 1946

Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 18073/2 Allegati

tramite: NAVY SUB COMMISSION
Headquarters, A.C.

ARGOMENTO: Questione relativa a Giovanni SCOLAFURRU e reclamo
del medesimo.

Pregasi comunicare se avete ora preso qualche
decisione in merito alla questione in argomento.

La pratica è stata ripetutamente sollecitata
da questo Ministero con le seguenti lettere:

No. 6444/2	in data	13.4.46
No. 6444/2	" "	7.7.46
No. 6444/2	" "	23.8.46
No. 15461/2	" "	20.9.46
No. 18073/2	" "	6.11.46.

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

M. Marini 758

From: MINISTRY OF MARINE (Cabinet)
To : Officer in Charge Regional Office, V.U.S. Claims Service
APO 794 U.S. ARMY
Through : N.S.C. - H.Q. - A.C.
Date: 6th November 1946
Ref.: 18073

Subject: Affairs of Giovanni SCOLAFURRU and claim of same

It would be appreciated if an answer could be given to our letter 15461/2, dated 20th September 1946, on the above subject.

By direction
CHIEF OF CABINET

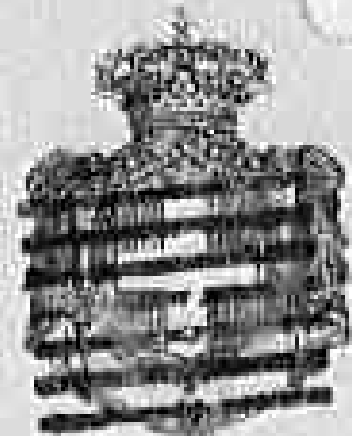
7757

JLP/P.
6

Navy Sub-commission, Hq. AC

7 NOV 1946

Mod 39



Ministero della Marina
GABINETTO

Roma. - 6 1345

INDIRIZZO TELEGRAFICO MARINA - ROMA

Prot. N° 18043/gj Allegato

Officer in Charge Regional
Office, V.U.S. Claims Ser-
vice - APC 794 U.S. ARMY +
tramite: NAVY SUB COMMISSION
Headquarters, A.C.

ARGOMENTO: Questione relativa a Giovanni SCOLAFURRU e reclamo
del medesimo.

U R G E N T E

Si prega voler dare cortese riscontro al
foglio di questo Ministero No. 15461/2 in data 20
Settembre 1946, all'argomento sopra indicato.-

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

7756

UNITED STATES CLAIMS SERVICE
Office of the Deputy Chief Claims Officer
APO 794 U.S. Army

31 October 1946

DDO R-10570

SUBJECT : Matter of Scalafurru, Giovanni, and Claim of the Same

TO : Chief Navy Sub-Commission, Hqs Allied Commission,
APO 794, US Army

1. Reference is made to your letter 10 Oct 46, Subj: as above, your file HSC/5523. Advice is made that said claim has now been determined.

2. Investigation by this Service disclosed that at or about 2145 hours, 11 Apr 45, Chief Yeoman H.O. Cross, 6024163, USNA, attached to Motor Torpedo Boat Squadron 22 was operating US Navy Jeep 7118949 on Via Principe Amedeo near Maddalena, Sardinia, when he encountered a group of Italian Navy enlisted men, two of whom were struck by the jeep while walking in the road and before Chief Yeoman Cross could bring the jeep to a halt.

3. C.Y. Cross stopped his jeep, turned around, and with the assistance of another Navy jeep that appeared on the scene transported the two injured to the Italian Navy Hospital.

4. Scalafurru suffered a compound fracture of the left leg and a simple one of the right leg and other lesser injuries.

5. At the time of the collision Scalafurru, the perhaps on pass and in the particular moment off duty, was a member of the Italian Armed Forces and on active duty therein.

6. Accordingly in the absence of any known reciprocal arrangement for the allowance by the Italian Government of meritorious claims by US military personnel in situations parallel to that here presented, the claim was disallowed and the claimant so notified by notice forwarded to him at his home address on 17 July 46 thru Italian State post.

George J. Rivan
GEORGE J. RIVAN
Major, JAGD
Deputy Chief Claims Officer

7755
Navy Sub-commission, Hq. AC

8 NOV 1946

NSC/5523
10 October 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Deputy Chief Claims Officer in Italy.
United States Claim Service, APO 782 USArmy.
Subject: Matter of Giovanni SCOLAPURRU and Claim of same.

1. With reference to your letter DCCO - R - 10570 dated 17th December 1945, it would be appreciated if the N.S.C. could be informed whether a decision has now been made regarding the claim.

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

11 OCT 1946

1 7754

From: MINISTRY OF MARINE (Cabinet)
To : Officer in Charge Regional Office, V.U.S. Claims Service
APC 794 U.S. ARMY - per : H.S.C. - H.Q. - A.C.
Date: 20th September 1946
Ref.: 15461

Subject: Matter of Giovanni SCOLAFURU and Claim of same

- With reference to : (a) Ministry of Marine's letter 23024/2,
dated 25th November 1945, addressed
to the Navy Sub Commission, Headquarters,
Allied Commission, Rome (copy attached).
- (b) Navy Sub Commission's letter NSC/1328,
dated 28th December 1945, paragraph 3,
(copy attached).

In connection with the above letters, it would be
appreciated if you could inform us whether you have yet made a decision
on the subject.

By direction
CHIEF OF CABINET

JHP/P.
20

7753

Mod.39



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 15461/2 Allegato

ARGOMENTO: Questione relativa a Giovanni SCOLAFURRU e reclamo del medesimo.

Roma 20 SET. 1945

*Officer in Charge Regional
Office, V.U.S. Claims Ser-
vice - APO 794 U.S. ARMY -
tramite: NAVY SUB COMMISSION
Headquarters, A.C.*

- Riferimento: (a) lettera del Ministero Marina 23024/2 del 25 Novembre 1945 indirizzata alla Navy Sub Commission, HQ., A.C. Roma (copia allegata);
(b) lettera della Navy Sub Commission NSC/4328 del 28.12.1945, paragrafo 3, (copia allegata).

Con riferimento alle lettere sopracitate,
si prega comunicare se avete ora preso qualche decisione
in merito.

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

Marini

1 7752

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

HSC/4328.
28 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Matter of Giovanni SCOLAFURRU and Claim of Same.

1. With reference to your letter No. 23024/2 dated 25 November 1945, the Deputy Chief Claims Officer states that the claim is still receiving attention and to complete investigation an officer will have to proceed to Sardinia.
2. On completion of the investigation the claimant will be advised as to the decision on his claim.
3. It is suggested that any further communication in connection with this matter should be addressed to the Officer-in-Charge, Regional Office V, U.S. Claims Service, APO 794, U.S. Army.

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

29 DEC 1945

7751

UNITED STATES CLAIMS SERVICE
Office of the Deputy Chief Claims Officer in Italy
APO 782 U. S. Army

GJB/rew

17 Dec 45

DCCO-R-10570
Your Ref NSC/4153

SUBJECT: Matter of SCALAFURRU, Giovanni and Claim of the Same
TO : Chief, Navy Sub-Commission, Hqs Allied Commission, APO 394

1. Reference is made to your letter 4 Dec 45, above reference, Subj: Road Accident - Seaman Giovanni SCOLAFURRU, o/n 149758, a copy of letter of Italian Ministry of Marine annexed thereto and returned herewith.

2. In June 45 SCALAFURRU, Giovanni filed in Regional Office V of this Service, then at Cagliari, Sardinia, a claim for personal injuries received allegedly as a consequence of his being struck by a U. S. military vehicle on 11 Apr 45. Investigation was initiated on the matter and carried forward in the field until Regional Office V of this Service at Cagliari, Sardinia was closed in Aug 45. The office was closed because the number of claims then pending in Sardinia was so small as not to justify the continuance of American personnel on duty in Sardinia, particularly in view of the small number of personnel available to this Service.

3. The files and records of Regional Office V have been moved to Rome, and investigation of the few remaining claims in Sardinia has been continued so far as possible through the mails. It is anticipated that when the claims pending in Sardinia have been brought to the point where further investigation through the mails would not be practicable, an officer of this Service will then be sent to Sardinia to complete the investigation of such pending claims. The claim based on the alleged personal injury of the above named seaman is one of those claims which will be so handled.

4. On completion of the investigation the claimant will be advised in due course as to the decision on his claim.

5. It is suggested that any further communication in connection with this matter be had with the "Officer in Charge, Regional Office V, U. S. Claims Service, APO 794, U.S. Army", as he is the officer charged with the completion of the investigation.

For the Deputy Chief Claims Officer:

7750

49. Banigan
GEORGE J. BANIGAN,
Major, J.A.G.D.,
Executive Officer.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4153.
4 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Deputy Chief, Claims Office, APO 794, U.S. Army.
Subject: Road Accident - Seaman Giovanni SCOLAFURRU,
o/n 149758.

1. A copy of letter 23021/2 dated 25 November 1945, received from Ministry of Marine is forwarded and it would be appreciated if you could furnish particulars to the Navy Sub-Commission, A.C., in order that a reply can be made.

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

4 DEC 1945

PC-1
A
7749

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 25th November 1945
Ref.: 23024/2

Subject: Road-Accident - Seaman SCOLAFURRU Giovanni
o/n 149758.

1. On 11th April 1945 (P.M.) an American vehicle knocked down Seaman-driver SCOLAFURRU Giovanni, belonging to the Independent Military Maritime Command Sardinia, at La Maddalena, at the time and place described in the attached copy of a statement which was prepared at that time.
2. Procedure was then commenced with the Allied Claims Office, Cagliari, to obtain a suitable compensation for the above rating, the fault of the accident having been attributed to the driver of the American vehicle.
3. However, before the matter was settled the above Claims Office was closed and its functions were transferred to the Chief Claims Office, Rome (Piazza Augusto Imperatore, No.32).
4. The Independent Military Maritime Command, La Maddalena, made application to that Authority as long ago as 28th September last in its letter No.32201, without result.
5. The Navy Sub Commission is requested to approach the Chief Claims Office, Rome, in order that the matter may be settled at an early date, it being observed that the person who was hurt is in a position of serious financial embarrassment.

APD. 194.

CHIEF OF CABINET

GGE/P.

7748



Mod.39

Roma 25 NOV. 1945

Ministero della Marina

GABINETTO

Al NAVY SUB COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO MARINA - ROMA

*Prot. N° 23024/2 Allegati*ARGOMENTO: Incidente di traffico - Marinaio SCOLAFORRU Gio-
vanni matricola 149758.

1. La sera dell'11 Aprile 1945 una autovettura americana investiva il marinaio autista SCOLAFORRU Giovanni - appartenente al Comando Militare Marittimo Autonomo in Sardegna La Maddalena - nelle circostanze di tempo e di luogo risultanti dalla allegata copia del verbale a suo tempo redatto.
2. Fu allora iniziata con l'Ufficio Alleato Reclami di Cagliari una pratica per ottenere un congruo indennizzo a favore del suddetto militare, essendo risultato l'investimento come dovuto a colpa del conducente dell'autovettura americana.
3. Senonchè, prima che la pratica fosse definita, il suddetto Ufficio Reclami veniva soppresso e le sue funzioni venivano assunte dal Chief Claims Officer di Roma (Piazza Augusto Imperatore, 32).
4. Il Comando Militare Marittimo Autonomo di La Maddalena sin dal 28 Settembre u.s. si è rivolto a tale Autorità con foglio 32201 senza avere, peraltro, alcun risultato.
5. Si prega codesta S.Commissione Navale voler intervenire presso il Chief Claims Officer di Roma per ottenere una sollecita definizione della pratica, facendo presente che il danneggiato versa in condizioni di grave indigenza.

7747

IL CAPO DI GABINETTO
C. di V. G. MARINI*Marini*

BEST COPY POSSIBLE

- 2 -

Dopo una decina di minuti due macchine jeep, una proveniente dalla direzione della Base Navale e l'altra dalla Via F. Amedeo raccoglievano i due feriti trasportandoli all'Ospedale.

Il posto dove avvenne l'incidente risultava bene illuminato da due lampade elettriche stradali regolarmente funzionanti.

La strada al punto dove avvenne l'investimento presente sulla destra quella che avvellemento; la salita poi di via F. Amedeo non si trova agli effetti della circolazione automobilistica in ottime condizioni.

Trasportato all'Ospedale, lo SCOLAPURU veniva riscontrato affetto da frattura esposta completa delle due ossa della gamba destra al terzo inferiore; da piccola ferita lacero-contusa al gomito destro; da Shock traumatico; nel braccio destro. I giovani venivano riscontrate contusioni ed abrasioni multiple agli arti inferiori.

R I L I E V I

E' fuori discussione che la jeep investitrice procedeva a forte velocità e fuori discussione che avendo i feriti accesi il conducente vedeva non solamente gli ostacoli che gli si paravano dinanzi ma anche tutte le irregolarità della strada sia al bivio, sia lungo la salita che avrebbe percorso: mancava quindi di prudenza e negligenza: pertanto "colpa in omittendo" e "culpando". Ciò che nel caso concreto dimostra la piena e incontrovertibile responsabilità civile extra contrattuale del conducente nei riguardi dei nostri marinai.

D E D U Z I O N I C O N C L U S I V E

Ammissa la responsabilità civile il marinaio SCOLAPURU dovrà essere indennizzato per il danno specifico e non già per quello generico: egli verrà ad essere menomato nella futura possibilità di continuare a fare l'autista, mestiere che esercitava nella vita civile: le lesioni gravi infatti che ha subito alle gambe gli impediremo di proseguire nel suo mestiere e guadagnarsi con esso la vita. A stretto rigor di termine, in sede di assicurazioni contro i danni per responsabilità civile egli dovrebbe essere indennizzato col 100% percependo un importo capitale derivante, in base alla sua età, dalla rendita costituita dal salario percepito da un autista civile e ragguagliato a valuta anteguerra.

Se poi non ci si volesse attenere strettamente all'indennizzazione del danno specifico, considerando la facoltà educatrice di un individuo per un'altra specie di lavoro, si dovrà sempre indennizzarlo sulla base semispecifica, determinando cioè il grado effettivo o come tale prevedibile, di inabilità permanente che gli residuerà sempre però prendendo come base della calcolazione il salario di un autista ragguagliato a valuta anteguerra.

Dato il carattere delle lesioni, comparativamente ad infortuni analoghi liquidati in Sede di obbligatorio statale sul lavoro degli Istituti IRI (Cassa Nazionale Infortuni, Istituto Nazionale Infortuni) si può prevedere da ora che il grado di inabilità permanente che residuerà allo SCOLAPURU non potrà essere inferiore all'80%.

il salario di un autista ragguagliato a valere a anteguerra.

Dato il carattere delle lesioni, comparativamente ad infortuni analoghi liquidati in Sede di obbligatorietà statale sul lavoro degli Istituti Italiani (Casse Marittime Infortuni, Istituto Nazionale Infortuni) si può prevedere da ora che il grado di inabilità permanente che risulterà allo SCOLAFURRI non sarà certamente inferiore all'80%.

A base delle calcolazioni per l'indennità capitale si sono presi i seguenti dati:

- a) - età dell'infortunato; anni 22
- b) - tabella di sopravvivenza di testo scelta per un ventennio:
British Office Tables O.M.: $r = 3.1/2\%$ -
- c) - Salario annuo ante-bellum di un autista lire 10.800. = pari a dollari 5 (cambio 19).

L'annuità per l'età dell'infortunato risulta di lire 20,434 il che comporta un valore capitale al 100% di dollari 11.653. =

L'80%; grado di inabilità prevedibile, comporterebbe pertanto una indennità capitale di dollari 9.322. =

Nel caso che il saggio di interesse si volesse ritenere maggiore del 3 e 1/2 %, l'annuità diminuirebbe del 10% circa per ogni 1/2 % di incremento del saggio r. =

LA COMMISSIONE

IL S. TENENTE COMMISSARIO

Membro Segretario

F/to Melchise FREMI

IL TENENTE DI VASCELLO

Membro

F/to Agrippa COCUZZA

IL MAGGIORE D'ARTIGIERIA

Presidente

F/to Pietro BLESSI

P. C. C.

IL CAPITANO COMMISSARIO

Capo Uff. Serv. 2^a Sezione

(Evandro PASQUILLUCCI)



7745

C O P I A

PROCESSO VERBALE DI DISCRIZIONE ACCIDENTE AUTOMOBILISTICO

Con ordine del giorno n° 25 in data 13 aprile 1945 il Comando M.M.A. della Sardegna nominava la seguente Commissione:

- 1°) - Maggiore Artiglieria Pietro BLESSI - Presidente
- 2°) - Tenente di Vascello Arippa COCUZZA - Membro
- 3°) - S.Tenente Commissario Malchise PREMI - Membro e Segretario

dandole l'incarico di riunirsi d'urgenza per procedere agli accertamenti di fatto in merito all'incidente automobilistico occorso il giorno 11 aprile c.c. e nel quale rimase ferito il marò autista SCIALAFURRU Giovanni matr:149758, in forze a Maridistinfarm Sede, investito da una autovettura americana e per stabilire le eventuali responsabilità.

La Commissione nei giorni 15 - 16 - 17 - 18 aprile si portava:

- a) - all'ospedale della P.Marina della Maddalena dove provvedeva all'interrogatorio del marò autista SCIALAFURRU Giovanni (vittima dell'incidente con gravi lesioni alle gambe), del Cann.C. FORNARI Giovanni matr:124401, (vittima dell'incidente con lesioni di lieve entità alla gamba sinistra) e dei seguenti militari testimoni del fatto: Fuoch.A. DE MURO Giov.Maria matr:93754; Inf.BARBAROSSA Eugenio matr:80403; Marò A.R.F. PARISI Raimondo matr:97449 (si omise di redigere il verbale interrogatorio dato che la sua deposizione coincideva con quella dell'Inf.BARBAROSSA Eugenio).
- b) - Effettuava il necessario sopralluogo sul posto dell'incidente.
- c) - Si portava alla Base Navale per ricercare eventuali conoscenti degli investigatori.

- d) - Si portava al Comando dei CC.RR. di Cala Gavetta per prendere visione degli accertamenti effettuati.

- e) - Si riuniva all'Ospedale della P.Marina dove invitava anche il Tenente di Vascello Americano Sig. DE MOTT, Comandante in seconda del P.T. Base 12 unitamente al Tenente G.N. Sig. CORRIER Luciano Ufficiale di Collegamento della Base Navale.

- f) - Ricercava ed interrogava i Signori PORDAI Giovanni e DE ROSA Lorenzo, civili che si trovavano sul posto allorquando successe l'incidente.

- g) - Si riuniva in fine quest'oggi 18 aprile 1945 per trarre conclusioni e per redigere il processo verbale.

F A T T O

La sera dell'11 aprile 1945 verso le ore 21,30, il marò autista SCIALAFURRU Giovanni scendeva dalla comunità di via E. Amedeo (comunemente denominata Due Strade) rientrando al suo reparto della P.Marina. Immediatamente al sinistro di lui seguivano il Fuoch. DE MURO e a qualche metro di distanza il Cann. FORNARI; più in alto, sempre seguendo la sua stessa direzione, si trovava-

F A T T O

La sera dell'11 aprile 1945 verso le ore 21,30, il mare autista SCCLIA-
FURRU Giovanni, scendeva dalla sommità di Via P. Amedeo, comunemente conosciuta
ta Due Strade) rientrando al suo reparto dalla franchigia. - Immediatamente
dietro di lui seguivano il Fuoch. DE MURO e a qualche metro di distanza il
Cann. FORNARI; più in alto, sempre seguendo la stessa direzione, si trovava
no i militari: INF. PARBAROSSA e l'ASR.P. PARISI nonché altri che pure rien-
travano al proprio reparto.

Con lo SCCLIAFURRU si erano accompagnati sino al bivio con il viale Mira-
bello i due civili PODDAI e DE ROSA che con lui avevano avuta una discusso-
ne di carattere personale e che al momento dell'investimento si trovavano a
risalire la via P. Amedeo a breve distanza dal gruppo dei tre primi militari.

Arrivati in prossimità del bivio lo SCCLIAFURRU il DE MURO e il FOR NARI
videro provenire lungo lo stradale della Base Navale una macchina jeep (tutti
i testi dicono con i fari accesi ad eccezione del PODDAI) macchina che proce-
deva a forte velocità. I tre marinai non comprendevano per quale della due
vie si sarebbe inoltrata la macchina; giunta al vertice del bivio, dove nel
frettoso si trovava lo SCCLIAFURRU, la jeep effettuava una sterzata improvvi-
sa e lo urtava gettandolo a terra travolgendolo quindi sotto la ruota posterio-
ri. Dopo l'urto la jeep sterzava in senso opposto quindi il conducente la ri-
portava nel primo senso sterzando poi di nuovo bruscamente ed investendo il
Cann.O. FORNARI che pure cadeva a terra, infine aumentava di velocità e serpen-
giando si inoltrava inesplicava per la via P. Amedeo scomparendo;

./././

File No.
A8-2

UNITED STATES NAVAL FORCES
NORTHWEST AFRICAN WATERS

Serial: 0902

23 JUL 1945

CONFIDENTIAL
CONFIDENTIAL

From: Commander United States Naval Forces,
Northwest African Waters,
To: Navy Sub-Commission, Headquarters, Allied Commission.
Subject: FRASCADORE, Antonio - Inventions and designs of.
Reference: (a) Letter from Comune di Solopaca, file 1595, dated 12 June
1945, with 1st End. by Navy Sub-Comm., Hq., Allied Commission.
Enclosures: (A) Unclassified NIU(AS) ltr., Ser. AS-62, dated 22 April 1944.
(B) Unclassified NIU(AS) ltr., Ser. AS-116, dated 1 June 1944.
(C) Conf. ComNavNav(NIU) Int.Rept., Ser. CD/727, dated 10 June
1944, Subj: "Mine and Bomb Detonators."
(D) Unclassified BuOrd ltr. File No.A13-7, dated 30 August 1944,
Subj: "Mine and Bomb Detonator, Suggestions for - submitted
by Signore Antonio Frascadore, 130 Via Proculi, Solopaca
(Benevento) Italy."

1. In reply to reference (a), enclosures (A) through (D) are
forwarded herewith.

2. Attention is invited to the following facts:

- (a) Upon receipt of subject's drawings, he was informed
that his inventions were being forwarded to the U.S.
merely for consideration, and that no promises of
remuneration for them could be made. (See para. 2 of
Encl. (A)).
- (b) All of subject's drawings and other papers were returned
to him after being microfilmed. (See para. 6 of Encl.(D)).
- (c) BuOrd has studied the inventions and has stated that the
U.S. Navy is not interested in them. (See para. 2 of
Encl. (D)).
- (d) BuOrd requested that for security reasons the information
contained in para. 2 of Encl. (D) be not communicated
to subject. (See para. 3 of Encl. (D)).
- (e) On three different occasions subject was told verbally by
officers of the Naval Intelligence Unit that a reply had
been received from Washington and that the U.S. Navy had
no interest in his invention.

13

J.M. Horan 7744
J.M. HORAN
By direction.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

FIRST ENDORSEMENT to:
COMUNE DI SOLOPACA (Benevento)
ltr. 1595 of 12 June 1945.

NSC/2755
29 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander U. S. Naval Forces, Northwest African
Waters.

Subject: Inventions and Designs of FRASCADORE, Antonio.
1. Forwarded for any action deemed appropriate.

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

PC-1



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7743

30 JUN 1945

TRANSLATION

From: COMUNE DI SOLOPACA (Benevento)
To : Navy Sub-Commission, Allied Commission - Rome.
Date: 12 June 1945.
Ref.: 1595 ✓

Subject: Inventions and Designs of FRASCADORE, Antonio.

We wish to bring to your notice that which has happened to my dependant FRASCADORE, Antonio in order that you may judge the situation and help him by your courteous intervention.

FRASCADORE, who is an honest worker, and tries to find the right road with enormous sacrifices, on the 23rd April 1944 submitted to the Naval Intelligence Unit (Advanced Section) FPO - 728 the following inventions:

1. Mechanism to be attached to an airplane bomb to cause it to explode a short distance from the ground.
2. Anti-submarine mine.
3. Automatic firing mechanism and mine, applicable to submarines to allow them to defend and attack while submerged.

On 1/6/1944, he presented again the following inventions:

1. Mechanism to attach to parachutes to facilitate their opening.
2. Mechanism to attach to bombs to cause them to explode near the ground.

FRASCADORE was accompanied by his legal advisor, Lawyer Giuseppe CARRABBA, whose domicile is in Naples - Via Faria No. 242; actually, however, the latter is living at this moment in Solepaca.

The above mentioned inventions were presented; the first to Mr. ST.CG. BREVVNEL USNR, who complemented him on his inventative ability and with whom he had a long and cordial conversation; and the other remaining two were given directly to Mr. Betts.

A number of times FRASCADORE went to the above office to find out if an answer had been received from Washington, but always received negative results.

Successively, in the month of August, FRASCADORE and CARRABBA returned to the office where they found out from Sailor CASLISLER that an answer was received from the United States, but this latter fact was denied by the officer who received them later.

In any event, FRASCADORE had an argument with CARRABBA about the first letter received which was signed by Mr. COLONNELLO, and which the latter later supplemented with another letter signed by I. M. BETTS. After this, CARRABBA told FRASCADORE'S sister that they should not think about the inventions any more. But this manner of speaking seemed strange and not logical, since at the moment the answer from America had not been received. The intentions of CARRABBA appear even more underhanded and equivocal if one thinks that he tried to get FRASCADORE to sell his inventions to other countries; after this, in another moment, he advised him to do it but refused to help him.

On the morning of 14 September, FRASCADORE, in the above mentioned office, learned that a reply had not yet arrived; later, he returned in the afternoon, accompanied by the interpreter Elena SCOGNAMIGLIO, and found out that an answer had been received during the morning. On his request to know the contents of the letter, he was told it was impossible to divulge the letter's content as it was an official secret. Verbally, he was told only that the inventions were retained in the United States, and that some of the inventions had characteristics similar to others already existing in the U. S. A.

Twice FRASCADORE wrote to the office and one of the letters was addressed personally to Mr. COLONNELLO but he never received an answer.

We pray, however, that your Command will take to heart this tedious situation in which FRASCADORE finds himself, evidently a victim of some frauding maneuver on the part of CARRABBA and others, and also because he has other inventions which could be utilized by your Command.

(sgd) THE MAYOR,
Dr. Luigi FORGIONE.

7741

From: COMUNE DI SOLOPACA (Benevento)
To : N.S.C. - Rome
Date: 12 June '45
Ref.: 1595 ✓

Subject: Inventions and Designs of Frascadore, Antonio.

Summary

SOLOPACA (Benevento) Town Council state that their employee, FRASCADORE, Antonio on 23rd Apr. 1944 submitted various inventions to Naval Intelligence Unit (Advanced Section) FPO-728 and spoke with Officers BROWNEL and BETTS of U.S.N. He was accompanied by his legal adviser avv. Giuseppe CARRABBA whose address is via Foria N°242, Naples but who is temporarily at Solopaca.

Two copies of receipts for these inventions and designs, signed by Lt. J.M. BETTS, U.S.N.R., are attached.

In spite of many visits and enquiries it was not until middle Sept. last that FRASCADORE was informed that a reply had come from Washington but could not be divulged as it was an official secret matter.

FRASCADORE wrote twice to Intelligence Unit in question but did not obtain any reply.

It is thought that there is some double-crossing going on, with CARRABBA and others involved, and N.S.C. is requested to investigate the whole matter to prevent FRASCADORE (who has other inventions which might be of interest to Allies) from being victimized.

(Sgd) Dr. Luigi FORGIONE.
SYNDIC

DG/P.

7740

NAVY DEPARTMENT
BUREAU OF ORDNANCE
Washington, D. C. 25

(Relb)
A13-7

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30 August 1944

From: The Chief of the Bureau of Ordnance.
To: The Officer in Charge,
Naval Intelligence Unit (Advanced Section),
Fleet Post Office 728.

Via: The Chief of Naval Operations.

Subject: Mine and Bomb Detonator, Suggestion for - submitted
by Signore Antonio Frascadore, 130 Via Procusi,
Solopaca (Benevento) Italy.

Reference: (a) Conf. Intelligence Report CD/727 from ComNavNav
(NIU), AFHQ, dated 10 June 1944, with encls.

1. Reference (a) forwarded a description and drawings
of a detonator for use with aerial bombs, depth charges and sub-
marine mines, which was submitted by Signore Antonio Frascadore,
130 Via Procusi, Solopaca (Benevento), Italy.

2. It is suggested that Signore Antonio Frascadore be
thanked for submitting his suggestion and informed that his pro-
posal has been studied with interest. However, it is the con-
clusion of this Bureau that at least one of the following comments
applies to it:

- (1) Similar or better ideas are under development.
- (2) There is something better in production or service
use.
- (3) The idea has no merit.
- (4) There are practical difficulties involved which
make development work on this idea inadvisable
at the moment.

3. For obvious reasons, questions of security, etc.,
this Bureau can not indicate to Signore Antonio Frascadore which
of the above points may be pertinent.

G. G. HUSSEY, JR.

/s/ F. I. Entwistle
F. I. Entwistle
By direction

Copy to:
SONRD

ABC/mfd

C O N F I D E N T I A L

7739

Enclosure (A)

ISSUED BY THE INTELLIGENCE DIVISION
OFFICE OF CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT

CONFIDENTIAL

INTELLIGENCE REPORT

Serial: CD/727

From: ComNavNew (NTU) at ATHQ Date 10 June 1944

Source: (see paragraph (7), below)

Subject: Mine and bomb detonators

Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099																																																																																																																																																																																																																																						
1990	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340

Enclosure: (A) Confidential microfilm, serial M-1161 - Subject: "Mine and Bomb detonators, invention of."

1. Enclosure (A) is forwarded herewith for information.
2. Number, language and type of document: One (1) Italian typewritten manuscript.
3. Security classification (enemy), title or subject, date and originator:
(see paragraph #7, below)
4. Captured: (date) (place) (by)
5. Received from: NIU (Adv. Section).
6. Disposition of original document(s): Returned to Author.
7. Nature of information: Enclosure (A) shows the typewritten manuscript with drawings of (3) types of detonators invented by an Italian engineer, A. FRASCADORE. The three variations of this invention are intended for application to: (1) aerial bombs, (2) depth charges, (3) submarine mines. The first of the three types was patented in Rome 26 April, 1943. The inventor allowed the description and drawings to be photographed and sent to the U.S. for consideration. All three types of detonators have the common principle of a time bomb, the interval from the time of igniting the fuse to the time of explosion being determined by the length of the fuse, which burns at a constant rate.
8. It is respectfully suggested that Enclosure (A) may be of interest to Coordinator Research and Development, Office of the Secretary of the Navy.
9. This material has passed through the NIU - SO(L), Med. Naval Document Center.

Enclosure: (A) Confidential microfilm, serial M-1161 - Subject: "Mine and Bomb detonators, invention of."

1. Enclosure (A) is forwarded herewith for information.
2. Number, language and type of document: One (1) Italian typewritten manuscript.
3. Security classification (enemy), title or subject, date and originator:
(see paragraph #7, below)
4. Captured: (date) (place) (by)
5. Received from: NIU (Adv. Section).
6. Disposition of original document(s): Returned to Author.
7. Nature of information: Enclosure (A) shows the typewritten manuscript with drawings of (3) types of detonators invented by an Italian engineer, A. FRASCADORE. The three variations of this invention are intended for application to: (1) aerial bombs, (2) depth charges, (3) submarine mines. The first of the three types was patented in Rome 26 April, 1943. The inventor allowed the description and drawings to be photographed and sent to the U.S. for consideration. All three types of detonators have the common principle of a time bomb, the interval from the time of igniting the fuse to the time of explosion being determined by the length of the fuse, which burns at a constant rate.
8. It is respectfully suggested that Enclosure (A) may be of interest to Coordinator Research and Development, Office of the Secretary of the Navy.
9. This material has passed through the NIU - SO(L), Med. Naval Document Center.

J. N. HORAN
By direction 7735

Distribution: 2677th Hdq. Co., AFHQ (sheet only)
JIARC - 1 neg m/f copy
SO (I), Med. - 1 pos m/f copy

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Enclosure (C)

NAVAL INTELLIGENCE UNIT
(Advanced Section)
Navy 728

File No: AS-2

Serial: AS116 ✓

UNCLASSIFIED

1 June 1944

From: Naval Intelligence Unit (Advanced Section).
To: Signor Antonio Fascadore
Via Proculi, No. 130,
Solopaca, (Benevento), Italy.

Sir:

1. This office has received from you the following plans and descriptive material:

- a) DISPOSITIVO DA APPLICARSI AI PARACADUTI
PER FACILITARNE L'APERTURA con disegno.
- b) DISPOSITIVO DA APPLICARSI ALLE BOMBE PER
CAUSARE LO SCOPIO IN PROSSIMITA DEL SUOLO
con disegno.

2. As explained to you, this office cannot promise that these inventions will interest Allies, or that you will be paid anything for them. All that we can and will do is forward them to the U. S. for consideration.

J. M. BETTS
Lt. USNR

7737

ENCLOSURE (B)

NAVAL INTELLIGENCE UNIT

6 Advanced Section)

Navy 728

File No: A8/2

Serial: ASI16

1 June 1944

UNCLASSIFIED

From: Naval Intelligence Unit (Advanced Section)

To: Signor Frascadore Antonio, Via Procusi 130

Solopaca (Benevento) Italy

Sir:

1. This office has received from you the following plans and descriptive material:

- a) Dispositivo da applicarsi ai paracadute per facilitarne l'apertura, con disegno.
- b) Dispositivo da applicarsi alle bombe per causarne lo spoppio in prossimità del suolo, con disegno.

2. As explained to you, this office cannot promise that these inventions will interest Allies, or that you will be paid anything for them. All that we can and will do is forward them to the U. S. for consi-

Serial: ASI16

1 June 1944

UNCLASSIFIED

From: Naval Intelligence Unit (Advanced Section)
To: Signor Prascadore Antonio, Via Proculi 130
Solopaca (Benevento) Italy

Sir:

1. This office has received from you the following plans and descriptive material:

- a) Dispositivo da applicarsi ai paracadute per facilitarne l'apertura, con disegno.
- b) Dispositivo da applicarsi alle bombe per causarne lo spoppio in prossimità del suolo, con disegno.

2. As explained to you, this office cannot promise that these inventions will interest Allies, or that you will be paid anything for them. All that we can and will do is forward them to the U. S. for consideration.

J. M. BETTS

Lt. USNR

7736

NAVAL INTELLIGENCE UNIT
(ADVANCED SECTION)
FPO 728

File No.
AS-2

Serial: AS-62

UNCLASSIFIED

22 April 1944 ✓

From: Naval Intelligence Unit (Advanced Section)
To: Sig. Antonio Pascadore
Via Procusi, # 130.
Solopaca, (Benevento) Italy.

Sir:

1. This office has received from you the following plans and descriptive material:

- a) Dispositivo Da Applicarsi Alle Bombe (di aeroplano) Per Causarne lo Scoppio a Distanza dal Suolo.
- b) Mina Antisommergibile
- c) Dispositivo e mina ad accensione automatica da applicarsi ai sommergibili per permettere a questi di difendersi ed offendere in profondita.

2. As explained to you, this office cannot promise that these inventions will interest the Allies, or that you will be paid anything for them. All that we can and will do is forward them to the U.S. for consideration.

J. M. BETTS
Lieut., USNR.

7735

ENCLOSURE (7)

NAVAL INTELLIGENCE UNIT

(advanced Section)

FPO 728

File No.: A8/2

Serial: AS/62

23 April 1944

UNCLASSIFIED

From: Naval Intelligence Unit (Advanced Section)

To: Sig. Frascadore Antonio, Via Procusi 130
Solopaca, (Benevento) Italy.

Sir:

I. This office has received from you the following plans and descriptive material:

- a) Dispositivo da applicarsi alla bombe (di areoplano) per causarne lo scoppio a distanza dal suolo.
- b) Mina antisommergibile.
- c) Dispositivo e mina ad accensione automatica da applicarsi ai sommergibili per permettere a questi di difendersi ed offendere in profondità.

2.

As explained to you, this office cannot

7734

23 April 1944

UNCLASSIFIED

From: Naval Intelligence Unit (Advanced Section)

To: Sig. Frascadore Antonio, Via Procusi 130
Solopaca, (Benevento) Italy.

Sir:

I. This office has received from you the following plans and descriptive material:

- a) Dispositivo da applicarsi alla bombe (di areoplano) per causarne lo scoppio a distanza dal suolo.
- b) Mina antisommergibile.
- c) Dispositivo e mina ad accensione automatica da applicarsi ai sommergibili per permettere a questi di difendersi ed offendere in profondità.

7734

2. As explained to you, this office cannot promise that these inventions will interest the Allies, or that you will be paid anything for them. All that we can and will do is forward them to the U. S. for consideration.

J. M. BETTS
Lieut. USNR

SUBJECT :- Traffic Accident

PRO/40/20

7 Jun 45

DADAMS 52 Area
HQ Naval Sub-Commission, AC.
DAD Claims & Hirings (49)

Attached Traffic Accident Report
PRO/277/1479 dated 5 Jun 45 is forwarded
for info and action considered necessary.

GH Bond

Field.

Major.
Assistant Provost Marshal,
H.Q. 52 Area.

Copy to :- 'A' 52 Area - for info and
return to this office please.

No action

W.W.W.
12 June

7733

REPORT

The Officer Commanding
277 Provost Company
Corps of Military Police
C.M. Forces

Headquarters
277 Provost Company
Corps of Military Police
C.M. Forces

Sir,

I have to report that at Toronto on the 5th June 45 about 1530 hrs, acting on instructions from the Coy Orderly Sgt, I proceeded to the scene of an accident at the junction of Via Montrose and Via Adelaide.

On arrival I saw a W.D. 15 cwt Dodge driven by No. 5542468 the DRIVER L. 2nd Bn Hampshire Regt att. 52 Area Y.M.C.A. and an Italian Military Ambulance No. B.R. 30024 and A.42 19514. The point of impact occurred in such a manner that the front-end of the Dodge was blocked. I immediately had the vehicles removed to clear the road for traffic.

Damage to British vehicle:
Offensive petrol tank smashed
Running board smashed
Door panel damaged

Damage to Italian Military Ambulance:
Front axle and wing severely bent
Bumper bar smashed
Radiation grill severely bent
Slight radiator leak

The British vehicle moved off under its own power. The Italian Military Ambulance was towed away by the Drivers Unit transport.

There were no injuries. Copy of statements of both drivers are attached.

Toronto
5th June 45

No. 1136976 *A.S. Bell* 1/c
(R.S. Bell) C.M. Forces

Certified true copy of statement by:

the DRIVER L.

2nd Bn Hampshire Regt, att. 52 Area Y.M.C.A.
who states:

I left the W.D. at 1515 hrs to collect mail. I have been and collected it, slowed down on entering the junction of Via Montrose and Via Adelaide.

I saw the other vehicle about 30 or 40 yds away. I came over the street thinking no doubt time to get over. When I was level with the pavement the ambulance hit me. He was travelling at a good speed and I was travelling at approx 8 m.p.h.

Signed: the DRIVER L.
R.S. Bell

Certified true copy of statement in my A.R. 406.

No. 1136976 *A.S. Bell* 1/c
(R.S. Bell) C.M. Forces 7732

Toronto
5th June 45

Running beam crushed
Door panel damaged

Radiator grill severely bent
Slight radiator leak

The British vehicle moved off under its own power. The Italian Military Ambulance was towed away by the drivers Unit Transport.

There were no injuries. Copy of statements of both drivers are

attached.

No. 1136976 *R.S. Bell* 1/0
(R.S. Bell) C.H. POLICE

Toronto
5th June 45

Certified true copy of statement by:

Pte FARMER L.

2nd Bn Hampshire Regt. att. 52 Area YMAA
who states:

I left the YMAA at 1515 hrs to collect mail. I have been and collected it, slowed down on entering the junction of Via Duqueno and Via Adelaide.

I saw the other vehicle about 30 or 40 yds away. I came over the street thinking sufficient time to get over. When I was level with the pavement the Italian hit me. He was travelling at a good speed and I was travelling at approx 8 M.P.H.

Signed: Pte FARMER L.
Y.M.C.A.

Certified true copy of statement in my A.B. 466.

No. 1136976 *R.S. Bell* 1/0
(R.S. Bell) C. 7732

Toronto
5th June 45

(12)

Certified true copy of statement by:
TRIUMFO SALVATORE
Dvr 89707 MURDER, Hospital Toronto
who stated:

Headquarters
277 Provost Company
Corps of Military Police
C.M. Pomeroy

To-day, 5th June 45 at about 1530 hrs I was driving on Via D'Aquino the Marine Hospital's Ambulance No. 30094, with on board eight patients when I was taking to hospital and soon as I had reached far on Via Acclavio an English vehicle driven by an English soldier came on obstructing my way hitting and dragging my vehicle for about four meters. The English vehicle was going at about 35 miles per hour. The driver wanted to go away but I stopped him and I went to call the Italian Naval Police.

Toronto
J. J. (S. 15)

Signed: TRIUMFO SALVATORE

7731

SPEED OF VEHICLE.....NUMBER OF PASSENGERS.....8
DAMAGE TO VEHICLE NEAR SIDE MIP...WING...SEVERELY BENT...BUMPER...R.R. SMASHER
RAPIDLY GRILL SEVERELY BENT...SLIGHT RADIAL CRACK
3rd VEHICLE NUMBER.....MAKE.....TYPE.....
DRIVER.....RANK.....NAME.....
UNIT.....
SPEED OF VEHICLE.....NUMBER OF PASSENGERS.....
DAMAGE TO VEHICLE.....
WITNESSES NUMBER.....RANK.....NAME.....UNIT.....
1.....
2.....
3.....
4.....
5.....

PERSONS INJURED
NUMBER RANK NAME UNIT
1.....7730
2.....
3.....
4.....
5.....

CONDITION OF ROAD SURFACE...Good...
DENSITY OF TRAFFIC :-
VISIBILITY :-
LIGHT MEDIUM HEAVY
GOOD POOR BAD

DURING THE HOURS OF DARKNESS, WERE LIGHTS DISPLAYED, AS FOLLOWS :-

	HEAD	SIDE	TAIL
1st VEHICLE			
2nd VEHICLE			
3rd VEHICLE			

SIGNALS GIVEN (Where applicable) :-

	HORN	HAND	AUTOMATIC (Arrow etc)
1st VEHICLE			
2nd VEHICLE			
3rd VEHICLE			

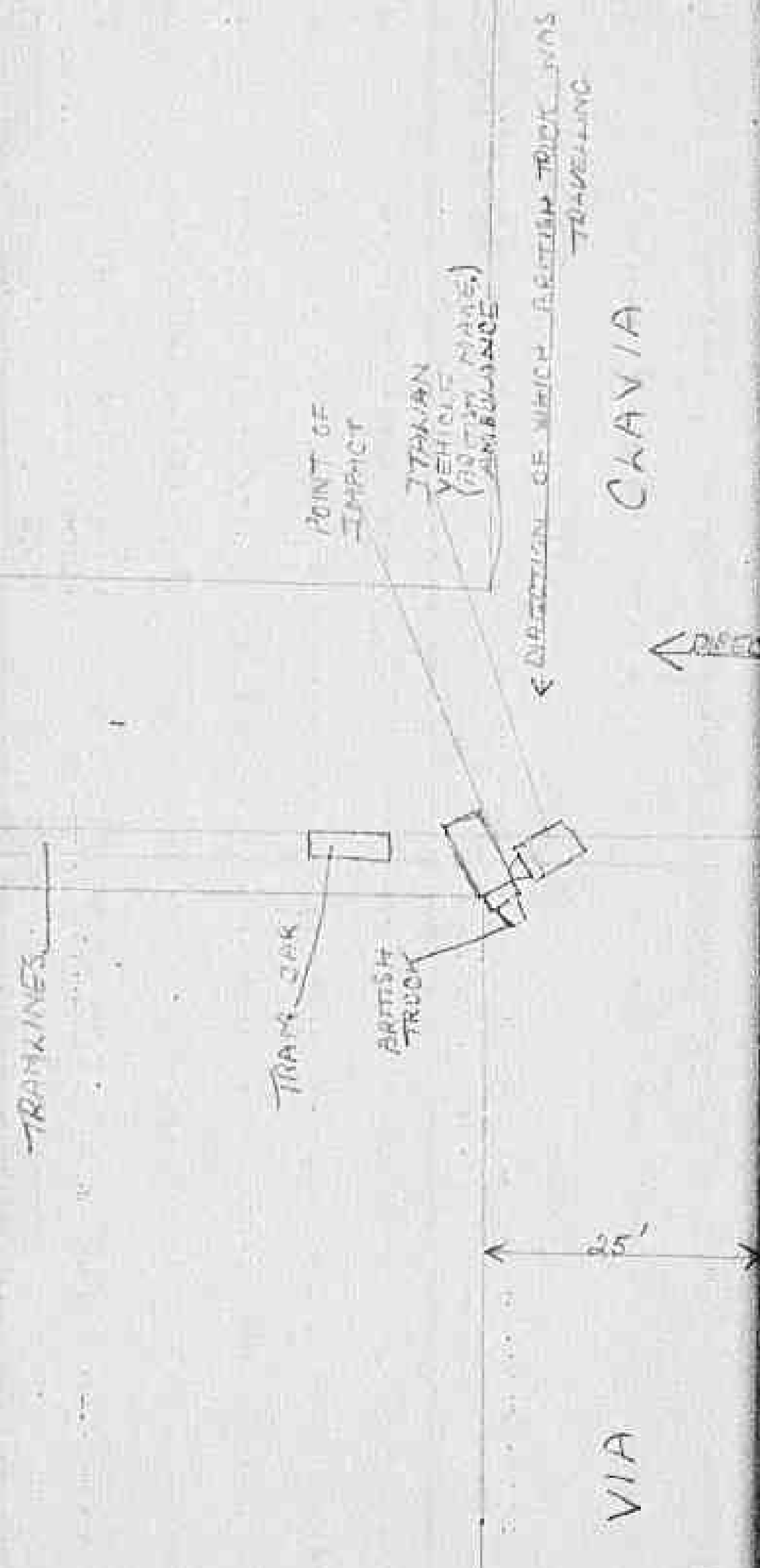
WHETHER THE MILITARY POLICEMAN ACTUALLY WITNESSED THE ACCIDENT.

NO

Signature of N.C.O., C.M.P. Reporting... *A.S. Bell*...

277 PROVOST COMPANY
CORPS OF MILITARY POLICE

SKETCH MAP OF ACCIDENT
(NOT DRAWN TO SCALE)

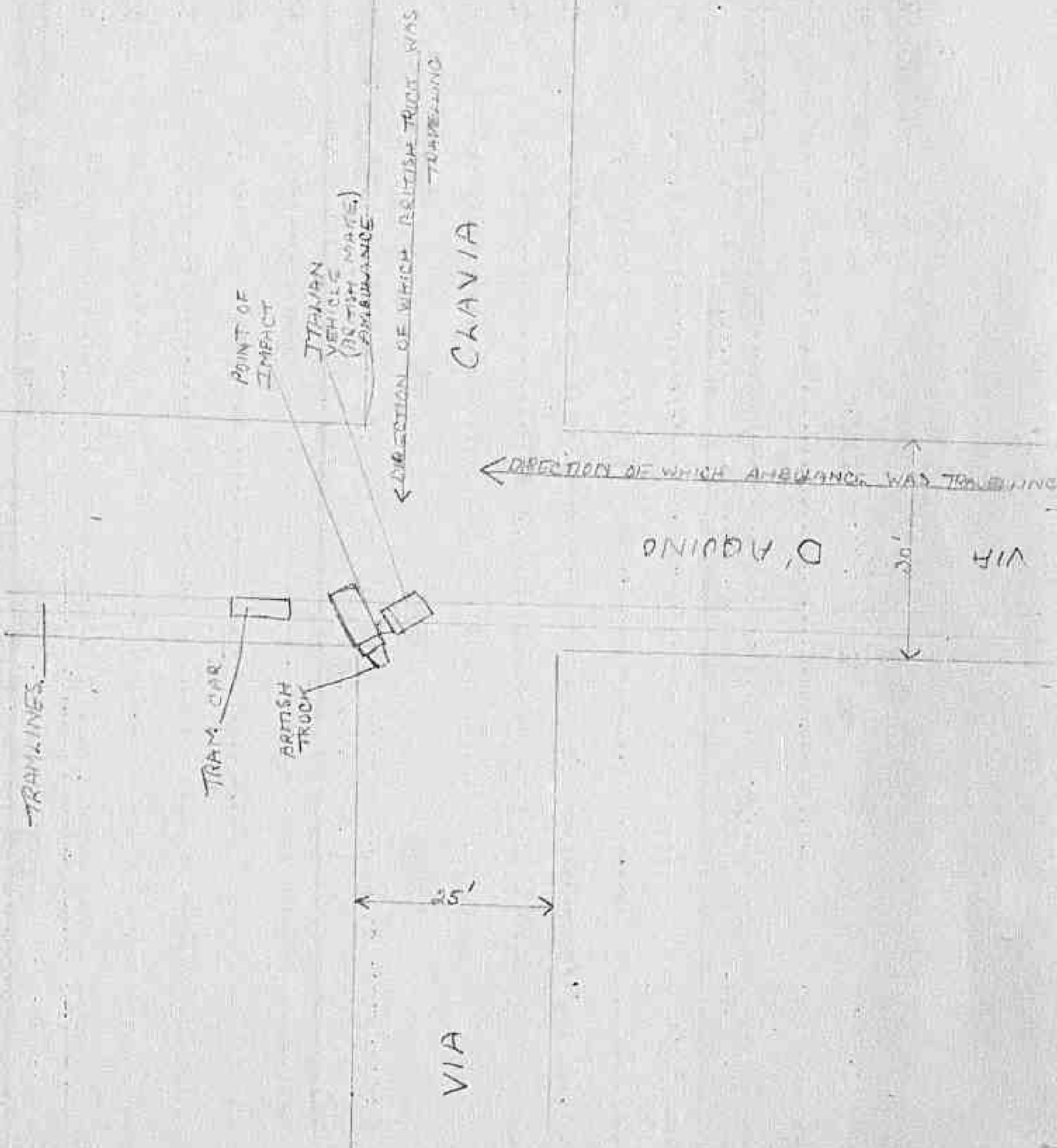


NO

Signature of N.C.O., C.M.P. Reporting. *A.S. Bell*

277 PROVOST COMPANY
CORPS OF MILITARY POLICE

SKETCH MAP OF ACCIDENT
(NOT DRAWN TO SCALE)



HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4086
24 November 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Flag Officer Italy and Liaison.
Subject: Traffic Accident Involving 3-ton Dodge No. L 5318353.
Enclosure: (A) D.A.D. Claims & Hirings (53) GMF ltr 53/51024/16/RN
of 19 November 1945.

1. Enclosure (A) is forwarded herewith as it is believed that the vehicle in question may belong to the Office of the Flag Officer Italy and Liaison.

2. No such vehicle is operated by or on charge to the Navy Sub-Commission.

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

Copy to:
D.A.D. Claims & Hirings,
(53) GMF.

WWW

25 NOV 1945

PC-1

7729

(11)

Subject: Traffic Accident 24 Oct 45.

Ref. 53/51024/16/RM

Royal Navy Sub Commission
R o m e

1. I have received notification of, a traffic accident, which occurred at about 1245 hrs on the 24th Oct 1945 at the cross roads formed by Via San Marco and Via D'Araceli, Rome, when 3 Ton Dodge No L 5313353 on charge to you and driven by NANNINI Renato, a civilian residing at No 111 Via Tirso, Rome, collided with and damaged Fiat 500 Saloon car No Roma 63052 driven by the owner, COPPIERI Egidio, of No 135 Piazza Vittorio Emanuele, Rome.

2. Will you please let me have a properly completed traffic accident report concerning this occurrence as soon as possible and I should be obliged if you would treat this matter as urgent as I have received a substantial claim from the owner of the civilian car.

19 Nov 45

SIB/ML

S.I.HASKIN, Captain
for Major.
D.A.D. Claims & Hirings.
53 Claims & Hirings.CMF.

C
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7728

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3936.
6 November 1945.

FIRST ENDORSEMENT: On
ComNavNAW ltr. A8-2,
Serial 5248 of 20 October
1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander U.S. Naval Forces, Northwest African
Waters.

Subject: Requisition of hotel by U.S. Navy personnel.

Enclosures: (A) Ltr. from Albergo Aquila & Reale, Genoa,
dated 11 September 1945.
(B) Copy of Navy Sub-Commission, A.C. ltr.
NSC/3903 of 1 November 1945.
(C) Copy of Finance Sub-Commission, A.C. ltr.
13116/F of 3 November 1945.

1. Returned.

2. As indicated in paragraph 2 of enclosure (C), the
subject claim can not be settled by the Allied Commission. In
accordance with paragraph 3 thereof, the claim should be settled
directly by Commander U.S. Naval Forces, Northwest African Waters,
or if in dispute, the U.S. Claims Service, APO 790.

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

B

7 NOV 1945

7 NOV

PC-1
7727

10

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13116/F

3 November 1945

SUBJECT: Settlement of Claims
(Albergo Aquila Reale)

TO : Navy Sub-Commission, A.C. ✓
Att'n: Capt. Butler:

1. We have received your letter of the 1st of November, 1945, and relative enclosures.

2. There is no office in the Allied Commission which deals with the settlement of claims against the Allied Armed Forces.

3. If the U.S. Navy recognizes the claim made by the Albergo Aquila Reale it should settle the claim directly with the said hotel; if, on the other hand, the claim is a matter of dispute, then it should be referred to U.S. Claims Service, APO 790.

BEV
Deputy Director, Lt. Col.
FINANCE SUB-COMMISSION

7726

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

FIRST ENDORSEMENT on:
COMNAVNAV ltr. A8-2,
Serial 5248 of 20 Oct. 1945.

NSC/3903
1 November 1945.

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

Subject: Requisition of hotel by U. S. Navy personnel.

1. Forwarded.

2. Information is requested as to the proper procedure for the settlement of the claim presented by the Albergo Aquila & Reale, Genova.

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

1 OCT 1945 PC-1 7725
1 NOV 1945

(COPY)

UNITED STATES NAVAL FORCES
NORTHWEST AFRICAN WATERSFile No.
A9-2

Serial: 5248

20 OCT 1945

UNCLASSIFIED

From: Commander, United States Naval Forces,
Northwest African Waters.
To: Chief of Naval Sub-Commission, Allied
Commission, Rome.
Subject: Requisition of hotel by U. S. Navy personnel.
Enclosure: (A) Ltr. from Albergo Aquila & Reale, Genoa,
dated 11 September 1945.

1. Enclosure (A) is forwarded with the request
that it be referred to the Claims Division of the Allied
Commission and approved for payment.

/s/ J.N. Horan
J. N. HORAN
By direction.

7724

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4064
21 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Lieut. CALLEGARI Alessandro.

1. With reference to your letter NO. 21746/2 dated
3rd November 1945, it is regretted that no trace can be found
of the Germans named.

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

B

23 NOV 1945

PC-1

7723

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[Handwritten signature]

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3961
8 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Allied Force Headquarters.
Subject: Lieutenant CALLEGARI Alessandro.

1. Translation copy of Ministry of Marine's letter No. 21746/2 dated 3rd November is forwarded.
2. It is requested that any information available may be communicated to the Navy Sub-Commission for transmission to the Ministry of Marine.

C. St. J. Butcher
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Report no trace

7722

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 3rd November 1945
Ref.: 21746/2 ✓

Subject: Lieutenant CALLEGARI Alessandro.

1. Lieutenant CALLEGARI Alessandro, at present appointed for duty with the Autonomous Military Maritime Command at Messina, has made it known that in October 1944 his domicile in Ravenna was despoiled by the "Brigate Nere".

2. When he learned of this subsequently he succeeded in establishing that the part of the loot comprising state bonds had been requisitioned through the Naval Port Commandant (Lieut. Cdr. Kluseman) by the German Command, and in fact by the Colonel of the Alpine troops (Alpinjaeger) who commanded the troops in the Ravenna area and whose name was Berger in all probability.

3. In order to facilitate the attempt of Lieutenant CALLEGARI to recover what has been taken away from him, it is requested that the Navy Sub Commission may approach the P.O.W. Section of the Allied Commission in order to obtain the addresses of the abovementioned German officers.

CHIEF OF CABINET

GGE/P.

7721



Mod. 39

Roma. - 3 NOV. 1945

Ministero della Marina
GABINETTO

// NAVY SUB COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO MARINA - ROMA

Doc. N° 21746/2 Allegati

ARGOMENTO Tenente di Vascello CALLEGARI Alessandro.

1. Il Tenente di Vascello CALLEGARI Alessandro, attualmente destinato presso il Comando Militare Marittimo Autonomo di Messina, ha fatto presente che nell'Ottobre 1944 la sua abitazione in Ravenna è stata saccheggiata dalle Brigate Nere.
2. In seguito, venuto a conoscenza del fatto, è riuscito ad appurare che la parte della refurtiva costituita da titoli di stato era stata requisita dal Comando Germanico e precisamente dal Colonnello degli Alpini (Alpeniäger), Comandante le truppe nella zona Ravenna, il cui nome è con tutta probabilità Berger, tramite il Comandante del Porto (Hafenkommandant) Capitano di Corvetta Kluseman.
3. Allo scopo di agevolare il T.V. CALLEGARI nel tentativo di recuperare quanto gli è stato asportato, si prega codesta N.S.C. di interessare la Sezione Prigionieri di Guerra della Allied Commission per avere gli indirizzi degli ufficiali tedeschi sopra nominati.

7720

IL CAPO DI GABINETTO
C. di V. G. MARINI

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2598
7 June 1945.

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

1. In answer to Ministry of Marine letters 16556 of 26 December 1944 and 6598/2 of 3 April 1945, the Navy Sub-Commission now has been informed that any civilian claim for compensation arising out of the death of Lt. (CREW) FERRERO, Pietro should be referred to DAD (49) Claims and Hirings, EARL.

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

7719

8

SUBJECT: - Traffic accident

Ref: - 49/40823/44/A
(2446 CES)
2 June 1945

H.Q. Allied Commission
Navy Sub Commission
A.P.O. 394

1. Ref HSC/2450 dated 21 May 45, action as suggested in para 2 is agreed.

CES/IM

Chapman
Major.
D.A.B. 49 Claims and Hirings.

7718

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2450
21 May 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : DAD (49) Claims and Hirings, BARI.
Subject: Traffic Accident.
Reference: (a) Navy Sub-Commission ltr NSC/2346 of 5 May 1945
to DAD (49) Claims and Hirings.
(b) DAD (49) Claims and Hirings ltr CH/49/13 of 16
May 1945.
Enclosure: (A) Copy Navy Sub-Com ltr NSC/2108 of 11 April 1945.

1. To enable a reply to be made by you to reference (a), a copy of enclosure (A) is forwarded herewith. Reference (b) indicated to AD Claims and Hirings and 59 Claims and Hirings that the original of enclosure (A) could not be traced.

2. The Navy Sub-Commission proposes to notify the Italian Ministry of Marine that the civilian claim for compensation arising out of the death of Lt. (CREW) FERRERO, Pietro at Taranto should be referred to DAD (49) Claims and Hirings, BARI. If such action is concurred in, it is requested that this office be informed at an early date. In that event no additional action will be required on enclosure (A).



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

7717

23 MAY 1945

cc. 41 Claims and Hirings
C.M.F.

www

SUBJECT:- Traffic accident

Ref:- GH/49/13
16 May 1945

~~AD Claims and hirings~~
~~59 Claims and hirings~~

1. Ref attached correspondence from HQ. AG. Navy Sub commission.
2. The original letter and report referred to were forwarded for registration, but file cannot be traced from information contained in NSC/2346 dated 5/May 45.
3. May HQ be asked if they can assist please.

HD/EL

J.W. Edwards.
Capt. for Major.
D.A.D. 49 Claims and Hirings.

Copy:- HQ. AG. Navy Sub commission APO 394 -
Your NSC/2346 of 5 May 1945 refers.

7716

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2346
5 May 1945.

From: Navy Sub-Commission, Hq., Allied Commission.
To : DAD Claims and Hirings (49) EARI.
Subject: Traffic Accident - Fatal - Italian.
Reference: (a) Assistant Provost Marshal, H.Q. 52 Area
ltr. PRO/40/62 of 16 April 1945.

1. Reference (a) forwarded to DAD Claims and Hirings (49) EARI a copy of Navy Sub-Commission letter NSC/2106, dated 11 April 1945 in regard to a fatal accident involving Lt. (CREM) FERRERO, Pietro at Taranto.

2. It would be appreciated if the information requested in paragraph three of Navy Sub-Commission letter NSC/2106 could now be supplied by DAD Claims and Hirings (49) EARI.

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

Copy to:
Assistant Provost Marshal,
H.Q. 52 Area.
Naval Provost Marshal, Taranto.
OC, 97 GPT Coy RASC.
'A' HQ 52 Area.



7 MAY 1945

7715

W W W

Subject : Traffic Accident.

Ref : 97/26

CONFIDENTIAL.

To : H.Q. Claims Commission,
C.M.F.

The attached H.Q. Allied Commission Navy Sub - Commission
APO 394 letter reference MSC/2108 of 11th April 1945 is forwarded to
you for information and any necessary action.

The initial A.F. H. 3876 for this accident was sent to :-

Claims Commission,
A.A.I.
C.M.F.

on 25th August 1944 bearing unit reference T/A/18.

The duplicate copy of the A.F.A. 3876 duly completed
to Reg. Y was sent to H.Q. 52 Area on 5th Sept. 1944.

Field
B.L.A.
20th April 45.
DA

Dainford
Major,
Officer Commanding,
37 Company R.A.S.C. (General Transport).

Copy to :- Navy Sub-Commission, H.Q. Allied Commission,
APO 394
C.M.F.

Provost Marshal, H.Q. 52 Area. C.M.F.

7714

SUBJECT :- Traffic Accident - Fatal - Italian

PRO/40/62 ✓

16 Apr 45

DAD
Claims & Hirings (49) BARI

Further to HQ 52 Area letter A.58
dated 10 Oct 45 addressed to you.

Herewith letter N.S.C./2108 dated
11 Apr 45 from HQ A.C. Navy Sub-Commission,
passed to you in respect of Para 1, and any
further action necessary.

[Signature]

Field.

Major.
Assistant Provost Marshal,
H.Q. 52 Area.

Copy to :- HQ A.C. Navy Sub-Commission,
A.P.O. 394.

N.P.M. TARANTO.
OG 97 CPT Coy RASC
'A' HQ 52 Area.

7713

FILE

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2108
11 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Provost Marshal, Headquarters, 52 Area.
Commanding Officer, 97th Company, R.A.S.C. (General Transport).
Subject: Fatal Accident to Lt. (CRM) FERRERO, Pietro, at
Via O. FLACCO and Via C. BATTISTI, Taranto, 23 August 1945.

1. The Navy Sub-Commission has received an inquiry from the Ministry of Marine as to whether the family of subject individual is entitled to any compensation in view of the fact that he is alleged to have been killed by a lorry belonging to the 97th Company, R.A.S.C. (General Transport) and without negligence on his own part. The driver of the lorry was an Italian, RITORO, Cosimo whose address is Via Oberdan, 52, Taranto.

2. The following is quoted from a translation of the report of an Italian Commission which was charged with establishing the circumstances surrounding subject's death:

"On 23.8.44 at about 1610 Lieut. FERRERO was proceeding on a motor-bicycle to CATTOLICA on duty. Arriving at the cross road of Via O. FLACCO with Via C. BATTISTI he was hit by a British vehicle driven by RITORO Cosimo, a civilian aged 44. He died at 1915 hours that day, as a result of his injuries, in the "ACANFORA" hospital to which he had been carried in another British vehicle.

The Commission, from the evidence examined, concludes:

1. That Lieut. FERRERO was in his correct position on the road.
2. That the British vehicle, in passing a horse-drawn carriage which was standing still, had pulled too far to the left hand side.
3. That this manoeuvre carried out by the driver of the British vehicle was not justified.
4. That no blame is attached to Lieut. FERRERO.
5. That he should be held to have died while on duty.
6. That the responsibility for the accident devolves upon the driver of the British vehicle, since he had pulled over too far to the left in passing the carriage without due caution regarding vehicles approaching from the opposite direction. However, two vehicles standing at the corner of VIA BATTISTI and VIA O. FLACCO obstructed in great part the view of the road."

7712

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2106
11 April 1945.

Subject: Fatal Accident to Lt. (CEN) FERRERO, Pietro, at
Via C. FLACCO and Via C. BATTISTI, Taranto, 23 August 1945.

3. It is requested that the Navy Sub-Commission be informed of the facts concerning Lieutenant FERRERO's death as available to the addressees and be given an indication of any action which is known to have been taken by British Authorities to effect a settlement of the matter. In addition it would be appreciated if the Navy Sub-Commission could be informed as to the proper agency to which an Italian civilian claim for compensation in connection with Lieutenant FERRERO's death should be referred for consideration.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Naval Provost Marshal,
TARANTO.
FOTALI



7711

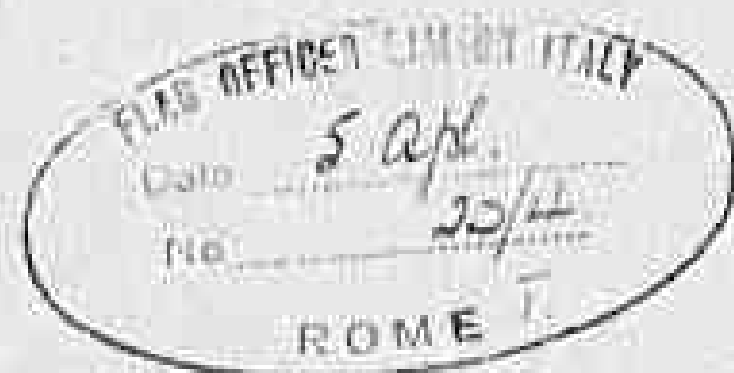
From: MINISTRY OF MARINE (Cabinet)
To : F.O.L.I. - Rome
Date: 3rd Apr. '45
Ref.: 6598/2 ✓

Subject: Re. Fatal Accident which Occurred
to Lt. (CREM) FERRERO, Pietro.

Ref. your L.20/4 of 28th Jan. last.

The Naval Dept. at Taranto has confirmed that the lorry responsible for running over Lt. FERRERO carried the number L.213523 and belonged to 97th Company R.A.S.C. (General Transport) which was transferred to another Base in Sept. 1944. The lorry was driven by HITORTO, Cosimo whose address is : Via Oberdan N°52, Taranto.

CHIEF OF CABINET



1 7710

DC/P. 8 Apr. 1945

DATE: 8 APR 1945
FROM: F.O.L.I. ROME
TO: NAVY DEPT. TARANTO

FORWARDED FOR APPROPRIATE ACTION

REAR ADMIRAL



Ministero della Marina
GABINETTO

Roma 3 APR 1945
194

M F.O.L.I. = ROMA

INDIRIZZO TELEGRAFICO MARINA - ROMA

Det. N° 6528 Allegato //

ARGOMENTO: Investimento mortale del Tenente
C.R.E.M. FERRERO Pietro.

Riferimento vostro foglio L.20/4 in data
28 gennaio 1945.

Il Dipartimento Militare Marittimo di Taranto, interessato da questo Ufficio di Gabinetto di voler accertare l'autocarro responsabile dell'investimento del Tenente FERRERO, ha confermato che la macchina stessa recava il numero di targa L.213523 e dipendeva dalla 97^a Company R.A.S.C. (General Transport) trasferitasi in altra sede nel Settembre 1944. L'autocarro era guidato dall'autista RITORTO Cosimo domiciliato a Taranto - Via Oberdan, n° 52.



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

7709

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

28th January, 1945. ✓

No. L.20/4.

MINISTRY OF MARINE,
ROME.

FATAL ACCIDENT TO LIEUTENANT
(C.R.N.M.) VERDE, Pietro.

With reference to your letter No. 16556 of the 26th December, 1944, extensive enquiries have been made to trace the vehicle involved in the accident. It appears, however, that no vehicle bearing the number you quote can be found in the transport records of the Adriatic and Taranto Area, nor can the driver be located.

2. In these circumstances it is suggested that the original statements of the accident be verified.

(Sgd) G L WARREN
COMMODORE R. N.

7708

BEST COPY POSSIBLE

STAFF MINUTE SHEET.

Pack No. _____

Subject FATAL ACCIDENT INVOLVING BRITISH VEHICLE.Origin M. OF. M.

Referred to

Secretariat

S. M. I. O. 14/11/45

L. S. O.

The translation for which A/Sec(L) has asked consists of the evidence and findings of a Commission of Enquiry to establish the circumstances of death of Lieut. (C.R.E.M.) FERRERO Pietro.

On 23.8.44 at about 1610 Lieut. FERRERO was proceeding on a motor-bicycle to CATOLICA on duty. Arriving at the cross road of Via O. FLAC with Via C. BATTISTI he was hit by a British vehicle driven by RITORIO Cosimo, a civilian aged 44. He died at 1915 hours that day, as a result of his injuries, in the "CAFORA" hospital to which he had been carried in another British vehicle.

The Commission, from the evidence examined, concludes:

1. That Lieut. FERRERO was in his correct position on the road.
2. That the British vehicle, in passing a horse-drawn carriage which was standing still, had pulled too far to the left hand side.
3. That this manoeuvre carried out by the driver of the British vehicle was not justified.
4. That no blame is attached to Lieut. FERRERO.
5. That he should be held to have died while on duty.
6. That the responsibility for the accident devolves upon the driver of the British vehicle, since he had pulled over too far to the left in passing the carriage without due caution regarding vehicles approaching from the opposite direction. However, two vehicles standing at the corner of VIA BATTISTI and VIA O. FLACCO obstructed in great part the view of the road.

PRESIDENT OF COMMISSION: A. CASPARINI (Captain)

- a) Witness states that cycle and Lieutenant were carried some seven yds.
- b) In his statement RITORIO says that the collision took place in "about the middle of the road and that he was travelling at 20 Km. p.h. (= 12 - 13 m.p.h.) approximately. He scurried the horn of the vehicle.
- c) Another witness states that cycle was moving more slowly.

II.

In view of the length of this translation request I may be informed whether it is considered desirable to carry it out in detail. Suggest that the remarks of the Motor Transport Officer would be pertinent.

7707
Lieutenant R.N.V.R.
Staff Officer (I) Taranto,
9th Jan 1945.

A/Sec(L)

After action
circulation

Disposal

with Via C. BATTISTI he was hit by a British vehicle driven by RITORIO Cosimo, a civilian aged 44. He died at 1915 hours that day, as a result of his injuries, in the "ACQUORA" hospital to which he had been carried in another British vehicle.

The Commission, from the evidence examined, concludes:

1. That Lieut. FERRERO was in his correct position on the road.
2. That the British vehicle, in passing a horse-drawn carriage which was standing still, had pulled too far to the left hand side.
3. That this manoeuvre carried out by the driver of the British vehicle was not justified.
4. That no blame is attached to Lieut. FERRERO.
5. That he should be held to have died while on duty.
6. That the responsibility for the accident devolves upon the driver of the British vehicle, since he had pulled over too far to the left in passing the carriage without due caution regarding vehicles approaching from the opposite direction. However, two vehicles standing at the corner of Via BATTISTI and Via C. FLAJOO obstructed in great part the view of the road.

PRESIDENT OF COMMISSION: A. CASPARINI (Captain)

- a) Witness states that cycle and Lieutenant were carried some seven yds.
- b) In his statement RITORIO says that the collision took place in "about the middle of the road and that he was travelling at 20 Km. p.h. (= 12 - 13 m.p.h.) approximately. He sounded the horn of the vehicle.
- c) Another witness states that cycle was moving more slowly.

II.

In view of the length of this translation request I may be informed whether it is considered desirable to carry it out in detail. Suggest that the remarks of the Motor Transport Officer would be pertinent.

5th 7707

Lieutenant R.N.V.R.
Staff Officer (I) Taranto.
9th Jan 1945.

What this one of our vehicles? Request SMT to will go into

This will be an MTO to advise of same

Matter has been investigated with J.M. Port Tuscato Poles and also with M.T.O., Bari. No trace can be found of vehicle L 213523, nor of the driver named. They could surely be traced through the original statements taken at the time of this accident!

14/1/45

Mr. J. J. J. J. J.

Continue, if necessary, on a FRESH minute sheet

A/Sec(L)

After action circulation

Disposal

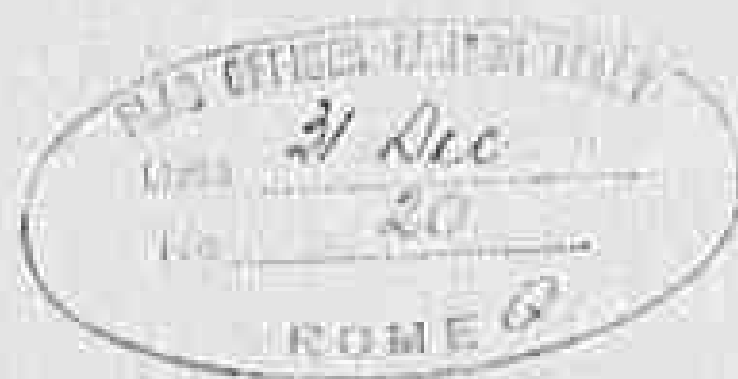
B. U.

20/4

From: MINISTRY OF MARINE (Cabinet)
To : F.O.D.I. - Rome
Date: 26/12/44
Ref.: 16556 ✓

Subject: Fatal Accident to Lt. (C.R.E.I.)
FERRERO, Pietro.

1. We send you attached copies of reports relating to the investigation of a collision which caused the death of the above Officer, for any action which may be taken, since the lorry which ran him down belonged to "Motor Transport Office, Royal Navy, Taranto".
2. Request you kindly inform if deceased's family are entitled to any indemnity (damages).



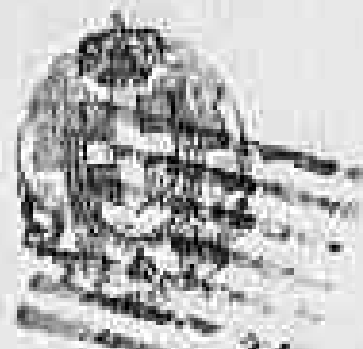
CHIEF OF CABINET

DG/P

77069

FILE

Mod. 40



Ministero della Marina
GABINETTO

Roma

M F.O.L.I. = ROMA =

INCHIESTA TELEGRAFICA MARINA-ROMA

Dot. N. 16556

Allegato

ARGOMENTO:

Investimento mortale del Tenente
C.R.E.M. FERRERO Pietro.

1. Si trasmette una copia del verbale di inchiesta con allegati relativo all'investimento che ha causato la morte dell'Ufficiale in argomento, per gli opportuni provvedimenti, giacchè l'autocarro che ha investito il Tenente FERRERO dipendeva dal "Transport Motor Office, Royal Navy, Taranto".
2. Si prega voler comunicare se compete alcun indennizzo ai famigliari del deceduto.

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



7705

V E R B A L E D I I N C H I E S T A

La sottonotata Commissione nominata con foglio 57883/26/4279 del 26 corrente di Marina Taranto si è riunita per:

- a) accertare le cause che hanno provocato l'investimento mortale del Tenente C.R.E.M. FERRERO Pietro ad opera dell'autocarro inglese targato L.213523 guidato dal civile RITORTO Cosimo nel pomeriggio del 23 Agosto 1944;
- b) Rispondere ai quesiti formulati dall'art.63 del regolamento autoveicoli;
- c) Stabilire se la morte del predetto Ufficiale sia avvenuta in servizio e per causa di servizio.

=====0=====

FATTO

Il giorno 23 Agosto 1944 verso le ore 16,10 il Tenente CREM. FERRERO Pietro, Ufficiale dirigente dell'Autoreparto R.M.Taranto usciva in motocicletta da Villa Viola per recarsi ai baraccamenti CATTOLICA per servizio.

Giunto sulla via C.Battisti veniva investito da un autocarro inglese guidato dall'autista civile RITORTO Cosimo di anni 44.

Il ferito subito ricoverato al locale Ospedale "ACANTORA" vi decedeva nella stessa sera alle ore 19,15.

La Commissione in base ai sopralluoghi eseguiti all'autoreparto per esaminare le condizioni della moto sul luogo dell'incidente e ad un posteggio inglese per visitare l'autocarro ha rilevato:

1°) - Che la moto presentava:

- a) ammacatura sulla parte anteriore sinistra del serbatoio e sul parafango anteriore a dieci cm. posteriormente alla forcella.
- b) deformazione a "S" del cerchio anteriore.
- c) evidenti segni di strisciamento su pietra sul bordo del lato destro del cerchione anteriore e sulla leva di comando del freno sul mozzo della ruota stessa.
- d) deformazione del parallelogramma di sospensione della ruota anteriore, sia nel senso verticale che longitudinale.
- e) deformazione di tutto il telaio verso destra rispetto all'asse longitudinale.
- f) deformazione dei poggia-piedi.

- 2 -

- 2°) - La posizione esatta dove è stato sbalzato l'Ufficiale e quella della moto per i seguenti rilievi:
- a) Macchia di sangue sulla cordonatura in pietra bianca del marciapiede.
 - b) Macchia di olio a cavallo della rotaia esterna (quella vicina al marciapiede del tram).
 - c) Rigatura di circa un metro di lunghezza che si biforca verso la fine, lasciata sull'orlo del marciapiede dallo strisciamento del cerchione della ruota anteriore della moto e dalla levetta di comando del freno anteriore.
- 3°) - La posizione di un autocarro americano e di una vettura a cavalli che sostavano in prossimità dell'angolo del marciapiedi fra Viale Flacco e C. Battisti, come indicato sul disegno.
- 4°) - Nella rapida visita eseguita all'autocarro inglese in un momento di sosta in ore notturne si è potuto constatare:
- a) Sulla retina di protezione del radiatore due fori quadrangolari rispettivamente di apertura di cm. 2,5 ed 1,5 alla distanza tra loro di cm. 8,5.
 - b) Sul radiatore, in corrispondenza dei detti fori altri 2 più grandi di forma rettangolare col lato maggiore nel senso verticale. L'altezza di detti fori dal piano di terra era di mt. 1,05.

Secondo la versione dell'autista RITORTO, i fori sopradetti sarebbero stati prodotti dal manubrio e dalla leva della frizione della moto. La Commissione però non ha rilevato alcun segno di sfregamento o deformazione nè sul manubrio nè sulla leva.

La Commissione ha interrogato:

1° -	RITORTO	Cosimo	= Autista autocarro	(all. 1)
2° -	CHIRICO	Michele	"	(" 2)
3° -	GIURANNA	Giuseppe	= Cannoniere	(" 3)
4° -	BEGGIATO	Pietro	= Capo Cannoniere	(" 4)
5° -	ZANETTI	Pietro	= S. Capo Autista	(" 5)
6° -	TOSCANI	Giuseppe	= Marinaio autista	(" 6)
7° -	DI SERIO	Olinto	= Cap. di Corvetta	(" 7)

RESPONSABILITA' - Sotto la scorta dei dati suddetti e dalle varie deposizioni raccolte, la Commissione ha così ricostruito il fatto:

7703

Il giorno 23 Agosto alle ore 16,00 circa il Ten. C.R.E.M. FERRERO Pietro lasciava l'Autoreparto con una motocicletta - Guzzi 250 targata R.M. 3536 per recarsi ai Baraccamenti Cattolica

- 3 -

dal Capitano di Corvetta DI SERIO Olinto per la firma del verbale di inchiesta relativo all'incidente occorso nel mese di luglio all'Autobus Alfa Romeo 800 targato R.M.36329 al passaggio a livello di Trani.

Proveniente dalla Via O.Flacco a velocità moderata, il FERRERO imboccava via C.Battisti in direzione di Taranto dopo aver descritto un'ampia curva che lo portava in vicinanza della rotaia interna del tram.

In direzione opposta ed alla velocità oraria di 30 + 40 Km. veniva un autocarro inglese targato L.243523, guidato dall'autista civile italiano RITORTO Cosimo il quale, per sorpassare una vettura a cavalli in sosta sotto il marciapiedi di destra presso l'imbocco di Via Orazio Flacco, deviava in modo da spostare l'autocarro verso sinistra.

Quasi all'altezza delle ruote posteriori della carrozza e alla distanza di circa un metro dalla rotaia interna del tram si verificava l'urto tra la parte anteriore dell'autocarro e la motocicletta.

In seguito a tale urto il Tenente FERRERO veniva proiettato sul bordo del marciapiedi di sinistra mentre la moto, trascinata dall'autocarro per circa 5 metri, si abbattava sulle rotaie a mt.3,90 dal ferito, rimanendo in parte sotto il radiatore dell'autocarro.

In base alle indicazioni fornite dai testi è stato possibile determinare la posizione del punto in cui è avvenuto l'urto, partendo dai punti sicuri, rilevati sul posto, del ferito e della moto alla fine dell'incidente.

Pertanto i punti indicati dall'autista RITORTO e dal teste oculare CHIRICO Michele, non rispondono a realtà.

Indicazioni più esatte vengono fornite invece dal teste Cann. GIURANNA Giuseppe e ciò è giustificato dal fatto che egli rispetto ai primi trovavasi in posizione elevata, con la visuale libera e senza preoccupazioni.

In seguito a tale precisazione del punto di incontro dei due autoveicoli (risultato arretrato rispetto al centro di confluenza delle due strade) e data la deposizione concorde dei 2 teste Cann. GIURANNA Giuseppe e CHIRICO Michele) i quali asseriscono che il FERRERO aveva percorso una curva ampia, cade in pieno l'asserzione dell'autista che la moto gli abbia improvvisamente tagliata la strada da destra a sinistra. 7702

L'urto dunque è avvenuto dopo che il motociclista aveva superato la curva e procedeva in Via C.Battisti sulla sua mano.

L'Autista dell'autocarro per investire la motocicletta che marciava sulla propria destra e a poca distanza dal binario, de

- 4 -

ve avere eseguita la manovra di superamento della carrozza in modo da portarsi troppo a sinistra, venendo così a trovarsi fuori mano.

In tale posizione, col camion non ancora richiamato sull'asse stradale, egli ha visto a poca distanza la moto e per evitarne l'urto, sterzava a sinistra frenando.

Anche il FERRERO, secondo la deposizione dell'autista stesso, confermata dalle deformazioni subite dalla moto, ha tentato di buttarsi ancora maggiormente sulla sua destra, sterzando opportunamente. Data la breve distanza l'urto è stato inevitabile, la moto investita sul lato sinistro veniva trascinata per circa 5 mt. ed il FERRERO sbalzato in avanti andava a fermarsi sul bordo del marciapiedi.

L'autocarro si arrestava con la ruota anteriore sinistra in mezzo alla rotaja ed inclinato rispetto a queste di circa 40 gradi.

Subito dopo, a mezzo di un autocarro inglese, il ferito veniva trasportato all'Ospedale "ACANFORA" dove decedeva alle 19,15 come risulta dall'allegato referto medico.

CONCLUSIONI

Da quanto sopra detto la Commissione conclude:

- 1° - Che il Ten. FERRERO, al momento dell'investimento aveva già superata la curva e trovavasi sulla sua destra.
- 2° - Che l'autocarro, per la manovra di sorpassare la carrozza si era portato troppo a sinistra.
- 3° - Che non trova giustificata la manovra fatta dall'autista dell'autocarro di sterzare a sinistra per schivare la moto.
- 4° - Che trova rispondente alla situazione del momento il tentativo di manovra fatto dal FERRERO di portarsi maggiormente sulla propria destra.

Pertanto:

- a) - Nessuna colpa deve essere addebitata al Ten. FERRERO in quanto egli ha osservato tutte le norme previste dal Regolamento sulla circolazione stradale.
- b) - La morte del Ten. FERRERO deve ritenersi avvenuta in servizio e per causa di servizio perchè egli si recava ai Baraccamenti Cattolica dove era stato convocato dal Cap. di Corvetta DI SERIO, per la firma del verbale di inchiesta relativa ad altro incidente stradale come risulta dalla dichiarazione del Comandante DI SERIO. (all.7).

7701

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- 5 -

- c) - La responsabilità del disgraziato incidente è da imputarsi all'autista dell'autocarro per aver eseguita la manovra di sorpassamento della carrozza in modo da portarsi troppo a sinistra e senza tener conto preventivamente dei veicoli provenienti in senso opposto. E' però da tener presente che l'esistenza dei due veicoli fermi ai lati dell'angolo di Via Battisti con O.Flacco riduceva molto la visuale della strada.

Taranto 1° Settembre 1944

LA COMMISSIONE

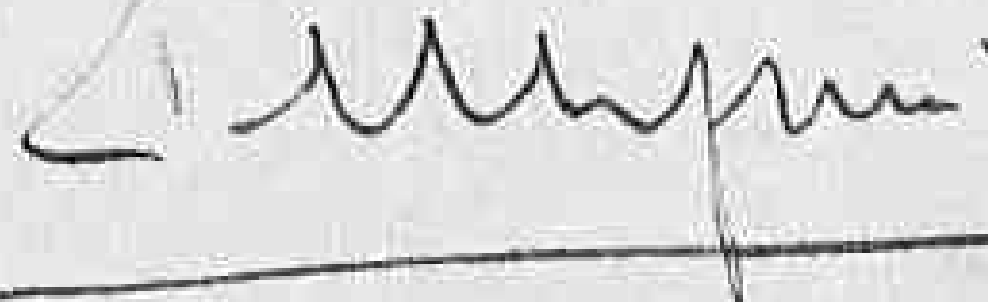
IL TENENTE COMMISSARIO
Membro e Segretario
F.to Vincenzo GUIDONE

IL CAPITANO A.N.
Membro
F.to Cosimo GRECO

IL CAPITANO DI V.
Presidente
F.to A. GASPARINI

P. C. C.

IL VICE CAPO DI GABINETTO
C. di V. E. PELLEGRINI



7760

allegato n. 1

DICHIARAZIONE di RITORTO Cosimo di N.N. e di N.N. nato a Taranto il 12/9/900, ivi residente in via Oberdan n.52 - Autista.

Alle ore 16,10 del 23 andante guidavo il camion inglese targato L.213523 diretto a S.Giorgio J. all'altezza di Via O. Flasco la mia mano era impedita da una vettura a cavallo in sosta vicino al marciapiedi per cui dovetti spostarmi verso il centro della strada suonando il clacson per sorpassare la vettura stessa. In quel mentre mi vidi improvvisamente tagliare la strada sulla mia destra proveniente dalla Via Crazio Flasco.

Cercai di evitare l'investimento con tutti i miei mezzi frenando e sterzando a sinistra. Vidi che anche il motociclista cercava di deviare sulla sua destra ma data la breve distanza fu impossibile evitare l'urto che avvenne all'altezza della testa del cavallo e circa al centro della strada. La motocicletta investita sul lato sinistro venne trascinata per circa sei o sette metri insieme al conducente che era un Tenente della R.Marina. L'autocarro si fermò quasi sull'orlo del binario del tram e la motocicletta si abbattè davanti alle ruote dell'autocarro stesso mentre il motociclista veniva sbalzato sull'orlo del marciapiedi. L'Ufficiale fu adagiato su un autocarro inglese sopraggiunto e trasportato al locale Ospedale "Acanfora" dove in serata decedeva. La mia macchina dovette essere rimorchiata perchè il manubrio della moto ne aveva bucato il radiatore.

A.D.R. - La velocità dell'autocarro era di circa venti chilometri orari.

A.D.R. - All'imboccatura della Via Crazio Flasco era fermo fuori mano un autocarro americano affiancato al marciapiedi di sinistra. Ciò mi impediva la visuale verso il lato destro.

A.D.R. - Sono in possesso della patente di guida di 3° grado dal 1927 e non ho mai avuto incidente alcuno.

Letto, confermato e sottoscritto.

IL DICHIARANTE
F.to RITORTO Cosimo

7699

Taranto, 29 Agosto 1944.

Taranto 29 Agosto 1944

allegato n.2

DICHIARAZIONE di CHIRICO Michele fu Pasquale e di PERGLIANNA Pasqua nato a Montemesola (Taranto) il 16/5/908 qui residente in Via Ancona, 6 - fruttivendolo.

Verso le ore 16 del 23 corrente stavo a vendere frutta col mio carretto sul marciapiedi di Via C. Battisti angolo Via Orazio Flacco.

Sotto il marciapiedi dalla parte di Via Cesare Battisti era ferma una carrozza a cavallo mentre dal lato di Via Orazio Flacco trovavasi una camionetta americana contro mano col motore rivolto verso la predetta Via Battisti.

Da Via Flacco proveniva una motocicletta guidata da un Tenente della R.M. ed imboccava per dirigersi verso Taranto.

Da Taranto proveniva un autocarro inglese guidato da un civile il quale per sorpassare una carrozza ferma sulla sua destra, si portò sulla sinistra suonando il clacson. L'autista dell'autocarro vistasi tagliata la strada dalla motocicletta cercò di frenare ma non poté evitare l'investimento e così dopo l'urto trascinò la motocicletta per circa sette metri verso le rotaie del tram. L'Ufficiale venne raccolto da una macchina inglese sopraggiunta e trasportato all'Ospedale "Acanfora" dove decedeva verso sera. L'autocarro per avarie riportate al radiatore venne in seguito rimorchiato.

- A.D.R. - La vettura era ferma vicino al marciapiedi e la testa del cavallo era all'altezza della Via Flacco.
- A.D.R. - L'autocarro investitore portava una velocità dai 20 ai 30 Km. orari.
- A.D.R. - La motocicletta aveva una velocità inferiore a quella dell'auto-mezzo.
- A.D.R. - All'urto tra la motocicletta ed il camion l'Ufficiale veniva sbalzato dalla moto e rotolando sul terreno si fermava sull'orlo del marciapiedi dalla parte del binario del tram.
- A.D.R. - Affermo che l'urto è avvenuto al centro dell'incrocio fra le strade Orazio Flacco e Cesare Battisti.

Letto, confermato e sottoscritto.

IL DICHIARANTE
(segno di croce)

I testimoni della firma:
TRIBO' Antonio, MONTINI Angelo, BONACCORSI Dom.

Per copia conforme
IL TENENTE COMMISSARIO
F.to GUIDONE Vincenzo

7698

allegato n.3

DICHIARAZIONE del Cann. GIURANNA Giuseppe matr.12665 di Vincenzo e di RESTINO Maria nato a Castiglione Sicilia (Catania) il 13/6/920 in servizio Centuria Lavoratori Caserma Cugini.

Verso le ore 16 circa del 23 corrente mi trovavo seduto sul marciuolo che fiancheggia la strada C.Battisti davanti alla Via Crazio Flasco. Ho visto arrivare da Taranto una vettura a cavalli che si è fermata sul lato dritto di Via C.Battisti con la testa del cavallo all'altezza del centro del marciapiedi di Via Crazio Flasco. Vicino a detto marciapiede si trovava fermo un autocarro americano col radiatore all'altezza del centro del marciapiede di Via C.Battisti.

Da Via Flasco ho visto arrivare una moto guidata da un Ufficiale della R.Marina la quale eseguita la curva imboccava via C.Battisti. Alla fine di tale curva la moto si trovava diretta verso Taranto a poca distanza dalle rotaie. Dalla parte opposta sopraggiungeva un autocarro che per sorpassare la carrozza ferma alla sua destra sterzava verso sinistra ed andava ad investire la moto trascinandola per circa cinque o sei metri verso le rotaie. Il motociclista veniva sbalzato circa 10 metri e sul bordo del marciapiedi. L'investimento si è verificato in prossimità delle rotaie ed all'altezza delle ruote posteriori della carrozza. Al momento in cui il camion si è fermato la moto si è riversata a terra di traverso alle rotaie del tram con metà della ruota anteriore sul marciapiede e con la parte centrale sotto il radiatore. Sono subito accorso verso l'Ufficiale ed ho aiutato i presenti ad adagiare il ferito su un camion inglese che lo trasportò all'Ospedale.

Poco dopo una macchina inglese di soccorso ha rimorchiato il camion investitore.

A.D.R. - Non conosco nessun altro dei presenti al fatto.

A.D.R. - Il camion, secondo quello che ho potuto apprezzare e quello che dicevano i presenti, poteva avere una velocità poco superiore ai 30 Km.orari, e la motocicletta non superiore ai 15 km.orari.

A.D.R. - Confermo, data la mia posizione di osservatore, che l'urto fra camion e moto è avvenuto dove ho già indicato.

Letto e confermato mi sottoscrivo.

IL CANNONIERE O.
(F.to GIURANNA G.ppe)

Taranto 29 Agosto 1944

7697

Allegato n.4

DICHIARAZIONE del Capo Mecc. di 3^a cl. BEGGIATO Pietro matr.17865 di Pietro e di Saggiurato Marina nato a Noventa Vicentina (Vicenza) il 17/9/910 in servizio all'autoreparto R.M. Taranto.

Verso le ore 16,20 del 23 corrente mi trovavo al centralino dell'autoreparto quando sopraggiunse il sottocapo autista ZANETTI Pietro e mi informò che il Sig. FERRERO era stato investito da un camion. Mi recai subito sul luogo dell'incidente e constatai che il Sig. FERRERO era già stato trasportato all'Ospedale. La moto giaceva di traverso sulle rotaie della tranvia ed aveva il camion con il radiatore addossato sopra. Provvedevo a far informare dell'accaduto la Polizia Militare Italiana e disponevo che non venisse toccato né l'autocarro né la motocicletta. Sopraggiungeva intanto un autocarro inglese il quale malgrado le mie proteste rimuoveva l'autocarro investitore rimorchiaendolo altrove. Subito dopo interveniva la Polizia Militare Italiana che fatti i rilievi del caso mi autorizzava a ritirare la moto, cosa che provvidi ad eseguire subito. La moto tuttora trovasi all'autoreparto.

A.D.R. - Le tracce sul piano stradale delle ruote posteriori dell'autocarro iniziatesi dal centro della strada si prolungavano in linea retta per circa cinque metri in direzione obliqua all'asse della strada di trenta o quaranta gradi.

A.D.R. - L'autocarro si trovava con la ruota sinistra anteriore e con il cofano sulle rotaie.

A.D.R. - La macchia di sangue si trovava sull'orlo del marciapiede a circa tre metri dalla moto.

Letto e confermato mi sottoscrivo.

IL CAPO CANNONIERE DI 3^a CL.
(F.to Pietro BEGGIATO)

Taranto 29 Agosto 1944

7696

allegato n.5

DICHIARAZIONE del sottocapo autista ZANETTI Pietro matr.5628 di Carlo e fu Sogni Adele nato il 4/4/1918 a Invorio (Novara) in servizio presso l'autoreparto R.M. Taranto.

Il giorno 23 corrente verso le ore 16,15 uscivo dall'autoreparto con un autobus per recarmi in Arsenale a far rifornimento, ma giunto all'incrocio fra Via O.Flasco e Via C.Battisti vedevo un gruppo di persone ferme intorno ad un autocarro. Sceso dalla macchina fui informato che l'Ufficiale dirigente dell'autoreparto Sig. FERRERO uscito poco prima con la motocicletta era stato investito da un autocarro inglese. Avvicinatosi al luogo dell'incidente potetti constatare che la moto giaceva attraverso le rotaie del tram con una parte della ruota anteriore sulla cordonatura del marciapiede: l'autocarro era in posizione obliqua rispetto all'asse stradale e con il radiatore sulla moto. In terra, in corrispondenza della rotaia interna vi era dell'olio che aveva perso la moto. Sul marciapiede ed alla distanza di circa tre metri dalla chiazza d'olio vi era del sangue.

A.D.R. - Ho rilevato sulla strada delle tracce di frenatura con andamento da destra a sinistra della strada.

Letto e confermato mi sottoscrivo.

IL SOTTOCAPO AUTISTA
P.to Pietro ZANETTI

Taranto, 29/8/944.

7694

allegato n.6

DICHIARAZIONE dell'autista TOSCANI Giuseppe matr.68400 di Antonio e di BORRINI Antonietta nato a Cameri (Novara) il 24/8/922 in servizio presso l'autoreparto R.M. Taranto.

Il 23 corrente alle ore 16,30 mi trovavo in autoreparto e venni a conoscenza che l'Ufficiale dirigente Sig. FERRERO era stato investito da un camion.

Accorsi subito sul posto e vidi un gruppo di persone sulle rotaie del tram e la moto riversata sulle stesse con il manubrio rivolto verso S.Giorgio, metà della ruota anteriore sul marciapiede ed il serbatoio della benzina all'altezza della rotaia interna.

A.D.R. - Non mi sono soffermato ad esaminare attentamente le impronte delle ruote dell'autocarro investitore, però, ho potuto osservare dei segni di ruote di camion che dalla destra dello asse stradale si portavano sulla sinistra con un andamento che denotava manovra fatta per sorpassare un veicolo.

A.D.R. - L'inizio di tali impronte era molto arretrato rispetto alla imboccatura della via O.Flacco.

A.D.R. - Ho avuto occasione di andare una volta in moto con il Signor FERRERO ed ho potuto constatare che egli aveva una guida normalmente prudente specie nelle curve e nei crocevia.

A.D.R. - Il Sig. FERRERO si recava ai Baraccamenti Cattolica, dal Capitano di Corvetta DI SERIO per la firma dei verbali relativi all'investimento occorso all'autobus Alfa Romeo 800 targato R.M. 36329 al passaggio a livello di Trani nel mese di luglio u.s.

Letto e confermato mi sottoscrivo.

L'Autista scelto
F.to TOSCANI Giuseppe

Taranto, 29/8/944

7693

allegato N.7

COMANDO MILITARE MARITTIMO TARANTO
Distaccamento Baraccamenti Cattolica

Io sottoscritto Capitano di Corvetta Olinto DI SERIO
dichiaro di aver invitato il Tenente C.R.E.M. FERRERO Pietro
a recarsi nel mio ufficio presso Maridist Baraccamenti Catto-
lica nel pomeriggio del 23 corrente per la firma di un proces-
so verbale relativo all'incidente automobilistico occorso al-
l'autocolonna ministeriale nei pressi di Trani il 15 luglio
u.s.

Taranto 31 Agosto 1944

IL CAPITANO DI CORVETTA
Comandante
F.to Olinto DI SERIO

7692

allegato n.8

OSPEDALE MILITARE TERRITORIALE DI RISERVA "ACANFORA"
T A R A N T O

Referto medico estratto dal Registro delle lesioni traumatiche

Taranto 23 Agosto 1944

Alle ore 16,30 viene trasportato in Ospedale il S.Tenente C.R.E.M. (S.M.) FERRERO Pietro fu Vincenzo cl.1898, investito in Via C.Battisti all'altezza della Via O.Flacco dalla macchina inglese L.213523.

L'Ufficiale si trova in istato di choc traumatico e presenta: Frattura costale emitorace S. con lesione pleuro polmonare; ferite l.c. alla regione fronte parietale S.; frattura comminuta alla gamba S.; ferite ed escoriazioni multiple alla metà S. del corpo.

Medicato e ricoverato nel reparto Chirurgia.

Deceduto alle ore 19,15 del giorno 23 agosto 1944.

L'UFFICIALE MEDICO DI GUARDIA
F.to Ten.Medico LA GIOIA Dr.Osvaldo

p. C. C.

7691

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394NSC/2497
25 May 1945.

FILE

FIRST ENDORSEMENT on
Statement of Il Capo
Sign. Sivori, Giuseppe
dated 17 May 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Claims and Hirings (Br).
Via Delle Botteghe Oscure, 46, Rome.

Subject: Chief Signalmen SIVORI, Giuseppe, IRW - Accident to.

1. Forwarded for appropriate action.
2. It would be appreciated if the Navy Sub-Commission could be informed of the action taken by Claims and Hirings on SIVORI's claim dated 12 October 1944, which was addressed to your office.

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



30 MAY 1945

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(4)

PL-1

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - Rome
Date: 20 May '45
Ref.: 393/CO

Subject: Ch.Sig. SIVORI, Giuseppe.

1. Our N°11264 of 29 Sept. last and your NSC/977/C of 10 Oct. refer.
2. We send you attached statement by above Petty Officer concerning a car accident in which he was involved on 18 July last.

CHIEF OF CABINET

DG/P.

7689

*Ministero della Marina*

GABINETTO

Ufficio Collegamento

INDIRIZZO TELEGRAFICO MARINA - ROMA

Roma, 20 Maggio 1945

NAVY SUB-COMMISSION
HEADQUARTERS, A.C.Aut. N° 393/CO *Allegato*

ARGOMENTO Capo Segnalatore SIVORI Giuseppe.

1. Riferimento foglio di questo U.G. 11264 del 29.9.44 e lettera della S. Commissione Navale NSC/977/C del 10.10.1944.
2. Trasmetto l'acclusa relazione del Sottufficiale in argomento relativa all'incidente automobilistico occorsogli il 10 Luglio 1944.

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

7688

C-4H
(Via delle Botteghe Oscure, 46.)
Roma

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2954
16 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Capt. Francesco CANICIA.

FILE

1. With reference to your letter 11512/2 dated 11th June 1945, it is suggested that the above-named should get into direct contact with the Officer who purchased the car: Captain F.A.G. DONALDSON, c/o OSI(b), HQ., S.O.(M), C.M.F.

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

7687



17 JUL 1945

B

Subject: Statement

SSI(B),
HQ SO(M),
CMT.

SO(M) Liaison,
ROME.

Ref: 19/1706/IB

29 Jun 45.

1. Reference your RD/5 of 19 Jun 45.
2. Herewith a statement by Capt DONALDSON. Will you please pass it on to the Naval Sub Commission of AC ITALY.

1987686
1987686
for Lt Col GS

Maj

23 Jun 45.

STATEMENT of Capt P.A.G. DONALDSON with regard to PIAT 1500
 Saloon Car purchased from Signora Anna CAMICIA

During the last months of 1943 and the first two months of 1944 it was on two occasions suggested that the Fiat 1500 saloon car left in the house at Via Bixio 192 by the proprietor Signora Anna Camicia when this house was requisitioned by No 1 Special Force, be requisitioned for military use. The requisition was not subsequently carried out.

I, however, considered that although the car had been abandoned for a considerable time and that therefore I could not say in what condition it was, it might be a reasonable purchase, and I consequently approached Avv Onofrio CALEFATI, the legal representative of Signora Anna CAMICIA and requested that he find out whether Signora Anna CAMICIA would be disposed to sell the car to me, and if so to name me a price. Some 10-14 days later Avv CALEFATI informed me that Signora CAMICIA was prepared to sell the car but that she requested the sum of 70,000 lire. In view of the fact that the car was minus libretto, minus tyres, minus tools, and had two or three mechanical defects, I considered this price high, but decided to pay rather than lose the chance of getting the car at all. In order to overcome financial difficulties I agreed with Avv. CALEFATI, who acted on behalf of Signora CAMICIA, that the sum of 70,000 lire was to be paid in instalments over a period of months. Until the time this agreement was made the car was in no way touched by me or removed from the garage of the house at Via Bixio 192.

I personally made payments of 12,000 and 8,000 lire respectively at the office of Avv. CALEFATI in VASANO before leaving MONOPOLI for ROME in Jun 44. Two subsequent payments of 20,000 and 30,000 lire respectively were made at the office of Avv CALEFATI in the autumn by Capt S.J. MASON, acting on my behalf. On the occasion of the latter of these two payments (10 Nov 44) Avv CALEFATI informed Capt MASON that this was the final payment and that the matter was therefore closed.

Before leaving MONOPOLI I requested Sig CAMICIA (through Avv. CALEFATI) that the Libretto of the a/m car, should it at any time be found, be sent on to me in order that I could complete the normal procedure of transference of property. The Libretto was never subsequently forwarded to me and Signora CAMICIA and her representative made no further attempt to get in touch with me in any way with regard to the car. I subsequently obtained a new libretto with registration number for the car in ROME made out in the name **76885** person to whom I consigned it.

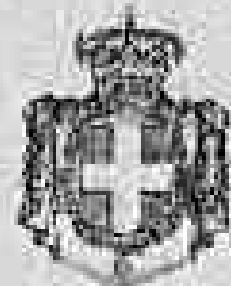
Witnessed by Donaldson
Capt.

Anna CAMICIA and requested that he find out whether Signora Anna CAMICIA would be disposed to sell the car to me, and if so to name me a price. Some 10-14 days later Avv CALEFATTI informed me that Signora CAMICIA was prepared to sell the car but that she requested the sum of 70,000 lire. In view of the fact that the car was minus libretto, minus tyres, minus tools, and had two or three mechanical defects, I considered this price high, but decided to pay rather than lose the chance of getting the car at all. In order to overcome financial difficulties I agreed with Avv. CALEFATTI, who acted on behalf of Signora CAMICIA, that the sum of 70,000 lire was to be paid in instalments over a period of months. Until the time this agreement was made the car was in no way touched by me or removed from the garage of the house at Via Bixio 192.

I personally made payments of 12,000 and 8,000 lire respectively at the office of Avv. CALEFATTI in FASANO before leaving MONDOPOLI for ROME in Jun 44. Two subsequent payments of 20,000 and 30,000 lire respectively were made at the office of Avv CALEFATTI in the autumn by Capt S.J. MASON, acting on my behalf. On the occasion of the latter of these two payments (10 Nov 44) Avv CALEFATTI informed Capt MASON that this was the final payment and that the matter was therefore closed.

Before leaving MONDOPOLI I requested Sig CAMICIA (through Avv. CALEFATTI) that the Libretto of the a/m car, should it at any time be found, be sent on to me in order that I could complete the normal procedure of transference of property. The Libretto was never subsequently forwarded to me and Signora CAMICIA and her representative made no further attempt to get in touch with me in any way with regard to the car. I subsequently obtained a new libretto with registration number for the car in ROME made out in the name 76889, person to whom I consigned it.

Minor by Donaldson
Capt.



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 11512/2 Allegato V

ARGOMENTO Capitano Vascello Francesco CAMICIA.

Trasmetto, per le disposizioni di competenza, un esposto dell'Ufficiale Superiore in argomento relativo alla restituzione di una macchina berlina Fiat 1500 di sua proprietà.

IL CAPO DI GABINETTO
C. di V. F. PASLINI

*Copy of Andrews' memo
Capt. STEVENSON
No 1 Special Force
who will investigate case
of Andrews NSC
13/6*

ROMA, 4 Giugno 1945

A NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

Il sottoscritto Capitano di Vascello in S.P.E. Francesco CAMI-
CIA è proprietario della macchina berlina Fiat 1500 - matricola
motore n° 009222 - matricola telaio n° 009257 - già targata 3007
SP fino al 18 Gennaio 1939 e poi 8462 BA, acquistata nuova dalla
Agenzia Fiat di La Spezia il 29 Settembre 1935 come risulta dal
libretto di circolazione n° 7744 B. rilasciato dal Circolo di Ge-
nova - Prefettura di La Spezia e tuttora in suo possesso.

Dell'inizio dell'attuale guerra mondiale essendo lo scrivente
assente per servizio militare, la macchina in parola era conser-
vata nel garage del suo domicilio in Via Rizio 192 a MONOPOLI
(provincia di Bari) affidata alle cure di sua madre che è anche
sua procuratrice generale.

Il giorno 13 Febbraio 1944 la sua procuratrice generale è sta-
ta informata che il S.Tenente Francis DONALDSON della Polizia Mi-
litare Inglese (Special Forces n° 1) residente in tale epoca a
Monopoli, senza alcuna preventiva autorizzazione, avendo preso la
macchina di cui al paragrafo 1, profittando del fatto che essa e-
ra nella casa, di cui a paragrafo 2, a tale epoca già parzialmen-
te requisita dal suddetto comando di Polizia, per alloggio di Uf-
ficiali e personale Militare Inglese.

Non essendo stato possibile ottenere la restituzione e dato
che il S.Tenente DONALDSON già usava la macchina, cui aveva posto
la targa militare inglese, come se fosse di sua personale proprie-
tà, la procuratrice del sottoscritto è stata costretta, suo mal-
grado, ad accettare la inriscorsa somma di lire 70.000= offerta
dal DONALDSON con promessa di restituzione della macchina, comple-
ta di gomme e di accessori ed in ottimo stato di ~~70.000~~ ^{70.000} ~~il~~ ^{il} ~~momento~~ ^{momento} in
ogni suo particolare.

E' da notare che il DONALDSON non ha voluto procedere a norma-
le requisizione (come era stato richiesto dal legale di famiglia
per poter avere in un secondo tempo possibilità di rivalsa) ma ha

In effetti il 27 Aprile 1945 è stata vista a Roma nel garage di Via Magna Grecia n° 2 e riconosciuta quale quella di proprietà dello scrivente sia per la carrozzeria che per il colore celestino, ed in seguito ad accertamento presso il R.A.C.I. di Roma, anche per il numero di matricola del motore e del telaio.

Per quanto sopra il sottoscritto chiede sia messo sequestro conservativo sulla macchina berlina Fiat 1500 attualmente targata ROMA 84562 a numero di matricola del motore 009222 e telaio n° 009257, fornita di documento provvisorio di circolazione intestato al Sig. D'AGOSTINO Lorenzo di Ezio Rodolfo.

In via subordinata, non essendo più adibita allo Special Forces n° 1, chiedo che sia restituita al legittimo proprietario (come da assicurazioni a suo tempo date dal S. Tenente Francis DONALDSON già facente parte della polizia militare di detto Special Forces) previa verifica ed eventuale rimborso totale o parziale delle 70.000= Lire.

Per le ulteriori notizie che potessero occorrere allo svolgimento della pratica si prega rivolgersi alla Signora Anna CAMICIA (presso Avv. Onofrio CALERAM a Fasano di Brindisi) procuratrice generale dello scrivente, oltre che al sottoscritto (Marinapost - Ministero Marina - ROMA) che a causa dei frequenti cambi di destinazione dovuti al suo servizio militare, potrebbe non essere prontamente reperibile.

IL CAPITANO DI VASCELLO
(Francesco Camicia)



HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3441
31 August 1945

My Dear Mr. Ambassador:

In reply to your letter No. 3474 of 27 July 1945 the Navy Sub-Commission, AC has been informed that after full inquiries, it is confirmed that neither the British Admiralty nor the Commander-in-Chief, Mediterranean have any information on the identity of the submarine which sank the Cruiser "Helle" and no trace of any interrogation records on Tozelli can be found in either Navy or Army records.

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

Ambassador G. Exintaris,
Greek Delegation to the
Advisory Council for Italy.

7682

B



(5)

1 SEP 1945

PC-1

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
25th August, 1945.

Ked. 45/427/2/11.
THE NAVY SUB-COMMISSION,
HEADQUARTERS ALLIED COMMISSION.

SINKING OF GREEK CRUISER "HELENE".

With reference to your NEC/3100 of the 30th July, 1945, a similar request was also addressed to Allied Force Headquarters by the Greek Ambassador, and was referred to the Commander-in-Chief, Mediterranean for a reply.

2. After full enquiries, it is confirmed that neither the Admiralty nor the Commander-in-Chief, Mediterranean have any information on the identity of the submarine which sank the Cruiser "HELENE" and no trace of any interrogation report on Tozelli can be found in either Navy or Army records.

M. B. Lang

FOR ADMIRAL

7681

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
12th August, 1945

SECRET

Med. J.5/127/2/17

THE OFFICER COMMANDING, COMBINED SERVICES
DETAILED INTELLIGENCE CENTRE, C.I.F.

(Copy to:-

The Navy Sub-Commission, Headquarters, Allied
Commission)

SINKING OF GREEK CRUISER "HELLEN"

It is requested that four copies of the report on interrogation of the Italian Submarine Officer Stefano TOMELLI which, it is understood, was carried out by Commander Pont and Lieutenant Noyon, R.N.V.R. at the Combined Services Detailed Intelligence Centre, Naples to determine the identity of the submarine which sank the Greek Cruiser "HELLEN" in the Aegean on the 15th August, 1940, may be forwarded.

2. Although the date of the interrogation is not known, it is probable that it took place towards the end of 1943.

Sgd M.B. LAING

For ADMIRAL

7680

684 00200

(U.S. 445) Wt. 40384/D. 1387. 30,000M. 12/43. U. & S. Ltd. 51-7852.

S. 1320h.
(Established—October, 1916)

NAVAL MESSAGE.

To:

ADMIRALTY

FROM:

CINC MED

CONFIDENTIAL

GREEK GOVERNMENT ARE ANXIOUS TO ASCERTAIN IDENTITY OF
ITALIAN S/M AND NAME OF C.O. WHICH IS BELIEVED TO HAVE TORPEDOED
GREEK CRUISER HELLAS ON 15th AUGUST 1940 OFF PORT OF Tinos.
2. REQUEST ANY INFORMATION BE SIGNALLED.

011531 August
031810

SHM from Caserta

Dist - 0-6, 13, 15, 17, 24

DATE: 3 August, 1948
FROM: FOT LI HOME.
TO : NAVY SUB-COMMISSION, HQ. AC.

FORWARDED FOR APPROPRIATE ACTION

[Signature] REAR ADMIRAL

7679

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NEC/3101
1 August 1945

FILE

My Dear Mr. Ambassador:

Your letter No. 3474 of 27 July 1945, in which data is sought to determine the identity and nationality of the submarine responsible for the sinking of the Greek Cruiser "Helle", has been forwarded to Allied Naval authorities for consideration.

You may be assured that every consideration will be given to your request.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Ambassador G. Exintaris,
Greek Delegation to the
Advisory Council for Italy.

7678



4 AUG 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3101
31 July 1945

My Dear Mr. Ambassador:

Your letter No. 3474 of 27 July 1945, in which data is sought to determine the identity and nationality of the submarine responsible for the sinking of the Greek Cruiser "Helle", has been forwarded to Allied Naval authorities for consideration.

You may be assured that every endeavor will be made to determine the facts involved.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Ambassador G. Exintaris,
Greek Delegation to the
Advisory Council for Italy.



7677

4 AUG 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 994

NSC/3100
30 July 1945

SECRET

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Greek Cruiser "HELLE" - Sinking of.
Enclosure: (A) Original Greek Delegation to the Advisory Council
for Italy ltr No. 3/74 of 27 July 1945.
(B) Copy Royal Greek Ministry for Foreign Affairs Diplomatic
Documents, "Italy's Aggression Against Greece", Athens 1940.

1. The Greek Delegation to the Advisory Council for Italy in enclosure (A) informs the Navy Sub-Commission, Allied Commission that an investigation was conducted by Lt. G. F. Noyon, RNVR, and Commander Pont (British CSPIC) in Naples, involving the examination of an Italian sub-officer, TOZZELLI, Stefano, to determine the identity and nationality of the submarine responsible for the sinking of the Greek Cruiser "HELLE". Enclosure (B), pages 92 to 97 inclusive, contains a report of the investigation made by a Greek Naval Commission on 21 August 1940 to investigate the sinking of the "HELLE".

2. In the next to last paragraph of enclosure (A) it is requested that the Greek Delegation be apprised as to the results of the investigation stated to have been conducted by Commander Pont and Lt. Noyon and furnished with copies of the official depositions of TOZZELLI, together with such other data as may be relevant, which will contribute towards a determination of the actual facts involved.

3. It is requested that the Navy Sub-Commission be informed of the action taken in order that an appropriate reply may be made to the Greek Delegation to the Advisory Council for Italy.



(Sgd) G. L. WARDEN 7676
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC,
for CHIEF COMMISSIONER.

3 AUG 1945

PL-1
30-419

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4179.
6 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander British Troops, Rome.
Subject: Unidentified Body.

1. With further reference to your letter 3A1 dated 13 June 1945 and Navy Sub-Commission, A.C. letter NSC/3411 dated 29 August 1945, the Commodore, Naval Barracks, Devonport, states that the name on the lifebelt cannot be regarded as sufficient evidence of identity of Charles Leonard WATKINS, Able Seaman, D/JX. 365319. This rating is therefore still to be regarded as 'Missing presumed killed' pending more concrete evidence of identity.

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

7 DEC 1945

767

④

Office of Commander-in-Chief,
Mediterranean Station.
29th November, 1945.

Med.45/166/3/25

THE NAVY SUB-COMMISSION, HEADQUARTERS
ALLIED CRESTS-HOM.

(Copy to: C.R. & E. (Records), C.M.F.)

UNIDENTIFIED BODY - POSSIBLY THAT OF A C.D.
WATKINS. D/JK.365319.

The attached correspondence is forwarded in
continuation of Commander-in-Chief, Mediterranean's
letter No. Med.45/166/3/25 of 23rd August, 1945.

R. W. Smith

for ADMIRAL

Enclosures :

1. Commander-in-Chief, Mediterranean's Med.45/166/3/25A
of 23rd August 1945 and Minute II thereon.
2. Commodore, R.N. Barracks, Devonport's 55/11/1D of
17th September, 1945.
3. Commander-in-Chief, Mediterranean's Med.45/166/3/25A
of 27th October, 1945 and Minute II thereon.

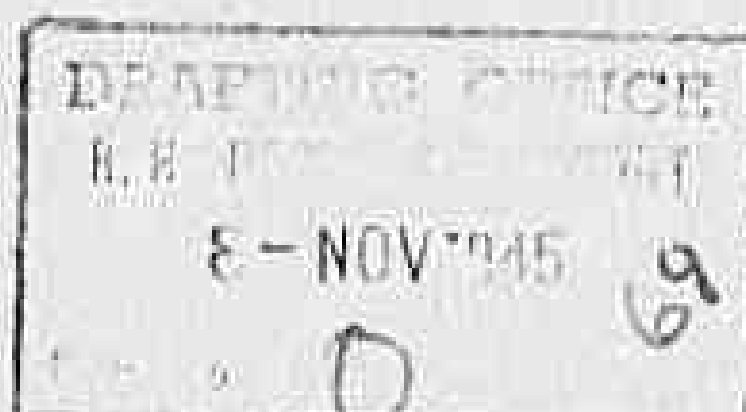
7673

Office of the Commander-in-Chief,
Mediterranean Station.
27th October, 1945.

Med. 45/166/3/25A.
THE COMMODORE, R.N. BARRACKS, DEVONPORT.

UNIDENTIFIED BODY - POSSIBLY THAT OF A C.L.
WATKINS, D/JX. 365319.

Information is requested whether your communication 55/11/1D of 17th September, 1945 was sent on receipt of Admiralty's reply to your communication 55/11/1D of 10th September, 1945.



[Signature]
for ADMIRAL

11.

55/11/1D

Commander-in-Chief, Mediterranean Station.

Returned please. Yes, my 55/11/1D of the 17th September, '45, was sent on receipt of Admiralty's reply to my minute two 55/11/1D of 10th September, 1945. 7672

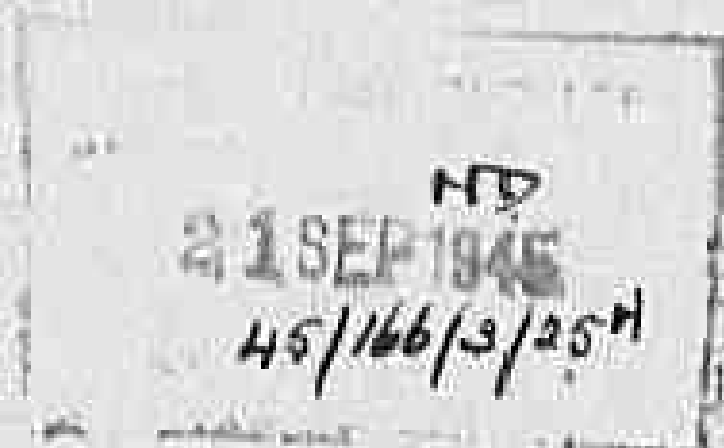
[Signature]
Drafting Commander
for COMMODORE

ND
16/3/25
Royal Naval Barracks, Devonport.
9th November, 1945.



FROM Commodore, Royal Naval Barracks, Devonport.
DATE 17th September, 1945. 55/11/1D
TO Commander-in-Chief, Mediterranean Station,
Allied Force Headquarters.
SUBJECT Unidentified Body.

With reference to your communication Med.45/166/3/25A of the 23rd August, 1945, and my minute two 55/11/1D of the 10th instant, the name on the life-belt cannot be regarded as sufficient evidence of identity of Charles Leonard WATKINS, Able Seaman, D/JX.365319. This rating is therefore still to be regarded as 'Missing presumed killed' pending more concrete evidence of identity.



C.R. Roberts

Drafting Lieutenant R.N.V.R.
for COMMODORE.

Forwarded to D 4/9

7671



Office of Commander in Chief, Mediterranean Station,
Allied Force Headquarters' correspondence Ed.45/166/
3/25A of the 23rd August, 1945, regarding recovery of
a body).

11.

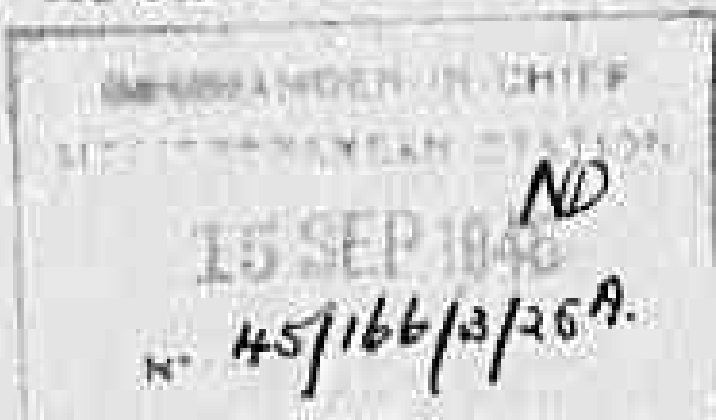
55/11/1D.

Admiralty C.E. (Casualties). Queen Anne's Mansions, S.W.1.

(Copy to:- Commander-in-Chief, Mediterranean
Station, Allied Force Headquarters).

Referred please. Body recovered may be that of
Charles Leonard WATKINS, Able Seaman, D/JX.365319, who
is presumed to have lost his life on the 29th
February, 1944, ex H.M.S. "INGLEFIELD".

2. Information is requested please whether records
can be amended in respect of this rating, and next of
kin notified accordingly.



C.R. Roberts.

Drafting Lieutenant R.N.V.R.
for COMMOBORG

Royal Naval Barracks, Devonport.
10th September, 1945.

7670

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3411
29 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander British Troops, Rome,
Hq. Rome Area Allied Command.
Subject: Unidentified Body.

FILE

1. With reference to your letter 3A1 dated 13th June 1945, Commander-in-Chief, Mediterranean Station states that further enquiries are being made in the United Kingdom as it has not yet been possible to identify without doubt this body, but as H.M.S. "INGLEFIELD" was sunk off ANZIO on the 25th February 1944, it is considered most likely that the body is that of C. L. WATKINS, Able Seaman, Official No. D/JX 365319.

2. Any further information received will be communicated.

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



Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
23rd August, 1945.

Med.45/166/3/25.

THE NAVY SUB-COMMISSION, HEADQUARTERS
ALLIED COMMISSION.

(Copies to: G.R. & E. (Records), C.M.F.
The Vice Admiral, Malta and Central
Mediterranean (for Casualty Reporting
Officer).)

UNIDENTIFIED BODY.

With reference to your communication reference NSC/2658 of the 15th June, 1945, it is regretted that it has not yet been possible to identify without doubt this body, but as H.M.S. "INGLEFIELD" was sunk off Anzio on the 25th February, 1944, it is considered most likely that the body is that of C.L. WATKINS, Able Seaman, Official Number D/JX.365319.

2. Further enquiries are being made however in the United Kingdom, and any information received will be communicated.

3. The attached correspondence is forwarded for information.

R. W. Smith

for ADMIRAL

Enclosure:

1) G.R. & E. (Records) C.M.F.'s GRCMF/1000/190 of 21st June 1945,
and Minutes II and III thereon. **7668**

COPY

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters,
23rd August, 1945.

Med.A.5/166/3/25A.

THE COMMODORE, ROYAL NAVAL BARBAGES,
DEVONPORT.

UNIDENTIFIED BODY.

With reference to the Navy Sub-Commission,
Headquarters Allied Commission's communication 100/2658
of the 15th June, 1945, (copy attached), information is
requested whether any relevant information can be given
regarding C.L. "WATERS, Able Seaman, Official Number
D/R. 365319, reported "Missing presumed killed" in
H.M.S. "TINKLEFIELD" sunk off Anzio on the 25th February,
1944.

Inquiries have been made on the Station
without results and copies of this correspondence are
attached.

(Sgt.) C.R. Weymouth.

for A.D.M.I.R.A.L.

Enclosures:

1. Navy Sub-Commission, Headquarters Allied Commission's
100/2658 dated 15th June, 1945.
2. C.R. & S. (Records) C.M.F.'s 6327/1000/190 dated
21st June, 1945, and Minutes II and III thereon.

7667

COPY.

SUBJECT :- UNIDENTIFIED BODY - C.M.F.'s No. GRCMT/1000/190
of 23rd June, 1945.

(The Casualty Reporting Officer, Malta's Minute II No. GRC/12
dated 3rd July, 1945)

III

No. 242/11.

THE VICE ADMIRAL, MALTA AND CENTRAL MEDITERRANEAN
(Casualty Reporting Officer).

A thorough search has been made in my files
regarding this matter, but it is regretted that I do not
possess any information which will assist in the identification
of this body.

Office of Naval Officer-
in-Charge,
MALTA AREA.
14th July, 1945.

(Sgd) James C. Colwill

CAPTAIN, R.N.

7666

SECRETARY OF DEFENSE, WASHINGTON

FROM THE CHIEF OF STAFF, WASHINGTON

DATE 45 JUN 2, 1945.

TO THE CHIEF OF STAFF, WASHINGTON
(Copy for The Vice Admiral Malta and Central
Mediterranean,

The Flag Officer Levant and Eastern
Mediterranean,

The Captain (AIR) Mediterranean,

The Flag Officer Gibraltar and Red Sea
Approaches,

The Ministry of War Transport,

The Navy Sub-Commission A.M.R.O.

The Commander U.S. Naval Forces, North-
West African Waters.

With reference to the Navy Sub-Commission
MSG/2653 dated 15th June, 1945, and your minute II to
Med., 45/166/3/25 of 23rd June, 1945, it is requested
that there is no trace of C.I. JIMMIS in particular
Mediterranean Combined Operations Drafting Office
Records.

(COPIES SENT TO)
CAPTAIN R.M.

P.C. - 1

7665

C O P Y.

G.R. & H. (Records) O.M.F. No. GRMF/1000/150 of 21st June, 1945.
Unidentified Body.

II.

No GRG/12.
THE NAVAL OFFICER-IN-CHARGE,
NAPLES.

Referred. It is considered possible that the body referred to may be that of G.L. Watkins, A.B. D/SX. 365315 who was reported "missing presumed killed" in D.M.S. "UNIDENTIFIED" 25th February, 1944. Your 281625 and 281631 February, 1944, refer.

2. It has not been possible to identify the body from records held in Malta and it is therefore requested that any information you may hold may be communicated to G.R. & H. (Records), O.M.F. direct, copy to Vice-Admiral, Malta and Central Mediterranean (for Casualty Reporting Office.)

MALTA
3rd July, 1945.

CASUALTY REPORTING OFFICER.

7663

UNIDENTIFIED BODY

(The Navy Sub-Commission's letter NSC/2658 of 15th June, 1945.)

II

Mod. 15/166/3/25

THE VICE ADMIRAL MALTA AND CENTRAL MEDITERRANEAN
THE FLAG OFFICER LEVANT AND EASTERN MEDITERRANEAN
THE FLAG OFFICER GIBRALTAR AND MEDITERRANEAN APPROACHES
THE COMMANDING OFFICER H.M.S. "HAMICAR"
THE CAPTAIN (AIR) MEDITERRANEAN
THE MINISTRY OF WAR TRANSPORT

(Copy to each)

(Copies to:-

The Navy Sub-Commission, Allied Force Headquarters.

The Commander, U.S. Naval Forces, Northwest African Waters.)

Referred.

2. It is requested that you will report whether there
is any trace in your records of a C.L. WATKINS.



MEDITERRANEAN
25th June, 1945.

for ADMIRAL

7662

C O P Y

SUBJECT: UNKNOWN

G.E. & E. (Records) C.M.F.
Tel:-- Mayles 11/63
CICAF/1000/196.

21 Jan '45.

Vice Admiral,
Casualty Reporting Bureau,
MAIFA.

UNIDENTIFIED BODY
? C.L. WATKINS ?

Reference the attached copy of report received here.

Please forward any information you have which will help
to establish the identity of this deceased.

(Sgd) Major
D.A.D.G.R. & E. (Records) C.M.F.

ERT/JS.

7661

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2658
15 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean
Commander, U.S. Naval Forces, Northwest African Waters.
Subject: Unidentified Body.

1. Attached herewith for appropriate action is a copy of the Officer Commanding 230 Provost Company's report dated 6 June 1945, concerning the discovery of an unidentified body at Lido Di Roma. The life-belt which was found with the body was marked "C.L. WATKINS". The body is now buried at Campo Verano (Rome Municipal) Cemetery Plot 2 Row "B" Grave 3.

2. In the event that the records of Commander-in-Chief, Mediterranean or Commander, U.S. Naval Forces, Northwest African Waters provide material which it is considered may enable the identity of the body to be established, it is requested that this office be informed in order that additional action may be taken.

(SGD) F.W. ZIROLY
COMMODORE U.S. NAVY,
for REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
for CHIEF COMMISSIONER.

Copy to:-
RAAC, Ref: 3A1 of 13th June '45
GR & E (5) CMP

PC-1 7660

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2658
15 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Commander, U.S. Naval Forces, Northwest African Waters.
Subject: Unidentified Body.

FILE

1. Attached herewith for appropriate action is a copy of the Officer Commanding 230 Provost Company's report dated 6 June 1945, concerning the discovery of an unidentified body at Lido Di Roma. The life-belt which was found with the body was marked "C.L. WATKINS". The body is now buried at Campo Verano (Rome Municipal) Cemetery, Plot 2 Row "B" Grave 1.

2. In the event that the records of Commander-in-Chief, Mediterranean or Commander, U.S. Naval Forces, Northwest African Waters provide material which it is considered may enable the identity of the body to be established, it is requested that this office be informed in order that additional action may be taken.

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

Copy to:
RAAC, Ref: 3A1 of 13 June '45.
GR & E (5) CMF.



HQ ROME AREA ALLIED COMMAND
APO 734 US ARMY

Ref: SA1

13 Jun 45

SUBJECT: Unidentified body.

HQ No. 2 Base Area HAF
HQ 2nd Echelon
Naval Sub Commission Allied Commission
G-1(American) RAAC

The attached copies of Provost reports on the discovery of an unidentified body are forwarded for information and any action which you consider necessary.

The body has been buried at Campo Verano (ROME Municipal) Cemetery
Plot 2 Row 'B' Grave 1.



A.L. LOUDEN,
Major,
for Brigadier,
Commander British Troops ROME.

BWW/lv

Copy to: HQ & E (E) CEF.

1 7658

R E P O R T

To: The Officer Commanding,
230 Provost Company.

Unidentified Body

Sir,

I have to report that at Rome on the 6 June, 1945, at about 1000 hours, in consequence of instructions received, I proceeded to Lido Di Roma, accompanied by L/Cpl Royle, C.M. Polios, Cpl Hogan, and L/Cpl. Woodward of the Central MI Room. I there made enquiries respecting a body that had been discovered upon the beach.

I questioned an Italian soldier and as a result of what he told me I searched the beach to the north of Lido and at a spot about 20 feet beyond the high water mark, discovered the head of a human body protruding from the sand. The body was covered by about 2 feet of sand and it appeared to have been buried in that position for some considerable time. All that remained was the skeleton, there being no clothing or means of identification. I caused the remains to be removed from the sand and conveyed them to the 104 (Br) General Hospital.

As a result of my further enquiries, I visited the paratroop Training Depot and ascertained from the Adjutant that the body remains had been discovered the evening previous and had been seen by the Medical Officer of that unit. I was unable to interview this Officer at the time.

I was handed the remains of a lifebelt that had been found with the skeleton. It bore the name 'G.L. Watkins' in white capital letters. This item is now held at the Headquarters of the 230 Provost Company.

CMV

6 June 1945.

1930611 R MAY L/Cpl
230 Provost Company

7657

5808

PM/RA/PF 3

Transmittal Slip.

Ref N. PRO/TE 13/5/7532

Subject Traffic accident.From: Office of the Provost Marshal,
Rome Allied Area Command.To: ~~PM HQ CAT~~

PM U.S. Forces

DPM, 3 District.

DPM, R.A.F.

APM, Canadian Corps

APM, U.D.F.

G. 1 (Br) RAAC.

Chief of Public Safety.

HQ. A. C. C.

Commandant French Forces HQ.

D. A. D. CLAIMS.

OC 230 Provost Coy.

OC 279 Provost Coy.

OC 76 Section, S. I. B.

~~OC 75 Coy. (Br) (Br)~~M.M.I.A. Naval Sub-Commission.

For information _____

Necessary action, please _____

Investigation & report _____

Note & forward as indicated _____

Perusal and return please _____

For report _____

For report & completion _____

Forwarded _____

Remarks _____

Date 22 MAY 1945 Signature _____

7656

Lt.-Col.
Provost Marshal.

MILITARY POLICE

TRAFFIC ACCIDENT REPORT

PLACE : ROME
R :DATE : 19 MAY 1945
TIME : 1530 HRS.

Vehicles involved :

Type & Make	LD Number	Drivers Name and Number	Unit
'A' 3 TON DODGE L 2122520	2/10677336	DVR BATES, E.A.	39 B.S.D. R.A.S.O.

'B' 3 TON DODGE L 5317008	359 MARO AUT	BLANCHI GABRIANO	AUTO REPARATO
---------------------------	--------------	------------------	---------------

(RE 10138) ITALIAN ROYAL (REGIA MARINA) MARINIER ROMER.

Injured persons : NAVY NUMBER.

Name & No.	Age	Address	Extent of injury	Disposal

Damage to Property or injuries to livestock (with name & address of owner)

Damage to Vehicles :

Damage TYPE	LD Number	Damage	Disposal
'A' 3 TON DODGE L 5317008	2/10677336	SLIGHT BUMP TO FLOOR AT REAR. UND. W. OWN POWER. RADIATOR COWLING SMASHED. FAN BROKEN.	
'B' 3 TON DODGE (RE 10138)		R/H FLOOR WING DAMAGED. TOWED TO OWN UNIT.	

Witnesses : (if Italian, give name and rank)
Name

7655

(R 10139) ITALIAN ROLL (REG. 10139) NUMBER 10139

Injured persons : NAVY NUMBER
 Name & No. Age Address Potent of injury Disposal

Damage to Property or injuries to livestock (with name & address of owner)

Damage to Vehicles : TYPE	WD Number	Damage	Disposal
1. 3. 201 20139 L 5222222		SLIGHT DAMAGE TO FLOOR AT REAR. UND. R. O. IN POWER.	
2. 3. 201 20139 L 5317058		RADIATOR COUPLING CRACKED. FAN BROKEN.	
3. 3. 201 20139 L 5317058		R/R SIDE WING DAMAGED. TOWED TO CAR YARD.	

7655

Witnesses : (If Italian, give name & address)
 Name Address

General Description of road (Width - surf. etc. - narrow bridge etc)

1000 WAX ROAD. 24 FEET WIDE. GOOD METALLED SURFACE.

Weather conditions :

DRY . VISIBILITY GOOD

Other useful information :

(3)

Report overleaf.....

In consequence of Vehicle 'A' pulling up vehicle 'B' collided with the rear of the stationary vehicle 'A' causing damage as stated overleaf.

Statements of both drivers is attached.

C.M.F.

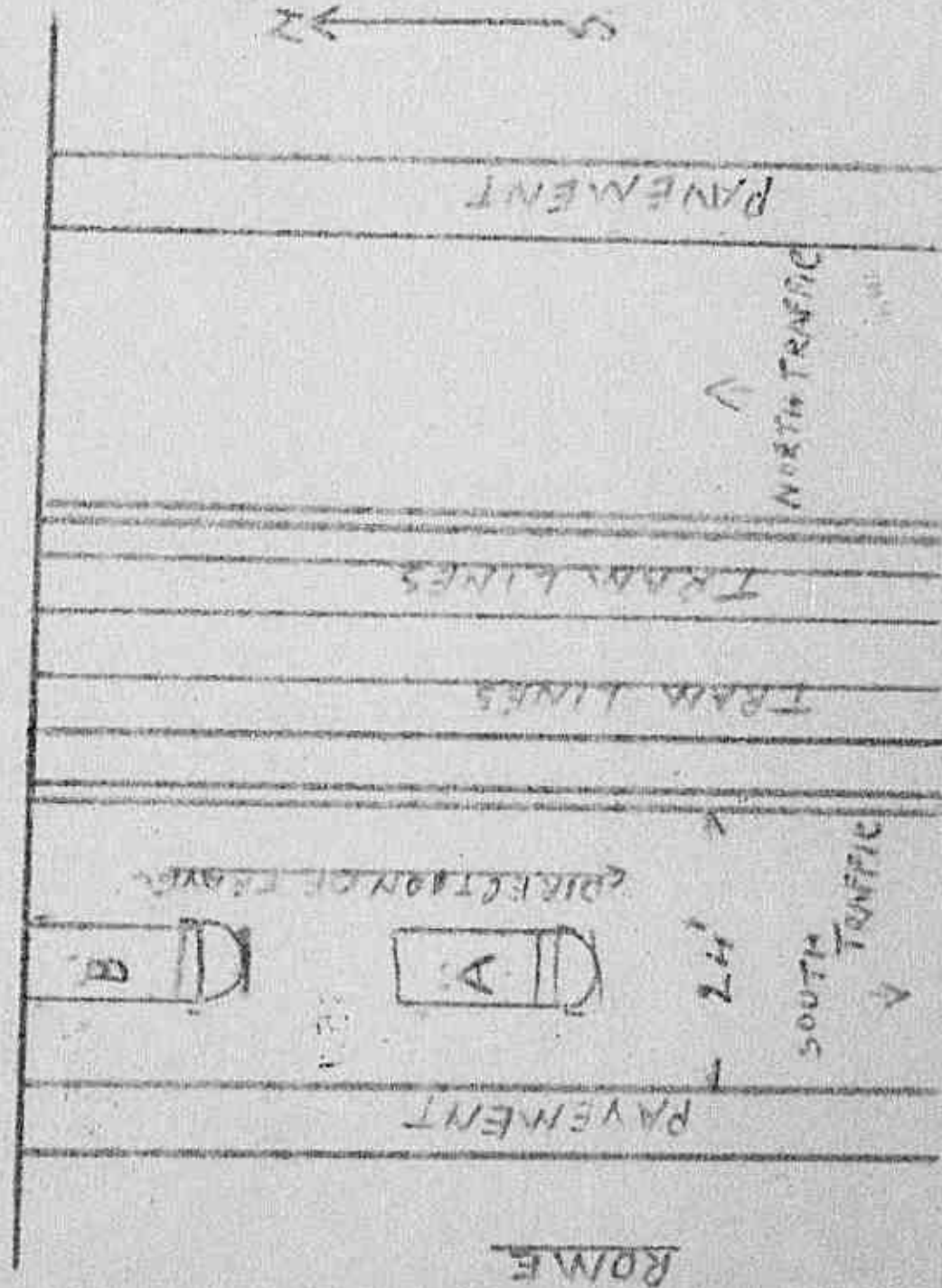
19 MAY 45.

2613271.....CPL

230 PROVOST COMPANY

SKETCH MAP OF ACCIDENT.

RAILWAY BRIDGE OVER ROAD.



C.M.F.

19 MAY 45.

2613271.....CPL

230 PROVOST COMPANY

STATEMENT.

Statement made by T/10677336 Dvr Bates.G.W. 30 B.S.D. ROYAL ARMY SERVICE CORPS. NAPLES.

On Saturday 19 May 1945 at about 1530hrs I was driving Dodge Wd Truck No L 5222520 accompanied by Dvr Shackelton of my unit, and was proceeding along Via Ostiense towards Rome, my speed was about 20 MPH, I was following a line of traffic.

The truck which was immediately in my front a WD Dodge No 5154107 pulled up, but in quite a normal manner, I also braked to a standstill, steadily.

I placed my gear in neutral and was waiting to restart when suddenly I felt a violent impact at the rear of my vehicle, causing it to move forward about 2 Yards coming to rest with the radiator of my truck touching the truck in front.

I got out and found a Dodge 3 Ton truck No 5317008 driven by an Italian had collided with the rear of my truck, I cannot understand how this vehicle failed to pull up in time as some seconds elapsed between my pulling up and the resulting collision.

Signed:-G.Bates.

I have read over and corroborate the above statement.

Signed;-E.Shackelton.

The above is a true copy of a statement made by the above named driver as taken down in my Official Note Book AB 456

C.M.F.
19 MAY 45.

2613271 *[Signature]* CPL
220 PROVOST COMPANY.

7654

Ref. Traffic Accident 19 May 45

Statement by:-

BIANCHI Gaetano
Autoreparto R.M. (Royal Navy) Rome

Who states:-

Today 19 May 45 at about 1430 hrs I was on Route 8 driving an English Dodge No 10138 R.M. and I was traveling towards Rome. Passing under the railway bridge two English Dodges that were in front of me, stopped all at once. As I could not put the brakes on, I tried to turn round, but in doing so, I collided with the back part of the Dodge that was only 15 yards in front of me.

In the collision the Dodge I was driving got the radiator broken, the right splashboard and the radiator's cover smashed. The other Dodge did not suffer any damage.

No driver was injured. The two Dodge's in front of me were driven by two English soldiers; the number of one of the Dodge's is L 522520. The speed of the 3 vehicles was about 20 m.p.h.

(Sgd) Bianchi Gaetano.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2408
14 May 1945.

FILE

From: Navy Sub-Commission, Hq., Allied Commission.
To : Ministry of Marine, Rome.
Subject: Request for return of pistol.

1. Reference is made to Ministry of Marine letter 14/CO, dated 8 May 1945, which requested the return of a pistol to petty Officer DA BOIT, Ettore, which allegedly had been removed from his possession by a member of an Allied Military Police unit in August 1944.

2. Prior to taking further action on the request contained in the Ministry's letter, it is requested that the Navy Sub-Commission be furnished a copy of the receipt which was issued to petty Officer DA BOIT by Allied Military Police and in addition, be furnished the serial number of the pistol. It would be helpful if the Ministry of Marine could also furnish facts which would serve to identify the Military Police unit involved.

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



14 MAY 1945

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WWW

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - Rome
Date: 8 May '45
Ref.: 14/CO. ✓

Subject: 2nd Ch.Wrtr. DA BOIT, Ettore.

1. The above Petty Officer, sent on a Service mission on 1st Aug. last by Maricommi Taranto, was stopped by Allied Military Police at Saline di Volterra, who relieved him of his "Grisenti" pistol with which he had been issued by his Command for the purpose of this mission. The Police Command (Sgt. GORDON) issued a receipt for the weapon to DA BOIT, dated 14 Aug. '44.

2. As the weapon, which is normally carried by I.R.N. personnel carrying out Service missions, belongs to Maricommi Taranto who have it on charge, N.S.C. is requested to approach Allied Authorities concerned with a view to DA BOIT's weapon being handed back to I.R.N.

CHIEF OF CABINET

DG/P.

7650

*Ministro della Marina*

GABINETTO

Ufficio Collegamento

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Roma, 8 MAGGIO 1945

THE NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

Prot. N° 14/60 Allegato

ARGOMENTO 2° Capo Fur. DA BOIT Ettore.

1. Il sottufficiale in argomento, inviato il 1.8.1944 dal Distaccamento di Maricommi Taranto in missione di regio servizio, veniva fermato a Saline di Volterra dalla Polizia Militare Alleata che gli ritirava l'arma (una pistola Grisenti) di cui era stato regolarmente provveduto dal suo Comando per il compimento della missione. Il Comando di Polizia (Sgt. GORDON) rilasciava al Da Boit, in data 14.8.44, una dichiarazione comprovante il ritiro dell'arma.

2. Dato che l'arma, regolarmente portata dai militari della R. Marina in occasione di Missioni di R. Servizio, appartiene al Distaccamento di Maricommi Taranto che la tiene regolarmente in carico, si prega questa S. Commissione Navale di volersi compiacere interessare la competente Autorità Alleata affinché esamini l'opportunità della riconsegna alla R. Marina dell'arma ritirata al Da Boit.

IL CAPO DI CABINETTO
C. DI V. BRILLINI

7649

FIRST ENDORSEMENT to:
Ministry of Marine Itt.
9769/2 of 14 May 1945.

NSC/2413
15 May 1945.

From: Navy Sub-Commission, Hq., Allied Commission.
To : U. S. Claims Service, Largo dei Lombardi, Rome.
Subject: Automobile Accident.
1. Forwarded.

FILE

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



15 MAY 1945

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