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10000/124/102

CASUALTIES, AND CLAIMS
FEB. 46 - JAN. 47

PC-1
VOL. 2

S U B J E C TN U M B E R

Traffic Accident 6 November 1945 File HQ/51106/49	33
Loss by Fire of Dodge 3 Tonner	34
Road Accident between motor Truck R.M. 36171 and British Vehicle No. 4809185.	35
Requisition of Motor Ship ARAGOSTA.	36
Lt/Tel (2nd Class) FELLIPELINO Renato.	37
Incidents at Bizerta Provoked by the crew of the A.C. Carrier "DIXMUIR".	38
Request for death Certificate in respect of Lt. Benvenuti Giuseppe IPN.	39
Request for death certificate of Lt. Cdr. Corrado NARDI IPN.	40
Lucca SCAGLIARINI.	41
Motor Boat San. Michele Reg. No. 2896 Naples.	42
Death Certificate Surgeon Capt. Bruno FALCONATA.	43
Death of Merchant Seamen COSTANTINA Antonio.	44
Motor Boat "GLORIA DI SAN FORTUNATO" Collision with Allied Aircraft.	45
Lieut. Commander (S) Ettore ARMANO - S/Lt. BOSIO Carlo.	46

8143

NSC/ 5887
20 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Marine.
Subject: Lieutenant Commander (3) Ettore ARMANO.
Reference: (a) Ministry of Marine ltr. 795/2 of 12 January 1947.
(b) Navy Sub-Commission ltr. NSC/5516 Of 4 October 1946.

1. A copy of reference (b) is enclosed herewith as it apparently has not been received by the Ministry of Marine.

2. No death certificate can be furnished by the Italian Prisoners of War division, of the Military Mission to the Italian Army. It is requested that any further enquiries relating to this case be forwarded either to the Central Tracing Bureau, Germany or to the Italian Red Cross who are the competent authorities in the matter.

Lt. Bosio Carlo.

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

22 JAN 1947

(46)

PH

PC-1

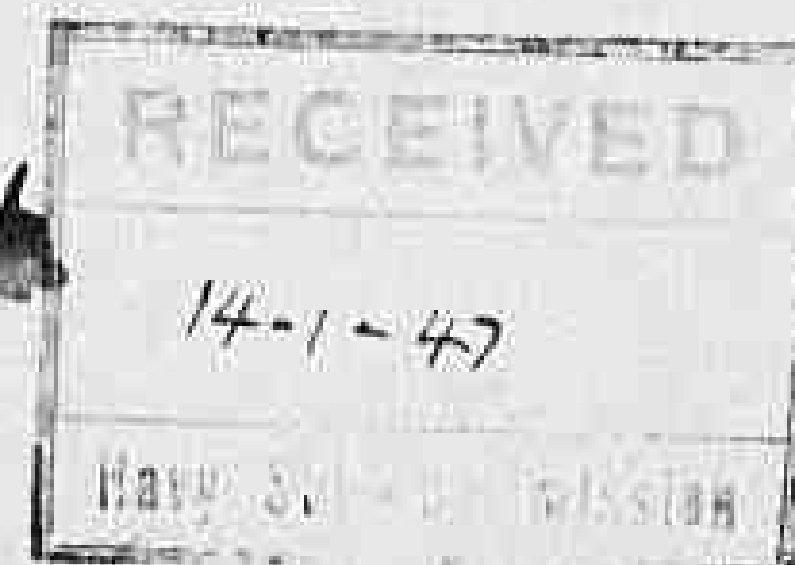
From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - A.C. - H.Q.
Date: 12th January 1947
Ref.: 795/2

Subject: Lt.Cdr.(S) Ettore ARMANO

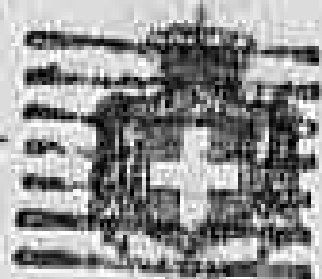
It would be appreciated if you could inform us whether your letter NSC/5438, dated 27th September 1946, has had any result.

By direction
CHIEF OF CABINET

JLE/P.
14



8146



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO MARINA - ROMA

Prot. N°

495/2

Allegati

ARGOMENTO: Maggiore Commissario Ettore ARMANO.

Si prega voler comunicare se il
foglio di codesta S. Commissione Navale
No. NSC/5488 del 27 Settembre 1946 ha
avuto ulteriore seguito.

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

Marini

8139

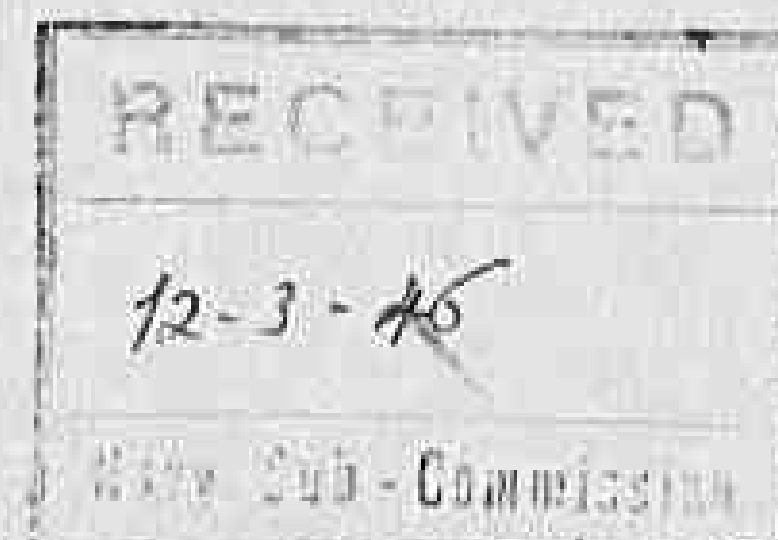
From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.G.
Date: 30th November 1946
Ref.: 19671/2

Subject: Lt.Cdr. (S) Ettore ARMANO

With reference to your letter NSC/5488, dated 27th September 1946, you are requested to inform as whether the information asked for has been received.

By direction
CHIEF OF CABINET

JLE/P.
3



8138



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N°

1964/2

Allegato

ARGOMENTO: MAGGIORE COMMISSARIO Ettore ARMANO.

Roma,

194

40

NAVY SUB COMMISSION
Headquarters A.C.

Riferimento vostra lettera NSC/5488
del 27.9.46, si prega comunicare se sono
state ricevute le informazioni richieste.

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

8137

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

MVZ/mdp
Tel:489081
Ext:383

IPW/1/3/4442 B

18 November 1946

SUBJECT : Lt. Cdr. Ettore ARMANO dec'd.

TO : Navy S/C.
A.C.

Reference your letter NSC/5624 dated 5 Nov.46.

1. It is regretted that no further action can be taken by this Division as we can only deal with PW in Allied custody. However your first enquiry was forwarded to Central Tracing Bureau Germany and to Italian Red Cross (copy to you) who are the proper Authorities to deal with.

2. Suggest you contact direct the above two offices, quoting this Division letters IPW/1/3/4014 B dated 18 July and IPW/1/3/4014 C of even date.

M. J. E. Regis
JAMES E. REGIS
Lieut. Colonel
Chief
IPW Division

20 NOV 1946

ITALIAN PRISONERS OF WAR DIVISION	
DATE	18 NOV 1946
FILE NO.	6698

8136

NSC/5624
5 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Italian Prisoner of War Division,
Land Forces Sub-Commission (LFCIA),
Allied Commission.
Subject: Lt. Cdr. Ettore ARMANO dec'd.

1. It is requested that an early reply be given to letter
NSC/5276 dated 13th July 1946.

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

7 NOV 1946

8135

NSC/5516
4 October 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine.
Subject: Sub Lieutenant Bosio Carlo - Request for Death Certificate.

1. With reference to your letter No 11343/2 dated 20th September 1946 the following information has now been received from Malta:-

"Exhaustive enquiries have been made and the only "Carlo Bosio" on record was a Sub. Lt of the Italian Air Forces. He was shot down on 26th July 1941 and buried two days later at St. Andrew's Cemetery by a Reverend NAVIN in grave No 12, Plot 7. It is regretted that no death certificate is available."

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

16 OCT 1946

8134

NSC/5488
27 September 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine.
Subject: Death certificate of S/Lt. Carlo Bosio and Lt.Cdr.
(S) Ettore Armano.

1. With reference to your letter No 11343/2 dated 20th September 1946 as soon as the information requested is received you will be informed.

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

30 SEP 1946

8133

From: MINISTRY OF MARINE (Cabinet)
To : H.S.C. H.Q. A.C.
Date: 20th September 1946
Ref.: 11343/2 ✓

Subject: Death certificates of S/Lt. Carlo BOSIO and Lt. Cdr. (S)
Ettore APPIANO

With reference to No. 11200/2 dated 3rd July 1946
" " " " " 11200/2 " 22nd August 1946
" " " " " 11343/2 " 6th July 1946
" " " " " 11343/2 " 23rd August 1946

It would be appreciated if an answer could now be given
to the letters in question.

By direction
CHIEF OF CABINET

JEP/P.
20

8132



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO MARINA - ROMA

Roma 20 SET, 1946

NAVY SUB COMMISSION
HEADQUARTERS, A.C.

Prot. N° 11343/2 *Allegati*

ARGOMENTO Certificato di morte S.Ten.Vascello
BOSIO Carlo di Giovanni - Magg.Comm.ARMANO
Ettore.-

Rif. N°11200/2 del 3 Luglio 1946.
" " 11200/2 del 22 Agosto 1946.
" " 11343/2 del 6 Luglio 1946.
" " 11343/2 del 23 Agosto 1946.

Si prega comunicare se può ora atten-
dersi una risposta alle lettere in argomento.

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

G. Marini

8131

SUB LIEUTENANT BOSIO CARLO - REQUEST FOR DEATH
CERTIFICATE.

FROM REAR ADMIRAL, MALTA.
DATE 13th September, 1946. Malta No.430/B/6
TO H.Q. ALLIED COMMISSION, NAVY SUB COMMISSION,
A.P.O.794.

With reference to your letter NSC/5259 dated 11th July, 1946, exhaustive enquiries have been made and the following information is forwarded.

The only "Carlo BOSIO" on record was a Sub Lieutenant in the Italian Air Force. He was shot down on 26th July, 1941 and buried two days later at St. Andrew's Cemetery by a Reverend Navin. The grave is No.12, Plot 7. It is regretted that no death certificate is available.

R. Gordon
(M.H.A. KELSEY)
REAR ADMIRAL.

8130

NSC/5433
13 September 1946

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

To : Italian Prisoner of War Division,
Land Forces Sub-Commission (LWIA),
Allied Commission.

Subject: Sub/Lieut. ROSIO Carlo, son of Giovanni.

W. G. H. (S)

*should be
ETIORE ARMANDO...
Allied*

1. It would be appreciated if a reply could now be given to letter NSC/5276 dated 13th July 1946.

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

16 SEP 1946

8129

NSC/5432
13 September 1946

From : Navy Sub-Commission, Hq. Allied Commission.
To : Rear Admiral, Malta.
Subject : Sub/Lieut. BOSIO Carlo, son of Giovanni.

Copy of letter NSC/5259 dated 11th July 1946 is forwarded
and it would be appreciated if a reply could now be given.

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

8128

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 23rd August 1946
Ref.: 11343/2

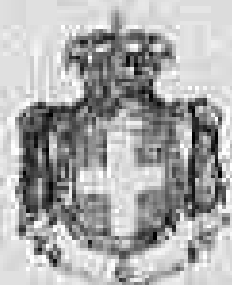
Subject: Sub/Lieut. BOSIO Carlo, son of Giovanni

It would be appreciated if the Navy Sub Commission could give an answer to our letter No.11343/2 dated 6th July 1946, subject as above.

for CHIEF OF CABINET

JLE/P.
27

8127



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO MARINA - ROMA

Roma, 23 AGO 1946

NAVY SUB COMMISSION
HEADQUARTERS, A.C.

Prot. N° 11343/2 Allegati

ARGOMENTO: S. tenente di Vascelle BOSIO Carlo
di Giovanni.

Si prega codesta Settocommissione
Navale voler dare cortese riscontro alla
lettera di questo Ufficio di Gabinetto,
pari numero in data 6 Luglio 1946, all
argomento sopra indicato.-

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

CAPO DI GABINETTO
di E. A. ...

H. Maggi

8126

From : MINISTRY OF MARINE (Cabinet)
To : N.S.G. A.C.
Date : 22nd August, 1946.
Ref. : 11200/200

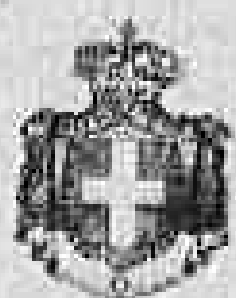
Subject : Lieutenant Commander (S) Ettore ARMANO.

It would be appreciated if a reply could be given to our letter No. 11200/2 dated 3rd July, 1946, subject as above.

CHIEF OF CABINET.

JLP/AP
26.

8125



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

22 AGO. 1946

Roma

194

NAVY SUB COMMISSION
HEADQUARTERS, A.C.

Prot. N° 11200/2 *Allegato*

ARGOMENTO: Maggiore Commissario di complemento
Ettore ARMANO.

Si prega codesta Sottocommissione
Navale voler dare cortese riscontro al fo-
glio di questo Ufficio di Gabinetto pari
numero in data 3 luglio 1946, all'argomen-
to in alto indicato.-

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

IL V. CAPO DI CAB.
IL D. P. N. M.

h. Maggi

8124

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

IPW/1/5/40140

18 July 46

SUBJECT: Request for Death Certificate,
Lieut Comdr(S) ARMAND, Ettore.

TO: Italian Red Cross,
PW Office,
Via Puglia 6, ROME.

1. It is requested that steps be taken to obtain the death certificate of subject PW who died on 9 Dec 1945 in the PW Camp of TSOHENSTO-CHAN (Poland) and forwarded to this Division, please.

M. V. Jamil
JAMES H. BRIS,
Lt Colonel,
Chief,
IPW DIVISION.

✓ Copy to: Navy Sub Commission
HQ AC - (your letter NSC/5576 dated 13 July 46 refers)

/DA

ITALIAN PRISONERS OF WAR DIVISION, (H.M.I.A.)
Received JUL 19 1946
4540

8123

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

IPW/1/3/40140

18 July 46

SUBJECT: Request of Death Certificate,
Lieut Comdr.(S) ARMANDO, Attore.

TO : Central Tracing Bureau,
UNRRA,
Central HQ for Germany,
APO 757, U.S.ARMY.

1. It is requested that steps be taken to obtain the death certificate of subject PW who died on 9 Dec 1945 in the PW Camp of TECHENSTO-CHAN (Poland) and forwarded to this Division, please.

W. J. Smith
JAMES E. SMITH, Capt. G. 3
Lt. Colonel,
Chief,
IPW DIVISION.

Copy to: Navy Sub Commission
HQ. A.C. - (your letter #30/5276 dated 13 July 46 refers).

U.S. ARMY - ITALIAN PRISONERS OF WAR DIVISION

JUL 19 1946

4539

8122

HSC/5276
13 July 1946

From: Navy Sub-Commission Hq, Allied Commission.
To : Italian Prisoners-of-War Division,
Land Forces Sub-Commission, (NHIA) A.C.
Subject: Lieut. Comdr. (S) Ettore ARMANO.

1. Copy of Ministry of Marine's ltr. No. 11200/2 dated
3rd July 1946 is forwarded and it is requested that steps be taken
to obtain the death certificate required.

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR
COMMODORE, USN,
CHIEF, NAVY SUB COMMISSION, A.C.
ACTING.

Encl.

8121

15 JUL 1946

NSC/5259
11 July 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Rear Admiral MALTA.
Subject: Request for Death Certificate Sub-Lieut.
BESIO Carlo (of Giovanni)

1. The Ministry of Marine have requested that a death certificate of the abovesaid officer may be forwarded.
2. He was an operator of an explosive motor boat and killed during the attack on Malta 26th July 1941 and it is understood was buried in the Cemetery of the Capuensis at Malta.

H. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR COMMODORE, USN,
CHIEF, NAVY SUB COMMISSION, A.C.
ACTIVE.

12 JUL 1946

8120

From : MINISTRY OF MARINE (Cabinet)
To : N.S.C.
Date : 6th July, 1946
Ref. : 11343/2

Subject : Sub Lieutenant BOSIO Carlo (of Giovanni)

In order to comply with a similar request from the Civil Authorities of Genoa with regard to the registration by them of the Death Certificate, the Navy Sub Commission is requested to make application to the appropriate Allied Authorities for the document in question to be forwarded to this Ministry.

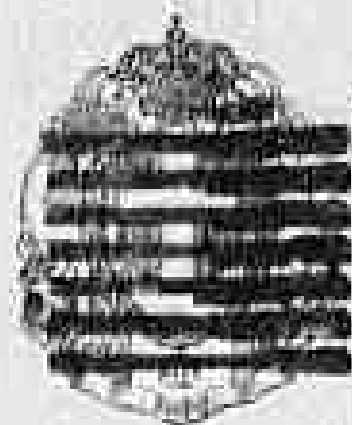
BOSIO was embarked on the ^{on (Italian) motor boat} Special M.A.S. "BARCHINO" and he died on 26th July, 1941.

The body was recovered from the sea and buried in the Cemetery of the Capuchins at Malta.

Chief of Cabinet.

GCE/AP
8.

8119

*Ministero della Marina*

GABINETTO

INDIRIZZO TELEGRAFICO MARINA-ROMA

Roma.

LUG. 1941

NAVY SUB COMMISSION
HEADQUARTERS, A.C.

Prot. N° 11343/2 Allegati

ARGOMENTO: S.Tenente di Vascello BOSIO Carlo di Giovanni.

Per aderire ad analoga richiesta del Municipio di Genova, circa la trascrizione dell'atto di morte in quell'Ufficio dell'ufficiale in argomento, si prega codesta S.Commissione Navale voler interessare le competenti Autorità Alleate perchè trasmettano a questo Ministero tale documento.

Il BOSIO era imbarcato su M.A.S. Speciale "BARCHINO" ed è deceduto il 26.7.1941.-

La salma è stata rinvenuta in mare e tumulata a Malta nel Cimitero dei Cappuccini.-

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

8118

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 3rd July 1946
Ref.: 11200/2

Subject: Lieut.Cdr.(S) Ettore ARMANO.

1. The widow of Lt.Cdr.(S) Ettore ARMANO, who died on 9th December 1943 while a prisoner in the Tschénstochan (Poland) Camp, has asked that she may receive her husband's death certificate.

2. It is requested that the Navy Sub Commission may arrange through the appropriate Allied Authorities for them to obtain and send to this Ministry the said Certificate of Death.

CHIEF OF CABINET

GGE/P.
4

8117

*Ministero della Marina*

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N.° 11200/2 Allegato

ARGOMENTO. Maggiore Commissario di complemento Ettore ARMANO.

1. La vedova del Maggiore Commissario di Complemento Ettore ARMANO, deceduto il 9/12/1943 in prigionia nel campo di Tschenstochan (Polonia) ha chiesto il rilascio dell'atto di morte del marito.

2. Si prega codesta S. Commissione Navale voler interessare le competenti Autorità Alleate affinché provvedano a richiedere e trasmettere a questo Ministero l'atto di morte predetto.

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

8116

Roma - 3 LUG. 1946*M* NAVY SUB COMMISSION
HEADQUARTERS, A.C.

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

DCCO R-18690
R.O. R-2677-PD

7 February 1947

SUBJECT: Claim of RONCOLINI, Egidio, Captain of boat "Gloria di S. Fortunato"

TO : Headquarters Allied Commission,
Navy Sub-Commission
APO 794, US Army

1. Pursuant to your request for information on subject claim this Service informs you the file is now being investigated on its merits and final settlement made will be in the near future.

FOR THE DEPUTY CHIEF CLAIMS OFFICER:

Donald A. Christiansen
DONALD A. CHRISTIANSEN
Captain, F.A.
Executive Officer.

45

PC-1



8115

JAN 28 1947

HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 794NSC/5898
23 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: United States Claims Service.
Subject: Motorboat "GLORIA DI SAN FORTUNATO" Collision
with Allied Aircraft.
Reference: (a) Navy Sub-Commission ltr. NSC/4605 of 15 February 1946
addressed to U.S. Claims Service, Regional Office VI
A.P.O. 794, U.S. Army.

1. The attention of the United States Claims service is invited to reference (a) in which it was pointed out that the correspondence in connection with the subject claim was originally initiated on 19 July 1945. So far there has been no tangible result.

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

1st Ind.

United States Claims Service, Regional Office # VI, APO 794, U.S. Army, 30 Jan. '47.

To: Headquarters Allied Commission Navy Sub-Commission, APO 794.

1. Request further information on subject matter.
2. Please advise this Service by return indorsement the name of claimant and date and place of incident regarding subject claim, if such information is available to your office.

66286

RECEIVED

3 FEB 1947

Navy Sub-Commission

Donald A. Chilton
DONALD A. CHILTON
Capt., P.A.,
Claims Officer in Charge

NSC/5898
23 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: United States Claims Service.

Subject: Motorboat "GLORIA DI SAN FORTUNATO" Collision
with Allied Aircraft.

Reference: (a) Navy Sub-Commission Ltr. NSC/4605 of 15 February 1946
addressed to U.S. Claims Service, Regional Office VI
A.P.O. 794, U.S. Army.

1. The attention of the United States Claims service is invited to reference (a) in which it was pointed out that the correspondence in connection with the subject claim was originally initiated on 19 July 1945. So far there has been no tangible result.

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

24 JAN 1947

231200/1
M

8113

From: MINISTRY OF MERCHANTILE MARINE
To : N.S.C. - A.C. - Rome
Date: 27th December 1946
Ref.: 33689

Subject: Motorboat "GLORIA DI SAN FORTUNATO" - Collision with
Allied aircraft

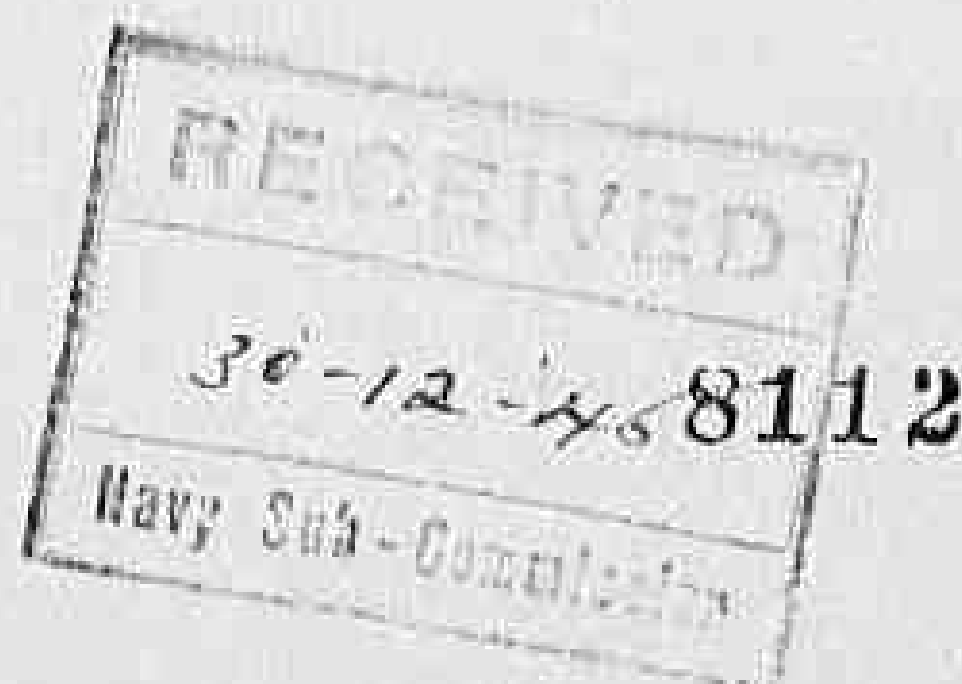
With reference to your letter NSC/4644 dated 25th February 1946 addressed to the Ministry of Marine (Cabinet), it is confirmed, in relation to paragraph 2 of the letter, that the collision in question took place on the 30th May 1945.

The owners of the craft are Messrs. Giovanni VITI and Giovanni CIARAMPONI, 173 Corso Umberto I, Rome.

The Navy Sub Commission is requested to inform us how the question will be decided, indicating the amount of the claim for damages which will be allowed for the motorboat.

for THE MINISTER

JLE/P.
28



*Ministero
della Marina Mercantile*

Roma 27 DIC 1945

Al COMMISSIONE ALLEATA

Direzione III *Per* 1
Prot. N° 38689 *Allegato*

Navy Sub Commission

ROMA

Rispettabile del
Per *Per* *N°*

OGGETTO: Barca a motore "GLORIA DI SAN FORTUNATO" =
Collisione con aeree alleate

Con riferimento alla lettera di cedesta Navy Sub Commission NSC/4644 del 25 febbraio e.a., diretta al Ministero della Marina = Gabinetto = Ufficio Trattati = si conferma, in relazione al punto 2. della lettera stessa, che la collisione in argomento è avvenuta in data 30 maggio 1945.

I proprietari della barca sono i signori VITI Giovanni e CIARAMPONI Giovanni, domiciliati in Corso Umberto I° n.173 = Roma.

Si prega cedesta Navy Sub Commission voler cortesemente comunicare come darà regolata la questione, indicando l'importo del risarcimento dei danni che sarà riconosciute a favore della motobarca.

IL MINISTRO . .

Pellapenna 3111

From : MINISTRY OF MARINE (Cabinet)
To : N.S.C. A.C.
Date : 3rd June, 1946
Ref. : 2228/UT

Subject : Auxiliary Motor Boat "GLORIA DI S. FORTUNATO"
Collision with Allied aircraft.

With reference to your letter NSC/5036 of 22nd instant you are informed that this Ministry has already hastened the action of the party concerned in communicating the particulars required by the Navy Sub Commission.

Any information received will be forwarded at once.

By direction

CHIEF OF CABINET.

8110



MINISTERO DELLA MARINA

GABINETTO
Ufficio Trattati

In Uffizio telegrafico: MARINA - ROMA

Roma, 3 GIU 1946

AI COMMISSIONE ALLEATA
- Sottocommissione Navale -

Prot. N. 2228/UT Allegati

ARGOMENTO: Motobarca ausiliaria "GLORIA DI S. FORTUNATO"
Collisione con aereo alleato. -

Con riferimento al foglio n. NSC/5036 del 22 corrente si comunica che questo Ministero ha già provveduto da tempo a sollecitare l'interessato e far conoscere i dati richiesti da codesta Sottocommissione Navale.

Appena perverranno notizie saranno subito comunicate. -

d'ordine

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

8109

HSC/5063
22 May 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Auxiliary Motor Boat, GLOMIA DI S. FORTUNATO -
Collision with Allied Aircraft.
Reference: (a) Navy Sub-Commission letter HSC/4644 of
25 February 1946.
(b) Navy Sub-Commission letter HSC/4858 of
5 April 1946.

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

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

PC-1

8108
24 MAY 1946

HSC/4858
5 April 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Auxiliary Motor Boat, GLORIA DI S. FORTUNATO -
Collision with Allied Aircraft.
Reference: (a) Navy Sub-Commission letter HSC/4644 of 25
February 1946.

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

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

PC-1 5 APR 1946

8107

NOC/4611
25 February 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Auxiliary Motor Boat, GLORIA DI S. FORTUNATO - Collision
with Allied Aircraft.
Reference: (a) Ministry of Marine ltr. 1392/57 of 13 July 1945 and
enclosures thereto.

1. Reference (a) reported a collision between a presumed allied aircraft and the Italian auxiliary motor boat GLORIA DI S. FORTUNATO which occurred at sea on 30 May 1945 approximately one mile from Civitavecchia, and made a claim for the payment of damages.

2. It is requested that the date of the collision as given above be verified and that name of the owners of the vessel be provided in order that the status of the claim can be determined.

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

26 FEB 1946

8106

MSC/4605
15 February 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : U. S. Claims Service, Regional Office VI, APO 794, U.S. Army.
Subject: Claim for Damage to Auxiliary Motor Boat
GLORIA DI S. FORTUNATO by Aircraft.
Reference: (a) Navy Sub-Commission ltr. MSC/4006 dated 15 November 1946.

1. The original correspondence on the above subject was started on 19 July 1945. Since that time numerous inquiries have been made to obtain information concerning the claim from the U. S. Claims Service, Regional Office VI, the latest being quoted in reference (a). It would be appreciated if the Navy Sub-Commission could be informed of the final action taken, or lacking final action, what action has been taken.

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

16 FEB 1946

8105

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4183
7 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: "GLORIA DI S. FORTUNATO" - Collision with Allied
Aircraft.
Reference: (a) Ministry of Marine ltr. 3106/UT of
2 December 1945.

1. With regard to reference (a), the Navy Sub-Commission regrets to inform the Ministry of Marine that nothing new has been received from the Area Claims Commission on the above subject. The matter still stands as indicated in NSC/3315 dated 21 August 1945.

H. ST. J. B. LEE,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC. 15
WB

7 DEC 1945

PC-1

8104

HEADQUARTERS, ALLIED COMMISSION
NAVY SUB-COMMISSION APO 384

NSC/4006
15 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : U. S. Claims Service, Regional Office VI,
APO 794, U. S. Army.
Subject: Claim for Damage to Auxiliary Motor Boat GLORIA DI
S. FORTUNATO by Aircraft.
Reference: (a) Navy Sub-Commission ltr. NSC/3351 of
24 August 1945.

1. In view of the length of time that has elapsed since the writing of the original inquiry concerning the above subject, the Navy Sub-Commission would appreciate an early reply to reference (a).

R. ST. J. BUTLER,
CAPTAIN, U. S. N.
FORMER ADMIRAL;
CHIEF, NAVY SUB-COMMISSION, AC.

16 NOV 1945

PC-1
8102

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3765
15 October 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: U. S. Claims Service, Regional Office VI,
APO 794, U. S. Army.

Sub: Claim for Damage to Auxiliary Motor Boat GLORIA DI
S. FORTUNATO by Aircraft.

Reference: (a) Navy Sub-Commission ltr NSC/3351 of 24 August 1945.

1. With regard to the above subject and reference (a), an early reply would be appreciated in view of the length of time that has elapsed since the writing of the original inquiry.

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

15 OCT 1945
15 OCT 1945

8101

150
HQ, AAF/WTO, APO 650, U.S. Army 1st Ind. 29 AUG 1945 JAG/LSW/jef
TO: Navy-Commission, Hq. Allied Commission, APO 394, U.S. Army

1. The papers in the above matter, which were transmitted to this Headquarters by Navy Sub-Commission letter NSC/2975, 19 July 1945, after supplementary investigation at this Headquarters, were forwarded as inclosures to letter, this Headquarters, 21 August 1945, file 150, subject: "Claim for damage to auxiliary motor boat by aircraft," to U.S. Claims Service, Regional Office VI, APO 794, U.S. Army, an information copy of which was directed to your headquarters.

2. It is suggested that expeditious obtainment of the desired information can best be effected by direct correspondence with the addressee of the above letter, as appears to be authorized by paragraph 7 b (1), Circular 74, NATOUSA, 1944.

FOR THE COMMANDING GENERAL:


C.O. BAIRD, JR.,
Colonel, AGD
Adjutant General.

150

HQ, AAF/MTO, APO 650, U.S. Army

1st Ind.

29 AUG 1945

JAG/LSW/jef

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

1. The papers in the above matter, which were transmitted to this Headquarters by Navy Sub-Commission letter NSC/2975, 19 July 1945, after supplementary investigation at this Headquarters, were forwarded as inclosures to letter, this Headquarters, 21 August 1945, file 150, subject: "Claim for damage to auxiliary motor boat by aircraft," to U.S. Claims Service, Regional Office VI, APO 794, U.S. Army, an information copy of which was directed to your headquarters.

2. It is suggested that expeditious obtainment of the desired information can best be effected by direct correspondence with the addressee of the above letter, as appears to be authorized by paragraph 7 b (1), Circular 74, NATOUSA, 1944.

FOR THE COMMANDING GENERAL:

C.O. BAIRD, JR.,
Colonel, AGD
Adjutant General

8099

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

HSC/5516
21 August 1945. 150

From: Navy Sub-Commission, Hq. Allied Commission.
To : Headquarters AAP/MTO, APO 650 U. S. Army.
Subject: Auxiliary Motor Boat GLOREA DI S. FORTUNATO -
Collision with Allied Aircraft.
Reference: (a) Hq. AAP/MTO ltr. (1st end.) 360.33 of
16 August 1945.
(b) Navy Sub-Commission ltr. HSC/2975 of
19 July 1945.

1. With regard to the above subject and refer-
ences (a) and (b), the Navy Sub-Commission would appreciate
being informed of the final action taken by the Area Claim
Commission, so that an appropriate answer can be made to
the Ministry of Marine.

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

AUG 26 PM

OPS. REG.	REGISTRY
FILE	C-9
SECTION	360.33

8098

360.33

1st Ind.
Headquarters, AAF/MTU, APO 650, U. S. Army

ACT/CDA/cnh

16 AUG 1945

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

1. The incident described in the letter mentioned in the basic communication has been investigated by the Headquarters, RAF MedME, who state that they are not responsible for this incident.

2. Circumstantial evidence indicates that it may have been an American aircraft. This aircraft was one of a flight of three which crashed into the sea near the scene of the reported incident and at approximately the same time. The group to which the three pilots were assigned has been redeployed; therefore, it is impracticable to conduct a further investigation. The subject communication has been referred to the appropriate Area Claims Commission, 14 August 1945, with a recommendation that the claim be granted.

FOR THE COMMANDING GENERAL:

Roy A. Lange
ROY A. LANGE,
Major, Air Corps,
Actg Asst Adj Gen.

Am

8097

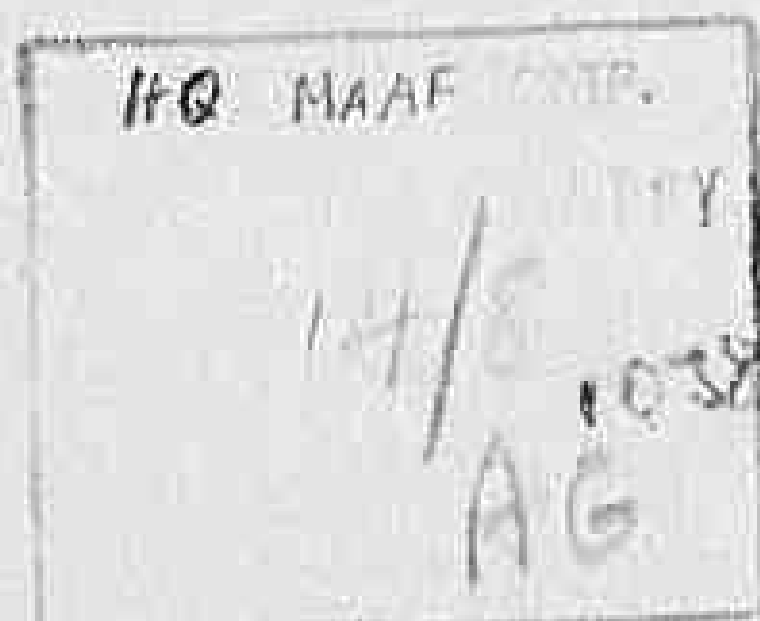
HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3223
12 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commanding General, Mediterranean Allied Air Forces,
Central Mediterranean Force, Caserta.
Subject: Auxiliary Motor Boat GLORIA DI S. FORTUNATO -
Collision with Allied Aircraft.

1. It would be appreciated if a reply could be
given to letter NSC/2975, dated 10 July 1945.

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



8096

HEADQUARTERS, ALLIED COMMISSION
NAVY SUB-COMMISSION APO 394

NSC/3351
24 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: U. S. Claims Service, Regional Office VI,
APO 794, U. S. Army. **FILE**
Subject: Claim for Damage to Auxiliary Motor Boat
GLORIA DI S. FORTUNATO by Aircraft.
Reference: (a) Hq. Army Air Forces, Mediterranean Theatre
of Operations ltr. 150, JAG/LSW/jef, dated
21 August 1945.

1. With regard to the above subject and reference
(a), the Navy Sub-Commission would appreciate being informed
of the final action taken by the U. S. Claims Service,
Regional Office VI, so that an appropriate answer can be
made to the Ministry of Marine.

H. ST. J. BUTLER
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC. **7/10**



8094

25 AUG 1945

HEADQUARTERS ARMY AIR FORCES
MEDITERRANEAN THEATER OF OPERATIONS
APO 650

JAG/ISW/Jef

150

SUBJECT: Claim for damage to auxiliary motor boat by aircraft.

21 AUG 1945

TO : U. S. Claims Service, Regional Office VI, APO 794, U. S. Army

1. Pursuant to paragraph 7, Circular 74, MTOUSA, 1944, inclosures hereto, relating to a claim for damage to the auxiliary motor boat GLORIA DI S. FORTUNATO caused by low flying aircraft on 30 May 1945, are transmitted as a matter pertaining to your command.

2. The file of non-operational aircraft accidents maintained by this headquarters contains a report of an aircraft accident which occurred at 1600 hours, 30 May 1945, in Piombino Bay. A flight of three P-47's were returning to their base at Grosseto airfield after completing a high altitude training mission. The leader of the flight said he saw a boat in the bay and flew toward it and climbed to 1000 feet after he saw that it was a hospital ship. Just after the leader passed the boat, his wingman called and stated that the other wingman had gone into the water.

3. The 57th Fighter Group, the organization to which the flight of three aircraft was assigned, has been redeployed; therefore, it is impractical to investigate this accident any further. However, the time and location of both incidents as reported indicate, circumstantially at least, that the U. S. Army is responsible for the damage sustained by the vessel, GLORIA DI S. FORTUNATO.

4. This headquarters has no other information which might be related to the accident as reported in inclosures 1 and 2.

FOR THE COMMANDING GENERAL:

G. C. BAIRD, JR.,
Colonel, A. G. D.,
Adjutant General.

5 Incls:

- Incl 1: Ltr, Ministry of Marine, 13/7/45, to Navy Sub-Commission, subject: "Auxiliary Motor Boat GLORIA DI S. FORTUNATO - Collision with Allied Aircraft."
- Incl 2: Copy of report of accident, 30/5/45
- Incl 3: Ltr, Hq AC, Navy Sub-Commission, 19/7/45, to MAAF, subject: "Auxiliary Motor Boat GLORIA DI S. FORTUNATO - Collision with Allied Aircraft."
- Incl 4: Carrier sheet, Hq MAAF, Ch/Ops to RAF/MEDME, 28/7/45.
- Incl 5: Loose Minute fr Accident Investigation Section, Hq MEDME to MAAF, Ch/Ops, 9/8/45.

cc: Headquarters Allied Commission (Attention: Navy Sub-Commission)

8093

COPY TO: Allied Commission (Attention: Navy Sub-Commission), APO 394, U. S. Army

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3316
21 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Headquarters AAF/MTO, APO 650 U. S. Army.
Subject: Auxiliary Motor Boat GLORIA DI S. FORTUNATO -
Collision with Allied Aircraft.
Reference: (a) Hq. AAF/MTO ltr. (1st end.) 360.33 of
16 August 1945.
(b) Navy Sub-Commission ltr. NSC/2975 of
19 July 1945.

1. With regard to the above subject and references (a) and (b), the Navy Sub-Commission would appreciate being informed of the final action taken by the Area Claim Commission, so that an appropriate answer can be made to the Ministry of Marine.

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



HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

FILE

HSC/3315
21 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Auxiliary Motor Boat GLORIA DI S. FORTUNATO -
Collision with Allied Aircraft.
Reference: (a) Ministry of Marine ltr. 1302/U.T., dated
13 July 1945.

1. The Navy Sub-Commission has received information that the collision reported in reference (a) has been investigated and referred to the appropriate Area Claims Commission for a final decision.

2. Further information on the above subject will be forwarded to the Ministry of Marine upon receipt.

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

A 12

B



22 AUG 1945 8090

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3229
12 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commanding General, Mediterranean Allied Air Forces,
Central Mediterranean Force, Caserta.
Subject: Auxiliary Motor Boat GLORIA DI S. FORTUNATO -
Collision with Allied Aircraft.

FILE

1. It would be appreciated if a reply could be
given to letter NSC/2975, dated 19 July 1945.

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



13 AUG 1945 8089

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

MSC/2975
19 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commanding General, Mediterranean Allied Air Forces,
Central Mediterranean Force, Caserta.
Subject: Auxiliary Motor Boat GLORIA DI S. FORTUNATO -
Collision with Allied Aircraft.
Enclosure: (A) Ministry of Marine Ltr 1302/UT of 13 July 1945,
With Enclosure Thereto.

1. Enclosure (A) is forwarded herewith for appropriate action.

2. The enclosed is a report concerning an accident between a presumed Allied plane and an Italian auxiliary motor boat which occurred at about 1055 on 30 May 1945, approximately one mile off shore from Civitavecchia. Evidently the plane was not sufficiently damaged to crash.

3. It is recommended that the incident be investigated to determine its validity and that appropriate action be taken.

4. It is requested that the Navy Sub-Commission be informed of your findings, action taken and final disposition of the case.

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



8088
23 JUL 1945

From: MINISTRY OF MARINE (Cabinet)

To : N.S.C. - Rome

Date: 13 July '45

Ref.: 1302/U.T.

Subject: Auxiliary Motor Boat GLORIA DI S. FORTUNATO -
Collision with Allied Aircraft.

On the 30th May, approximately, an aircraft, presumed Allied, flying at very low level about a mile distant from the port of Civitavecchia, collided, with a wing, against the aerial of the auxiliary motor boat GLORIA DI S. FORTUNATO which, loaded with sand, was making towards the port

During the collision, the boat listed dangerously, so did the aircraft, which however, flew away, and was soon out of sight.

The boat reported the rupture of the aerial, the tearing of part of the sail, and other minor damages. Considering the expense for putting back into efficiency, the boat's equipment, and period of inactivity, 2-3 days, the captain has asked for the re-impbursement of damages, which, estimated by the Port Captaincy of Civitavecchia seconded by the Italian registry and a local expert, amounted ~~to~~ 19,200 lire complete, divided into :-

-Repair of aerial, length about 12 metres, broken for about 3 metres, at the extremity of the bow	L. 3,300
-Repair of sail, length about 2.50 metres, near the rear extremity, tears 3	L. 2,200
-Substitution of top of tackle of left sail, complete with pulley - destroyed	L. 600
-Time lost for finishing repairs (2 days incl.) coupled with 4 voyages to and from Mignone coupled with 36 C.M. of sand at lire 350 per cm, making a total of	L. 12,600

We submit the above to the Allied Commission, expressing the hope they will consider the possibility of re-impbursing the damages to those concerned.

8087

On the 30th May, approximately, an aircraft, presumed Allied, flying at very low level about a mile distant from the port of Civitavecchia, collided, with a wing, against the aerial of the auxiliary motor boat GLORIA DI S. PORTUNATO which, loaded with sand, was making towards the port

During the collision, the boat listed dangerously, so did the aircraft, which however, flew away, and was soon out of sight.

The boat reported the rupture of the aerial, the tearing of part of the sail, and other minor damages. Considering the expense for putting back into efficiency, the boat's equipment, and period of inactivity, 2-3 days, the captain has asked for the re-imbursment of damages, which, estimated by the Port Captaincy of Civitavecchia seconded by the Italian registry and a local expert, amounted ~~to~~ 19,200 lire complete, divided into :-

-Repair of aerial, length about 12 metres, broken for about 3 metres, at the extremity of the bow	L. 3,300
-Repair of sail, length about 2.50 metres, near the rear extremity, tears 3	L. 2,200
-Substitution of top of tackle of left sail, complete with pulley - destroyed	L. 600
-Time lost for finishing repairs (2 days incl.) coupled with 4 voyages to and from Mignone coupled with 36 c.m. of sand at lire 350 per cm. making a total of	L. 12,600

We submit the above to the Allied Commission, expressing the hope they will consider the possibility of re-imbursing the damages to those concerned. **8087**

Copy is attached of the report of the incident which was given by the captain of the boat to the Port Captaincy at Civitavecchia.

for THE MINISTER

KOL/P.

C O P Y

To the Port Captaincy

Civitavecchia

SUBJECT: Report of accident caused by collision with aircraft to auxiliary Motor Boat GLORIA DI S.FORTUNATO No.569 of Porto S.Stefano, net tonnage 2,10 - crew 4 persons.

I, the undersigned, Egidio RONCOLINI, of 1892 Class, matriculation No.28344 of Leghorn, domiciled at Porto S.Stefano, in my capacity as Captain of the boat mentioned above, wish to report the following to the Harbour Master :-

This morning, we were sailing, with sail and motor, returning from the mouth of Mignone, (6 miles to NW. of Civitavecchia) where we were loaded with sand for Civitavecchia.

At about 10,55 am, approximately 1 mile near the port entrance, 2 aircraft, flying at low level flew over my boat. The first aircraft flew about 30 metres above the mast, - the other, however, flying still lower, touched (I think, with the left wing) the aerial of the boat, breaking it for a length of 3 metres. The sail, also, was torn in an equal length.

With the collision, the boat heeled violently. So did the aircraft which probably also suffered some serious damage. Neither, I nor the other members of the crew: -

Motor man	ALOCCHI	Gervasio	Matriculation No.	28022	Leghorn
Sailor	RONCOLINI	Secondo	"	"	28112 Leghorn
"	RONCOLINI	Pietro	"	"	30846 Leghorn

who were with me at the moment of the accident, are in a position to furnish particulars about the two aircraft; we did however, notice that they were single engined aircraft with the American Star underneath the wings.

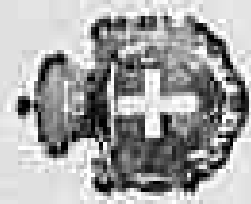
During the accident, the above mentioned 2 sailors threw themselves into the cockpit, to avoid danger, and suffered leg bruises, without any grave consequences.

The immediate damage to the Ship consisted of, other than the destruction of 3 metres of aerial and of the tearing of about 2½ metres of the front end of the sail, mentioned above, of the rupture of tackle of left sail and relative pulleys. It is considered that the boat will remain inactive for 2 or 3 days for necessary repairs. It is requested that the above Captaincy will interest the competent Authorities for the repayment of damages.

CIVITAVECCHIA, 30th May, 1945.

F.to RONCOLINI Egidio.

1 8006



Be/d.

MINISTERO DELLA MARINA

GABINETTO

UFFICIO TRATTATI

Indirizzo telegrafico: MARINA - ROMA

Roma 13 luglio 1945

Al la COMMISSIONE ALLEATA

Sottocommissione navale

Prot. N. 1302/UT Allegati uno

ARGOMENTO: Barca con m.a. GLORIA DI S. FORTUNATO - Urto subito da un aereo alleato.

Il 30 maggio c.a. un aereo che si presume alleato, sorvolando la superficie del mare a bassissima quota, ad un miglio circa dal porto di Civitavecchia, urtava con un'ala l'antenna della barca con motore ausiliario GLORIA DI SAN FORTUNATO che, carica di sabbia, dirigeva verso il porto.

Nell'urto la barca sbandava pericolosamente, così pure l'apparecchio, che però si allontanava e veniva poco dopo perduto di vista.

La barca ha riportato la rottura dell'antenna, il laceramento di parte della vela ed altri danni minori. Considerate le spese per rimettere in efficienza l'attrezzatura del galleggiante e la forzata inattività del medesimo per due-tre giorni, il capo barca ha chiesto il risarcimento dei danni, che, valutati dalla Capitaneria di Civitavecchia, sentito il parere del Regio istruttore italiano e di un esperto locale, ascendono a L. 19.200 complessive, così ripartite:

- riparazione dell'antenna, lunga circa m. 12, rotta per m. 3 circa all'estremità poppiera L. 3.800
- riparazione della vela per una lunghezza di m. 2,50 circa all'estremità posteriore; sferzi lacerati 3 L. 2.200

Il 30 maggio c.a. un aereo che si presume alleato, sorvolando la superficie del mare a bassissima quota, ad un miglio circa dal porto di Civitavecchia, urtava con un'ala l'antenna della barca con motore ausiliario GLORIA DI SAN FORTUNATO che, carica di sabbia, dirigeva verso il porto.

Nell'urto la barca sbandava pericolosamente, così pure l'apparecchio, che però si allontanava e veniva poco dopo perduto di vista.

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- riparazione dell'antenna, lunga circa m. 12, rotta per m. 3 circa all'estremità poppiera L. 3.800
- riparazione della vela per una lunghezza di m. 2,50 circa all'estremità posteriore; sferzi lacerati 3 L. 2.200
- sostituzione della cima del paranco della sartia di sinistra e del relativo bozzella ad una puliga 8085 L. 600
- computo di 2 giornate perdute per compiere le riparazioni pari a n. 4 viaggi di andata e ritorno dal Mignone, pari a complessivi mc. 36 di sabbia a L. 350 al mc. per un totale di L. 12.600

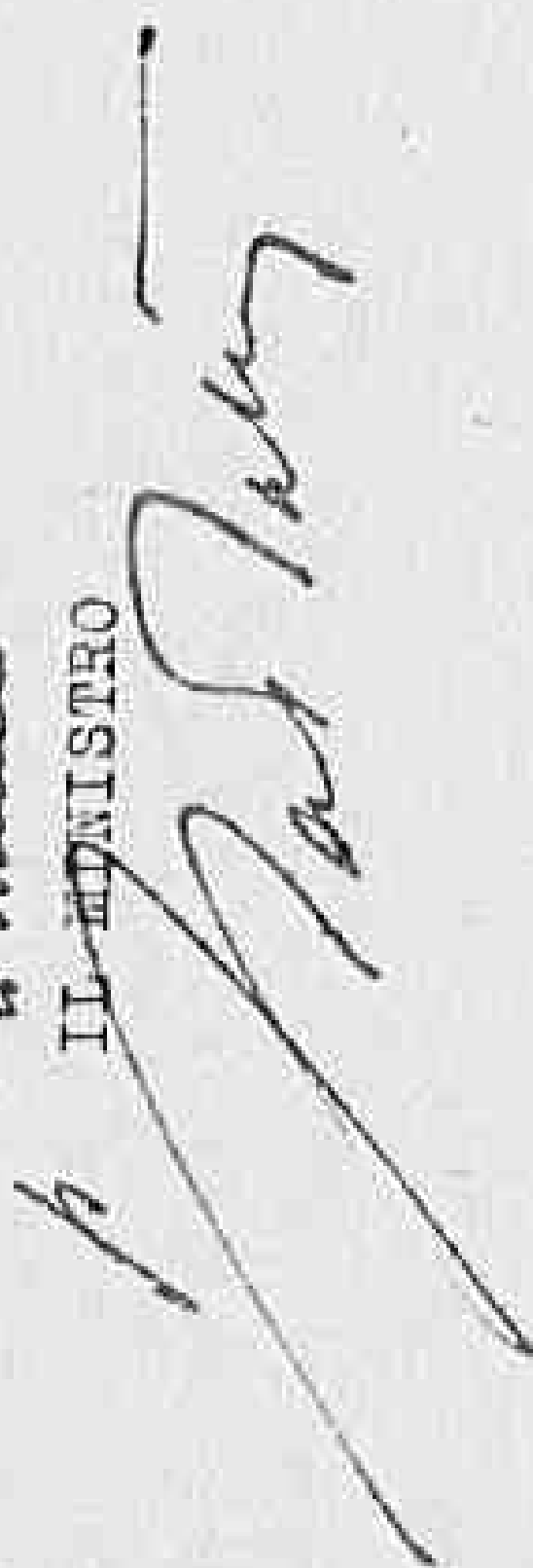
./.

Quanto sopra si sottopone a codesta Commissione Alleata con preghiera di prendere in esame la possibilità che all'interessato siano rimborsati i danni subiti.

Si allega copia del rapporto sull'accaduto presentato dal capo barca alla Capitaneria di Civitavecchia.

d'ordine

IL MINISTRO



C O P I A

ALLA CAPITANERIA DI PORTO

CIVITAVECCHIA

Rapporto su incidente occorso per urto di apparecchio in volo sulla barca con m.a. (BOCCA DI SAN ROCCO) n. 569 del m.a. di Porto S. Stefano, stessa nella tom. 1, 10 - equipaggio 6 persone.

Il sottoscritto Egidio RONCINI, classe 1892, metr. 183 di Livorno, domiciliato a Porto S. Stefano, nella sua qualità di capo barca in comando del natante sopraindicato, si preme riportare a codesta On. Capitaneria di Porto quanto segue:

Si trovavo stante in navigazione, a vela ed a motore, al ritorno dalla Bocca del Monaco (8 mi. l. a N. di S. Vespicio) dove avevo fatto il pieno carico di sabbia per S. Vespicio.

Alle ore 10, circa, mi si avvicinò un veliero di 120 metri di lunghezza, proveniente anch'essi da S. Vespicio, volando a bassa quota, passò sopra la mia barca. Il primo passò ad una trentina di metri al di sopra dell'albero; l'altro invece, volando ancora più basso, toccò, (credo con l'ala sinistra) l'antenna della mia stessa, la quale arrivò un p' più alto dell'albero, spezzandosi per una lunghezza di tre metri. La mia staccata anche la vela per una lunghezza quasi uguale.

All'urto la barca subì un violento smozzimento. Così pure l'apparecchio che probabilmente subì anch'esso qualche serio danno. Ed io ne gli altri componenti dell'equipaggio.

Motorista	ALDO	Servizio	Metr. 180	Livorno
Marinaio	RONCINI	Secondo	Metr. 180	Livorno
Marinaio	RONCINI	Terzo	Metr. 180	Livorno

che si trovavano con me in coperta al momento dell'incidente, siamo in grado di fornire molte precisazioni sui due apparecchi; e basterà per tutti notare che si trattava di velivoli ad un solo motore, recanti sotto le ali le stelle proprie degli apparecchi americani.

Durante l'incidente i due sopraindicati marinai si gettarono hogghi in coperta, per evitare il pericolo e ne riportarono contusioni alle gambe senza gravi conseguenze.

I danni subiti dalla barca consistono, oltre che nella rottura di tre metri di antenna e nella lacerazione di circa m. 20 dell'estremità sinistra della vela, di cui sopra è detto, nella rottura della sartia sinistra e del relativo bozzello. Vi è inoltre da considerare che il natante dovrà rimanere inattivo per due o tre giorni per le necessarie riparazioni. Prege pertanto vivamente codesta On. Capitaneria di interessare chi di competenza per la rifusione dei danni.

Civita vecchia, 30 maggio 1945

E. to RONCINI Egidio

8083



From : MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date : 2nd December, 1945.
Ref. : 3106/UT.

Subject : "GLORIA DI SAN FORTUNATO" - Boat with auxiliary engine -
Collision with Allied aircraft.

Reference is made to your letter NSC/3315 of 21st August,
1945.

If received by you, it is requested that the information
concerning the above collision may be forwarded to us.

for CHIEF OF STAFF.

8082

HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 304

NSC/4605
15 February 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : U. S. Claims Service, Regional Office VI, APO 794, U.S. Army.
Subject: Claim for Damage to Auxiliary Motor Boat
GLORIA DI S. FORTUNATO by Aircraft.
Reference: (a) Navy Sub-Commission ltr. NSC/4006 dated 15 November 1946.

1. The original correspondence on the above subject was started on 19 July 1945. Since that time numerous inquiries have been made to obtain information concerning the claim from the U. S. Claims Service, Regional Office VI, the latest being quoted in reference (a). It would be appreciated if the Navy Sub-Commission could be informed of the final action taken, or lacking final action, what action has been taken.

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

1st Ind.
U.S. CLAIMS SERVICE, Regional Office VI, APO 794, U.S. Army - 20 Feb. 46
TO: Navy Sub-Commission, Hq. Allied Commission

1. Further information as to ownership, date and place of incident are necessary before information on status of claim can be determined.

Harold O. Hassell
Harold O. Hassell
Capt., Inf.,
Claims Officer in Charge

8081

NSC/5274
12 July 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Death of Merchant Seaman COSTADINA Antonio.

1. With reference to your letter No. 3377/G dated 22nd February 1946, the following information has been communicated by the Yugoslav Delegation to the Advisory Council for Italy:

"JURANIC-COSTADINA Anton was born at Krsan on 6 Oct. 1877 and was resident at Opatija (Abkuzia). His family, living there, has been informed about his death".

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FOR
COMEDCHIEF, USN,
CHIEF, NAVY SUB COMMISSION, A.C.
ACTIVE.

13 JUL 1946

PC-1
8080

(1/4)



JUGOSLAV DELEGATION
TO THE ADVISORY COUNCIL FOR ITALY

Br. 986/46

9 July 1946

SUBJECT : Death of Merchant Seaman COSTADINA Antonio.
TO : Navy Sub-Commission, Hq. Allied Commission.

With reference to your letter MSC/5136 of 7 June 1946,
we have received the following informations concerning the a/n:

✓ // JURANIC-COSTADIN Anton was born at Krsan on 6 Oct. 1877
and was resident at Opatija (Abbazia). His family, living there,
has been informed about his death.

Cedomil Veljacic
Cedomil Veljacic, Secretary
Jugoslav Delegation A.C.I.

8079



JUGOSLAV DELEGATION
TO THE ADVISORY COUNCIL FOR ITALY

Br. 843/46

14 June 1946

SUBJECT : Death of Merchant Seaman COSTADINA, Antonio.

TO : Navy Sub-Commission, Hq. Allied Commission

With reference to your letter NSC/5136 of 7 June 1946,
we have the honour to inform you that our request for informations
concerning the a/n has been solicited by our Delegation. The
reply will be communicated as soon as received.

Cedomil Veljacic

CEDOMIL VELJACIC, Secretary
Jugoslav Delegation A.C.I.

8078

NSC/5136
7 June 1946. ✓

From: Navy Sub-Commission, Hq. Allied Commission.
To : Dr. S. Smoljak, Yugoslav Delegation,
Advisory Council for Italy.
Subject: Death of Merchant Seaman COSTADINA, Antonio.

1. An early reply to letter NSC/4697 dated 7th March, 1946,
would be appreciated.

C. P. MENTZ,
CAPTAIN, U. S. NAVY,
FOR
DEAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

8 JUN 1946

PC-1
8077

✓

TRANS-ANTARS ALLIED COMMISSION
Navy Sub Commission APD 394

NSC/4697. ✓
7th May, 1946.

From : Navy Sub Commission, Hq., Allied Commission.
To : Dr. M. Modona, Yugoslav Delegation,
Advisory Council for Italy.

Subject : Death of Merchant Seaman CORNELIO Antonio.

An early reply to letter NSC/4697 dated 7th March, 1946,
would be appreciated.

W. F. BAHLMANN
Comdr., USNR

For
REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

PC - 1

7 MAY 1946

8076

NSC/4697
7 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Dr. S. Smolaka, Yugoslav Delegation,
Advisory Council for Italy.

Subject: Death of Merchant Seaman COSTADINA Antonio.

1. Copy of Ministry of Marine's letter No. 3377/G dated 22nd February 1946 is forwarded and 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. (B)
Acting.

8 MAR 1946

8075

From: MINISTRY OF MARINE (Directorate General of the Mercantile Marine)
To : N.S.C. - H.Q. - A.C. - Rome
Date: 22nd FEBRUARY 1946
Ref.: 3377/G

Subject: Death of merchant seaman COSTADINA Antonio

The Ministry of Foreign Affairs has notified us that the Italian merchant-seaman COSTADINA Antonio, formerly embarked on the ss. "LUCIFERO", died on 10th February 1945 at Irapuato (Mexico) as a result of cerebral haemorrhage.

The Allied Commission is requested to ask the Port Captain's Office at Fiume, the deceased's office of registry (No. 1551), to communicate the news to his family in an opportune manner, expressing to them the sympathy of this Ministry.

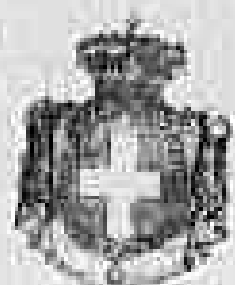
The Port Captain's Office at Fiume, is requested, also, to inform us at an early opportunity of the deceased's last place of residence in the Realm, since the particulars of his death certificate have to be recorded by the Registrar's office.

For THE MINISTER

GEE/P.

1

8074



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma 22 FEB. 1946

#1 HEADQUARTERS
Allied Commission -
Navy Sub Commission

ROMA

Divisione II^a L. I^a
Prot. N. 3377/G Allegati

Rapporto al F. del

Dir. L. N.

OGGETTO Decesso marittimo Costadina Antonio

Il Ministero degli Affari Esteri ha comunicato che il marittimo italiano Costa_dina Antonio, già imbarcato sul pfo "Lucifero" è deceduto il 10 febbraio 1945 per emorragia cerebrale ad Irapuato (Messico)

Si prega codesta Commissione Alleata di voler interessare la competente Capitaneria di porto di Fiume, nelle cui matricole il defunto era iscritto, al n. 1551, perchè ne dia, con opportuni riguardi, notizia alla famiglia, esprimendo le condoglianze di questo Ministero.

La Capitaneria di Fiume è pregata, inoltre, di comunicare con cortese sollecitudine

GD.

8073

tudine, l'ultimo domicilio nel Regno del
defunto, dovendosi procedere alla trascrizio-
ne nei registri dello stato civile del rela-
tivo atto di morte.

IL MINISTRO

W. Bal

HSO/5317
24 July 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Death Certificate - Surgeon Capt. Bruno FALCOMATA.

1. With reference to your letter No. 8259/2 dated 10th May 1946, information has now been received that a careful scrutiny of records has been made but there is no record of a funeral at MALTA.

2. In the circumstances, therefore, it is impossible to obtain a death certificate.

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

(13)

PC-1

8072

LAND FORCE SUB COMMISSION A.O.
M.M.I.A.
ITALIAN PRISONERS OF WAR DIVISION.

IPW/1/3/4034B

19 July 46

SUBJECT: Request for Death Certificate - Surgeon Capt. Bruno FALCONATA.

TO : Navy Sub Commission A.O.

Reference your letter NSC/5040 dated May 17, 1946.

1. The following information has been received from Headquarters Malta Command through GHQ CMF.

" According to notes of interrogation of prisoners of war from Italian MAS compiled by the Staff Officer Intelligence MALTA dated 2 Aug 41, the above named officer was believed to have been killed in MAS 452.

A careful scrutiny of records has been made but there is however no record of his funeral in MALTA.

In the circumstances, therefore, this HQ is unable to provide a death certificate. "

M. V. Parnell
Capt
JAMES E. REGIS,
Lt. Colonel,
Chief,
IPW DIVISION.

GM/DA.

ITALIAN PRISONERS OF WAR DIVISION.	
1	JUL 2 1946 8071
received	4579
log no	

MT/mdp

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

IPW/1/3/3940 B

1 July 1946

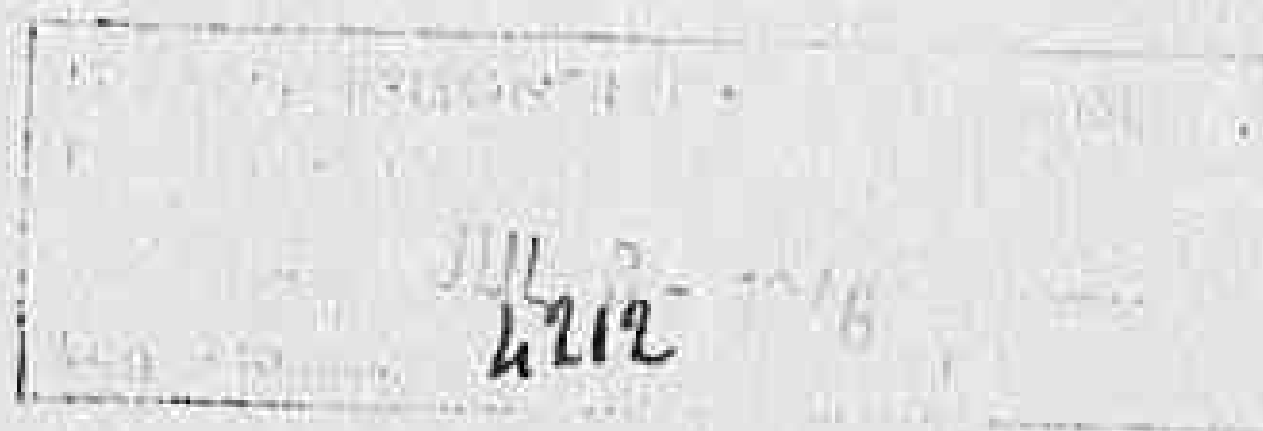
SUBJECT : Request for death certificate of
Surgeon-Captain Bruno FALCOMATA'
(regular officer).

TO : Navy Sub-Commission -
A.C.

Reference your letter NSC/5201 dated
27 June 46

1. Investigation has not yet been completed.
2. You will be informed at once when the
result is known.

M. V. Damm, Jr.
Cap
JAMES E. REGIS
Lieut. Colonel
Chief
I.P.W. Div.



8070

NSC/5201
27 June 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Italian Prisoners of War Division, Land Forces
Sub-Commission, Hq. Allied Commission.

Subject: Request for death certificate of Surgeon-Captain
Bruno FALCONATA' (regular officer).

1. An early reply to letter NSC/5040 dated 17th May
1946 would be appreciated.

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

28 JUN 1946

PC-1
8069

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

MT/mdp

IPW/1/3/3771 B

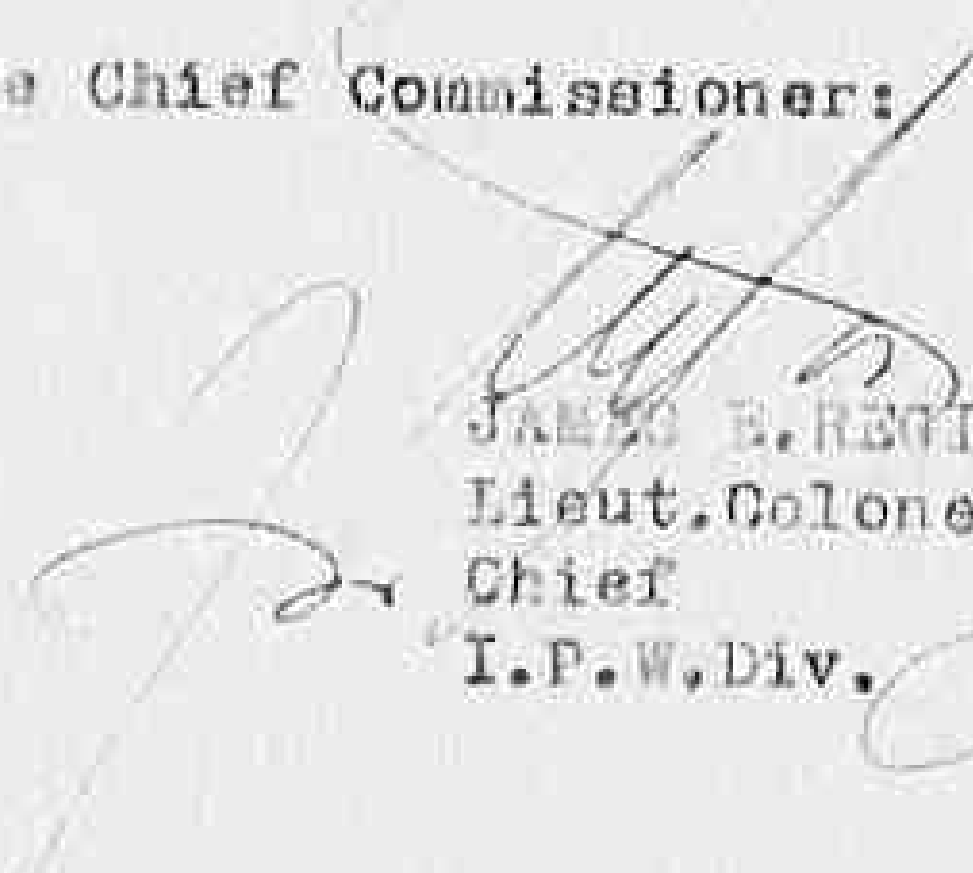
29 May 1946

SUBJECT : Request for death certificate of Surgeon-Captain
Bruno FALCOMATA' (regular officer)

TO : General Headquarters
Central Mediterranean Forces

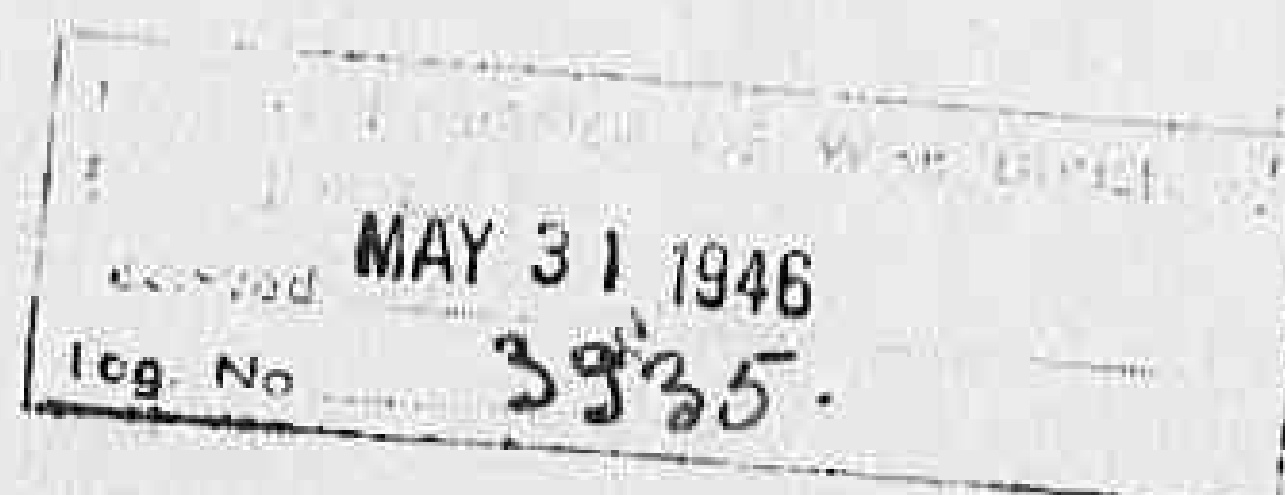
1. Copy of Ministry of Marine's letter 8259/2
dated 10th May 1946 is forwarded and it would be appreci-
ated if the death certificate requested could be obtain-
ed and forwarded to this Division.

For the Chief Commissioner:


JAMES B. REGIS
Lieut. Colonel
Chief
I.P.W. Div.

1 Encl: Letter m/a

✓ Copy to: Navy Sub-Commission . A.O.
(your letter NSC/5040 dated 17 May refers)



8068

NSC/5040 ✓
17 May 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Italian Prisoners of War Division, Land Forces
Sub-Commission, Hq. Allied Commission.
Subject: Request for death certificate of Surgeon-Captain
Bruno FALCOMATA' (regular officer).

1. Copy of Ministry of Marine's letter 8259/2 dated 10th
May 1946 is forwarded and it would be appreciated if the death
certificate requested could be obtained and forwarded to the Navy
Sub-Commission.

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

PC-1

17 MAY 1946 8067

From: MINISTRY OF MARINE (Cabinet)
To : M.S.C. - H.Q. - A.C.
Date: 10th May 1946
Ref.: 3259/2 ✓

Subject: Request for death certificate of Surgeon-Captain Bruno
FALCOMATA' (regular officer)

1. To enable the Pensions department of this Ministry, which will have to deal with the pension of the deceased officer and to transfer his name to the civilian Registers of the City of Naples, his last place of residence, we request the appropriate Allied Authorities, through the Navy Sub Commission, to forward to our Ministry a copy of the death certificate of Surgeon Captain Bruno Falcomata', Italian Royal Navy.

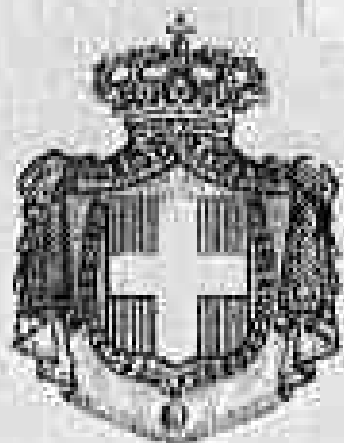
2. The above-mentioned officer appears to have been buried in Malta on 26th July 1941, following the action of M.A.S.452 against the naval base on the night of that day.

3. The following details of the deceased are enclosed :
""FALCOMATA' Bruno son of Vincenzo and of Costantino Adele, born at Naples on 11th August 1911, batchelor"".

CHIEF OF CABINET

JLP/P.
13

8066



Mod.39

Ministero della Marina
GABINETTO

Roma 10 MAG 1946

AF NAVY SUB COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO MARINA - ROMA

Prot. N° 8259/2 Allegati

ARGOMENTO: Richiesta atto di morte del Capitano Medico in
Servizio Permanente Effettivo FALCOMATA' Bruno.

1. Per aderire all'analoga richiesta dell'Ufficio Pensioni di questo Ministero che dovrà completare la documentazione della pensione e per la trascrizione nei registri di Stato Civile del Municipio di Napoli, ultimo domicilio del defunto, si prega codesta S. Commissione Navale voler interessare le competenti Autorità Alleate per far trasmettere a questo Ministero una copia dell'atto di morte del Capitano Medico della R. Marina FALCOMATA' Bruno.
2. Il predetto Ufficiale risulterebbe deceduto e sepolto a Malta il giorno 26 Luglio 1941, in seguito ad azione di guerra effettuata col M.A.S. 452 la notte dello stesso giorno contro quella Base Navale.
3. Si trascrivono, qui di seguito, le generalità:
"FALCOMATA' Bruno di Vincenzo e di COSTANTINO Adele, nato a Napoli l'11 Agosto 1911, celibe".

IL CAPO DI GABINETTO
C. di V. G. MARINI 8065

FEB 27 1947

1st Ind to Ltr, Hq A.C., Navy Sub-Commission APO 794, dtd 27 Dec 46, subj:
Motor Boat "S. Michele" Reg No 2896 Naples.

AG 565 D-O

1st Ind

HEADQUARTERS MTOUSA, APO 512, 25 February 1947

TO: Chief of the Italian Military Affairs Section, AFHQ, APO 794

1. With reference to information requested in paragraph 2, basic letter, a complete check has been made of records of this command regarding the motor boat "S. Michele".

2. Information pertaining to the boat cannot be found in the records of this theater.

3. A further check with the Locator Section, MTOUSA, revealed no record of 1st Lt. Arthur H. Van Kirk, requisitioning officer.

FOR THE THEATER COMMANDER:

Thomas M. Tapplet, Jr.
THOMAS M. TAPPLET, Jr.
Lt. Colonel, AGD &
Asst Adjutant General

2 Incls:
n/c



8064

112
Further correspondence in
HSS file PC-1/21

HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 794

D-133
D-1033

NSC/5791
27 December 1946

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

Subject: Motor Boat "S. Michele" Reg No. 2896 Naples.

Enclosure: (A) CO.GE.NA. ltr. 13085 of 12 December 1946.

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

2. It would be appreciated if the information requested in paragraph 4 of the enclosed letter could be furnished to the Navy Sub-Commission for onward transmission to CO.GE.NA.


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

8063

COPY

COMITATO ITALIANO GESTIONE NAVI (CO.GE.NA.)

Prot.N.13085/Segr/12

12 December 1946

ac/mm

Oggetto:

Motor Boat "S. Michele"
Reg.No.2896 Naples

Headquarters Allied Commission
Navy Sub-Commission A.P.O. 794
Rome

1. Reference is made to your letter No. NSC/5725 of 3rd December on the subject shipping employed by the American Authorities.

2. Mr. Tonini Galdino, Owner of the above craft, has requested this Committee to be advised of the present status and whereabouts of "S. Michele" requisitioned by United States Army in Naples on 23rd February 1944 and never released to the owner.

3. The a/m owner has submitted the attached copy of the requisition order and requests to be paid the requisition hire for the period in which the boat was used for Allied account.

4. In order to allow this Committee to handle properly on behalf of the Ministry of Merchant Marine the financial matters involved, it would be very much appreciated if the following information could be obtained:

a) Dates related to the period in which the boat "S. Michele" has been employed for U.S. Army account.

b) Whether at present the craft is to be considered lost and since what date.

c) Which sums, if any, have been directly advanced by the American Authorities to the owner of the "S.Michele".

By order of the President.

A. T. MARENA.

Encl. 1.

8062

COPY

FORM FOR USE IN REQUISITIONING PROPERTY

The following items of property have been taken by the United States Army form

UNITED STATES OF AMERICA
ARMATA DEGLI STATI UNITI D'AMERICA

DATE:

DATA: 23 February 1944

Le seguenti proprietà sono prese
per l'Armata degli Stati Uniti d'America:

Owner or possessor
Proprietario

Tonini Galdino
Via S. Strato 2
Posillipo
Description of property
(indicating condition)

TONINI GALDINO

Signature

Firma

Via S. Strato 2

Address

Indirizzo

Descrizione delle proprietà prese
(indicare la condizione)

1 Motor boat named - "S. Michele" - bearing number 216; Fishing permit 226 issued thereon but now revoked; approximately 20 feet long. Condition fair: small leak in bottom.

I certify that property described above is required for immediate use in military service. Payment has not been made for use or possession thereof.

Io certifico che la suddetta proprietà descritte sono necessarie per ragioni militari e che nessun pagamento è stato fatto per servizio o possessione di ciò.

Arthur H Van Kirk 1 Lieut
Name Rank or grade

O - 477090

ASN

On presentation of this certificate to the Commanding General, claim will be considered for adjustment

Su la presentazione di questo certificato al Generale della Base principale della Quinta Armata degli Stati Uniti d'America il reclamo sarà considerato per aggiustamento.

NOTE: To be prepared in duplicate and one copy given to owner or possessor.

8061

COMITATO ITALIANO GESTIONE NAVI (CO. GE. NA.)

DECR. LEG. LUOG. 14-9-1944 N. 314

PROT. N. 13085 /Segr/12

ROMA, 12th December 1946
VIA DE' CESTARI N. 3
ac/mmOGGETTO : Motor boat "S.Michele"
Reg.No.2896 Naples.A HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission A.P.O. 794
R o m e

1. Reference is made to your letter No. NSC/5725 of 3rd December on the subject shipping employed by the American Authorities.

2. Mr.Tonini Galdino, Owner of the above craft, has requested this Committee to be advised of the present status and whereabouts of "S. Michele" requisitioned by United States Army in Naples on 23rd February 1944 and never released to the owner.

3. The a/m owner has submitted the attached copy of the requisition order and requests to be paid the requisition hire for the period in which the boat was used for Allied account.

4. In order to allow this Committee to handle properly on behalf of the Ministry of Merchant Marine the financial matters involved, it would be very much appreciated if the following information could be obtained:

- a) Dates related to the period in which the boat "S.Michele" has been employed for U.S.Army account.
- b) Whether at present the craft is to be considered lost and since what date.
- c) Which sums, if any, have been directly advanced by the American Authorities to the owner of the "S.Michele".

By order of the President.

Encl.1.

A.T. MARENA

8060



= C O P Y =

FORM FOR USE IN REQUISITIONING PROPERTYUNITED STATES OF AMERICA
ARMATA DEGLI STATI UNITI D'AMERICA

DATE:

DATA: 23 February 1944

The following items of
property have been taken by the
United States Army from:

Le seguenti proprietà sono prese
per l'Armata degli Stati Uniti d'America:

Owner or possessor
Proprietario

TONINI GALDINO

Signature

Firma

Tonini Galdino
Via S.Strato 2

Via S.Strato 2

Adresse

Indirizzo

Posillipo
Description of property
(indicating condition)

Descrizione della proprietà prese
(indicate la condizione)

1 motor boat named - "S.MICHELE" - bearing number 216; Fishing
permit 226 issued thereon but now revoked; approximately 20 feet long.
Condition fair: small leak in bottom.

I certify that property
described above is required for
immediate use in military service.

Payment has not been made for
use or possession thereof.

Io certifico che la suddetta pro-
prietà descritte sono necessarie per
ragioni militari e che nessun pagamen-
to è stato fatto per servizio o posses-
sione di ciò.

Arthur H Van Kirk I Leut

Name

Rank or grade

O - 477090

ASN

On presentation of this certificate
to the Commanding General, claim
will be considered for adjustment.

Su la presentazione di questo certi-
ficato al Generale della Base prin-
cipale della Quinta Armata degli Sta-
ti Uniti d'America il reclamo sarà
considerato per aggiustamento.

NOTE: To be prepared in duplicate and one copy given to
owner or possessor.

8059

Incl 2

NSC/5725
3 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Comitato Gestioni Navi (CO. GE. NA.)
Via di Cestari 3.
Subject: Shipping Employed by the American Authorities.
Reference: (a) CO. GE. NA. ltr. 12383/SEGE/12 of 25 November 1946.

1. The Navy Sub-Commission will receive and forward claims of the nature outlined in reference (a) to the proper authorities if they are accompanied by documentary evidence and factual data of indisputable authenticity.

2. While each claim will be considered on its merits, the Navy Sub-Commission will not act on any claim based only on the unsupported assertions of the individuals involved.

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

5 DEC 1946

PC-1
8058

From: CO. GE. HA.

To : N.S.C., Hq., A.C.

Date: 25th November, 1946.

Ref.: 12383/Segr/12.

Subject: Shipping employed by the American Authorities.

1. Requests are continually being received from the owners of the small harbour craft utilized by the American Authorities, for the liquidation of hire fees and for compensations for damage sustained by the vessels while on their service.
2. These requests can not, however, be taken into consideration, as CO. GE. HA. is not in possession of any authorization on the subject from the above American Authorities, nor is it possible to obtain it now that the responsible dependant Commands have been disbanded.
3. Most of the vessels were employed by the U.S. Naval Base Section of Palermo and by the Headquarters 10th Port of Embarkation Purchasing and Contracting Section, which, according to our information are now no longer functioning in the above places or have been disbanded.
4. In order to settle the matter, the N.S.C. is requested to inform us whom CO. GE. HA. is to approach for the required information.
5. We thank you in anticipation of your reply.

for the PRESIDENT

(Sgd) A.T. MARENA.

JLP/G
28.

8057

COMITATO ITALIANO GESTIONE NAVI (CO. GE. NA.)

DECR. LEG. LUOG. 14-9-1944 N. 314

AC/idm

PROT. N.

12383 /Sagr/12

ROMA, 25 Novembre 1946

VIA DEI CESTARI N. 3

OGGETTO : Naviglio utilizzato dalle Autorità Americane.

A

HEADQUARTERS ALLIED COMMISSION
Navy Sub CommissionR O M A

TELEGR. CO. GE. NA. - ROMA - TEL. 681.319 - 681.318 - 681.317

1. Per il piccolo naviglio portuale utilizzato dalle Autorità Americane nei porti di Palermo, Napoli e Livorno, pervengono continuamente richieste e solleciti da parte dei proprietari interessati per ottenere la liquidazione dei compensi di noleggio ed il risarcimento dei danni eventualmente riportati dai battelli stessi durante il servizio.

2. Tali richieste non possono però essere prese in considerazione, perchè il Cogena al riguardo non è in possesso di alcuna segnalazione di le predette Autorità Americane, nè è possibile ottenerle ora a causa dello scioglimento dei Comandi periferici responsabili.

3. Di massima trattasi di naviglio impiegato da U.S. Naval Base Section Of Palermo e da Headquarters 10th Port of Embarkation Purchasing e Contracting Section, che secondo quanto è dato sapere non risiedono più nelle accennate località o sono stati sciolti.

4. Allo scopo pertanto di poter definire le pendenze in parola, si prega codesta A.C. di far conoscere a quale Comando è possibile rivolgersi per ottenere le notizie occorrenti a questo Cogena.

5. Si resta in tale attesa, ringraziando in anticipo.

p. IL PRESIDENTE
d'ordine
(A. J. Marona)

8056

From: MINISTRY OF MARINE (Cabinet)
To : Ministry of Mercantile Marine
and for Info. to : N.S.C. - H.Q. - A.C.
Date: 2nd August 1946
Ref.: 12967/2 - Encl. No.2

Subject: Luca SCAGLIARINI

Enclosed for action is a translation of the Navy Sub
Commission's letter NSC/5327 dated 29th July 1946 on the above
subject, with relative enclosure.

CHIEF OF CABINET

JLP/GGE/P.

6

PC-1
8055

MINISTERO DELLA MARINA
GABINETTO
UFFICIO COLLEGAMENTO AUTORITÀ ALLEATE

Prot. N. 12967/2

Roma,

2 AGO. 1946

Alleg. N. due.

A - MINISTERO MARINA
MERCANTILE

e, per conoscenza:

NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

ARGOMENTO: SCAGLIARINI Luca.



Si trasmette, per competenza traduzione della lettera della S. Commissione Navale n. NSC/ 5327 in data 29 Luglio 46, all'argomento sopracitato, con relativo allegato.-

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

Marini

8054

NSC/5327
29 July 1946.

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

Subject: SEAGLIARINI, Luca - case of.

Enclosure: (A) Letter from Seagliarini, Luca.

1. Enclosure (A) is forwarded for whatever action is deemed appropriate.

2. It is requested that the Navy Sub-Commission be informed of the action taken in this case.

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

R

E

PC-1

30 JUL 1946

8053

HEADQUARTERS ALLIED COMMISSION
APO 794
Office of the Executive Commissioner

Ref: 1946/33

23rd July 1946

TO : ... Navy Sub-Commission

The attached letter from ... Scagliarini, Luca ... dated 20 July 46
received by this office, is forwarded for any necessary action.

For the Chief Commissioner,

Alfred H. Mursell
Capt.
Brigadier,
Executive Commissioner.

8052

To H.B. Admiral Stone, Chief of the Allied Commission in Italy, Rome.

Sir,

The undersigned, Scagliarini Iacobi Antonio, Pilot of the port of Naples from 1st October, 1943 to 1st August, 1946, takes the liberty of submitting the following to Your Excellency.

During the Allied occupation of Naples, from 1st October, 1943, the undersigned presented himself to the Allied Commanders: Colonel Glasgow and Commander Douglas of A.C.D., and was appointed pilot, as per order of General Antonio Ricasenti and Chief Pilot Simone Romano; as all pilots were away from Naples.

The undersigned piloted, without tugs, Passengers Steamers and Liberty, giving complete satisfaction to the Captains, and berthing them in the most difficult places without causing any damage.

After six continuous months of work in order to obviate any delays to shipping, I was taken ill with a feverish cold, but at the insistence of A.C.D., I agreed to continue working until it was discovered that I had T.B.C. After 20 days rest, and undertaking the cure prescribed by Doctors, I returned to work, always with the object of satisfying the Allies, and to help win gloriously as soon as possible.

However, in September 1944, as the slight temperature continued, the Doctors recommended me to have the "Jacobson" operation, and I decided to undergo it. After 15 days in the nursing home, I returned to work to day 15th July, 1946.

Excellency, I cannot make the count of my ill, how much spend money for Doctors, Food, Injections, Operation Doctor, Nursing home and suffering.

I cannot describe my own capabilities, but you can ascertain them from all the Shipping Agencies at Naples, and especially at the Allied Command at Naples.

Your Excellency,

To day, 15th July, 1946, the Naples Port Office has sent me a letter of dismissal, because I am not in possession of a Master's sea-going certificate, and I was born in 1897 (49) and for this reason I cannot act as pilot; for, ¹⁹⁵⁰ places vacant for Pilot Effective, and the thirty of July is the Concluded.

Believe me, Your Excellency, that these laws exist only in Italy. After working so many years as Pilot in the Port of Naples and specially to pilot steamers night and days during the German bombardments and now I cannot work because I served the Allies, to try to

1943, the undersigned pilot, without tugs, Passengers Steamers and Liberty, Colonel Glasgow and Commander Douglas of A.C.D., and was appointed pilot, as per order of General Antonio Bisconti and Chief Pilot Simone Berman; as all pilots were away from Naples.

The undersigned piloted, without tugs, Passengers Steamers and Liberty, giving complete satisfaction to the Captains, and berthing them in the most difficult places without causing any damage.

After six continuous months of work in order to obviate any delays to shipping, I was taken ill with a feverish cold, but at the insistence of A.C.D., I agreed to continue working until it was discovered that I had T.B.C. After 20 days rest, and undertaking the cure prescribed by Doctors, I returned to work, always with the object of satisfying the Allies, and to help win gloriously as soon as possible.

However, in September 1944, as the slight temperature continued, the Doctors recommended me to have the "Iaccobens" operation, and I decided to undergo it. After 15 days in the nursing home, I returned to work to day 15th July, 1946.

Excellency, I cannot make the count of my ill, how much spend money for Doctors, Food, Injections, Operation Doctor, Nursing home and suffering.

I cannot describe my own capabilities, but you can ascertain them from all the Shipping Agencies at Naples, and especially at the Allied Command at Naples.

Your Excellency,

To day, 15th July, 1946, the Naples Port Office has sent me a letter of dismissal, because I am not in possession of a Master's sea-going certificate, and I was born in 1897 (49) and for this reason I cannot act as pilot; for, ¹⁹⁵⁰ places vacant for Pilot Effective, and the thirty of July is the Concurrence.

Believe me, Your Excellency, that these laws exist only in Italy. After working so many years as Pilot in the Port of Naples and especially to pilotage steamers night and days during the German bombardments and now I am dismissed like a dog; perhaps because I served the Allies, to try to free the city one day earlier; and after such a terrible illness, with all its suffering I continued to work.

Excellency; why was I not asked for the certificate when I was first engaged?... It shows that they required me and my able services.

I beg Your Excellency to intervene on my behalf with the Ministry of Mercantile Marine, so that I may be allowed to retain my post before the concurrence.

.....

Or, failing this, that I be recompensed adequately for my work
done on behalf of the Allies.

I trust that my petition may be given due consideration, and
that I may obtain satisfaction.

Your obedient servant

Sgt. Pilot of Naples Port.

Scagliarini Laura

Via Morgagni 36,

Venere,

Naples.

Naples, 20th July, 1946.

Via Mergheim 36,

Vosmo,

Maples.

Maples, 20th July, 1946.

6708 1 8049

To H.F. Admiral Howe ~~Ex Com~~
Chief of the Allied Commission in Italy
Rome

Sir,

The undersigned, Gaetano Luca di Autaux, Pilot of the port of Naples from 1st October 1943 to 1st August 1946, takes the liberty of submitting the following to your Excellency. During the Allied occupation of Naples, from 1st October 1943, the undersigned presented himself to the Allied Commanders, Colonel Gaabriel and Commander Douglas of A. C. S., and was appointed Pilot, as per order of General Eugene Percot, and Chief Pilot Simone Romano; as all the pilots were away from Naples.

The undersigned piloted, without fags, Passengers, Stores and Cables, giving complete satisfaction to the Captain, and believing them in the most difficult places without causing any damage.

After 16 continuous months of work in order to obviate any delay to shipping, I was taken ill with a severe cold, but at the instance of A. C. S., I was to continue working until it was 8048

1946, taking the liberty of submitting the following to your Excellency. During the Allied occupation of Nagoya, from 1st October 1943, the undersigned presented himself to the Allied Commander, Colonel Glasgow and Commander Sawston of R. C. I., and was appointed pilot, in your order of General Futatabi Givanti, and Chief Pilot Ensigne Honorable; as all the pilots were away from tests.

The undersigned piloted, without logs, Messrs. Thomas and Roberts, giving complete satisfaction to the test team, and believing that we the most efficient, placed without causing any damage.

After 16 continuous months of work in order to obviate any delay to the process, I was taken ill with a severe cold, but at the instance of R. C. I., I agreed to continue working until it was decided that I had T. B. C. After 20 days rest, and undertaking the cure prescribed by Doctors, I returned to work, always

8048

with the object of satisfying the Allies, and to help give Germany all room as possible.

However, in September 1944, as the flight instructor continued, the Doctors recommended me to have the "Jacobus" operation, and I decided to undergo it. After 15 days in the nursing home, I returned to work to day 15th July 1946.

Exceeding, I cannot make the count of my life, how much I spent money for Doctor, Food, Injection, Jacobus doctor, nursing home, and suffering.

I cannot describe my own capabilities, but

You can ascertain them - from all the Fighting Squares at Naples, and especially at the Allied Command at Naples.

Your Excellency,

So day 15th July 1946, the Naples Port Office had sent me a letter of dismissal, because I am not in possession of a Pilot's sea-going certificate, and I was born in 1897 (49) and for this reason I cannot act as Pilot; for I was placed vacant for Pilot Effective, and he thirty of July of the Concord.

Believe me, Your Excellency, that these facts exist only in Italy. After working so many years as Pilot in the Port of

Naples and then in the Port of Genoa, I am

Excellency, I cannot make the count of my life, how much I saved money for Doctors, food, instructions, medicines, books, nursing home, and suffering.

I cannot describe my more capabilities, but you can ascertain them from all the shipping requests at Naples, and especially of the Allied Command at Naples.

Your Excellency,

So day, 15th July 1946, the War Office had told me a letter of dismissal, because I am not in possession of a Pilot's license going certificate, and I was born in 1898 (49) and for this reason I cannot act as Pilot; for I too saved money for Pilot Certificate, and the thirty of July of the Certificate.

Believe me, Your Excellency, that these facts exist only in Italy. After working so many years as Pilot in the Post Office.

Naples and finally to private studies which and day, during the German bombardments, and now I am dismissed like a dog, perhaps because I read the papers, for they

to free the city one day earlier; and after
such a terrible shock, with all its suffering
I continued to work.

Excellent; why was I not asked for the
certificate when I was first awarded?... It
shows that they rewarded me and my able
services.

I too Your Excellency to intervene on
my behalf with the Ministry of Mercantile
Marine, so that I may be allowed to
rejoin my post before the consorts.
Dr. Santiago has, that I be recommended
adequately for my work done on behalf
of the River.

I trust that my petition may be
given due consideration, and that I
may obtain satisfactory action.

Your obedient servant
Miguel de Nolasco Port.

Sebastián Lucas

Via: M. de Nolasco 36

Vomero

Nolasco

Copy 29 July 1946

my friends with the Minister of Penitentiary
 Marine, so that I may be allowed to
 retain my post before the concourse.
 Dr. Lucilio has, that I be recommended
 adequately for my work done on behalf
 of the River.

I trust that my petition may be
 given due consideration, and that I
 may obtain satisfactory action.

Your obedient servant
 Robt. A. Naples Port.

Scapellato, Luca

1 Via: Monforte 26

Vomero

Naples

Sept 29th July 1946

8046

NSC/5458
19 September 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Naval Officer in Charge, ADEN.
Subject: Request for death certificate of Lt. Cdr. Corrado NARDI I.R.N.

1. The Ministry of Marine request a copy of Death Certificate of the above named, the Commanding Officer of the Italian S/M "GALLIHO" who was killed in action on the 19th June 1940 when the submarine was captured by British Naval Forces in the Red Sea.
2. It is understood that the body was taken ashore and buried in Aden Cemetery on 16th June 1940 in one of the graves numbered 62, 63, 64, 65 or 66.

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

19 SEP 1946

PC-1

(40)

8045/

From : MINISTRY OF MARINE (Cabinet)
To : N.S.C. A.C.
Date : 19th August, 1946
Ref. : 1364/2

Subject : Request for death certificate of Lt. Cdr. Corrado NARDI.

With reference to paragraph 1 of your letter NSC/5316 dated 24th July, 1946, it is presumed that the reason that no record of the officer in question appears in the files of the P.O.W. Information Office, Middle East, is that the British Authorities only captured the dead body of the above officer.

From other information reaching the Ministry of Marine it appears that Lt.Cdr. NARDI was buried in one of the graves numbered 62, 63, 64, 65 or 66, in the Aden Cemetery on 16th June 1940.

CHIEF OF CABINET.

JLP/GCE/AP.
22.

8044

*Ministero della Marina*

GABINETTO

Mod.39

Roma, 19 AGO. 1946

Al NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 13694/2 *Allegato*ARGOMENTO: Richiesta di certificato di morte del Capitano
di Corvetta Corrado NARDI.-

Con riferimento al paragrafo 1 del vostro foglio NSC/5316 in data 24 Luglio 1946, si suppone che il motivo della mancata registrazione nei riguardi del già Ufficiale in argomento negli archivi dell'Ufficio informazioni prigionieri di guerra del Medio Oriente sia dovuto al fatto che le Autorità Britanniche hanno catturato soltanto la "salma" del predetto Ufficiale.

Da ulteriori notizie pervenute a questo Ministero, risulterebbe che il Capitano di Corvetta NARDI sia stato sepolto in una delle tombe contrassegnate con i numeri 62, 63, 64, 65 o 66, nel cimitero di ADEN il 19 Giugno 1940.-

IL CAPO DI GABINETTO
C. di V.G. MARINIIL V. CAPO DI GABINETTO
(C. di F. - N. Marini)*N. Marini*

8043

NSC/5216
24 July 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Deceased Prisoner-of-War - Lt. Cdr. NARDI, Carrado.

1. With reference to your letter No. 7170/2 dated 7th July 1946, it is regretted that there is no trace of records of the abovesaid in the Prisoners of War Information Bureau, Middle East.

2. It is suggested that you state the exact location of MAALA when a further endeavour will be made to comply with your request.

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

PC-1

24 JUL 1946 8042

NSC/5316
24 July 1946

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

Subject: Deceased Prisoner-of-War - Lt. Cdr. NARDI, Carrado.

1. With reference to your letter No. 7170/2 dated 7th July 1946, it is regretted that there is no trace of records of the abovenamed in the Prisoners of War Information Bureau, Middle East.

2. It is suggested that you state the exact location of MAALA when a further endeavour will be made to comply with your request.

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

PC-1

24 JUL 1946 8042

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 7th July 1946
Ref.: 7170/2

Subject: Lt. Cdr. Corrado NARDI

It would be appreciated if a reply could be given to my letter
No. 7170/2 of 18th April 1946.

CHIEF OF CABINET

GGE/P.
9

8041



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 7170/2 Allegato

ARGOMENTO: Capitano Corvetta Corrado NARDI.

Si prega voler dare cortese riscontro alla lettera di questo Ufficio di Gabinetto n° 7170/2 datata 18 Aprile 1946.-

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

8040

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

MT/mdp

IPW/1/3/3942 B

2 July 1946

SUBJECT : Deceased PW -
Lt/C NARDI Corrado

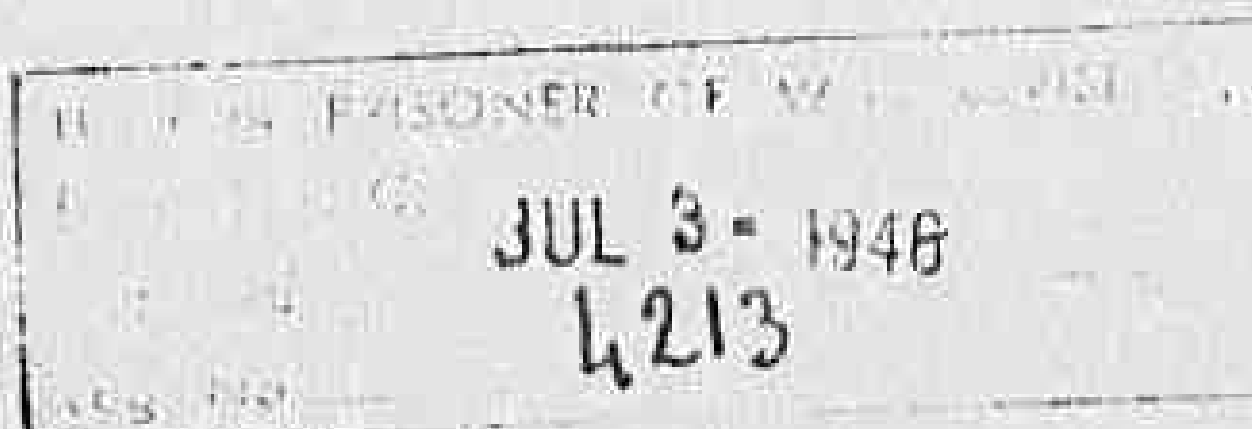
TO : Navy Sub- Commission -
A.C.

Reference your letter NSC/4947 dated
27 April 46

1. The following information has been received
from GHQ CMF.

" It is regretted that record does not exist
in PWIB ME or PWIB East Africa of NARDI Corrado, as being
PW or deceased."

M. V. A. [signature]
JAMES E. REGIS
Lieut. Colonel
Chief
I.P.W. Div.



8039

NSC/5202
27 June 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Italian Prisoner-of-War Division, Land Forces
Sub-Commission (M.M.I.A.), A.C.

Subject: Lt. Commander Corrado MARDI.

1. An early reply to letter NSC/4947 dated 27th April 1946 would be appreciated.

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

28 JUN 1946

Pc

8038

102

NSC/L947
27 April 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Italian Prisoner-of-War Division, Land Forces
Sub-Commission (M.M.I.A.), AC.

Subject: Lt. Commander Corrado NARDI.

1. With reference to your letter IPW/1/3/3376B dated 8th March 1946 the Ministry of Marine advise that the abovenamed was the Commanding Officer of the S/M "GALILEI" and was killed when his boat was captured on the 19th June 1940 in the Red Sea. His body was taken ashore by the British and interred in the European Cemetery at Maalo, F. Section, Grave No. 62.

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

PC-1

29 APR 1946

8037

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 18th April 1946
Ref.: 7176/2

Subject: Lt. Commander Corrado RANDI

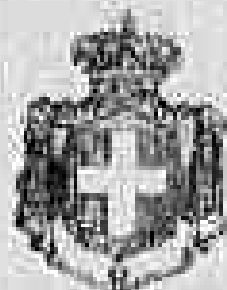
With reference to your letter 133/4739 dated 14th March 1946, you are informed that the following is all the information, regarding the above officer, in the possession of this Ministry.

"Commanding Officer of the submarine 'Galileo' captured on 19th June 1940 in the Red Sea; killed during the capture of the submarine. The body was brought ashore by the British and buried in the European cemetery at Haifa - F section., Grave No. 62."

CHIEF OF CABINET

RM/E.
24

8036



Mod. 40

Roma, 18 APR. 1946

Ministero della Marina
GABINETTO

NAVY SUB COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO MARINA - ROMA

Prel. N° 7170/2 Allegato

ARGOMENTO: Capitano di Corvetta Corrado NARDI.

Con riferimento al vostro foglio
NSC/4739 del 14 Marzo 1946 si comunica
che tutte le notizie a conoscenza di que-
sto Ministero nei riguardi dell'ufficia-
le in argomento sono le seguenti:

""Comandante del Sommergibile "Galilei"
catturato in Mar Rosso il 19.6.940 ri-
mase ucciso durante la cattura del
sommergibile.

La salma trasportata a terra dagli in-
glesì venne tumulata al Cimitero euro-
peo di Maala - campo F., tomba n°62.""

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

8035

HSC/4905
15 April 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Request for death certificate in respect of
Lt. Comdr. Corrado NARDI.
Reference: (a) Navy Sub-Commission letter HSC/4739 of
14 March 1946.

1. Your attention is invited to the request contained
in reference (a).

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

R

PC-1

16 APR 1946

8034

NSC/4739
14 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Request for death certificate in respect of Lt. Comdr.
Corrado NARDI.

1. With reference to your letter No. 24402/2 dated 10th December 1945 it is requested that you will advise whether the above-named was a Prisoner-of-War at the time of his death and, if so, his Prisoner-of-War number and address should be stated.

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

15 MAR 1946

16 APR 1946

8033

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

MT/mdp

IPW/1/3/3376 B

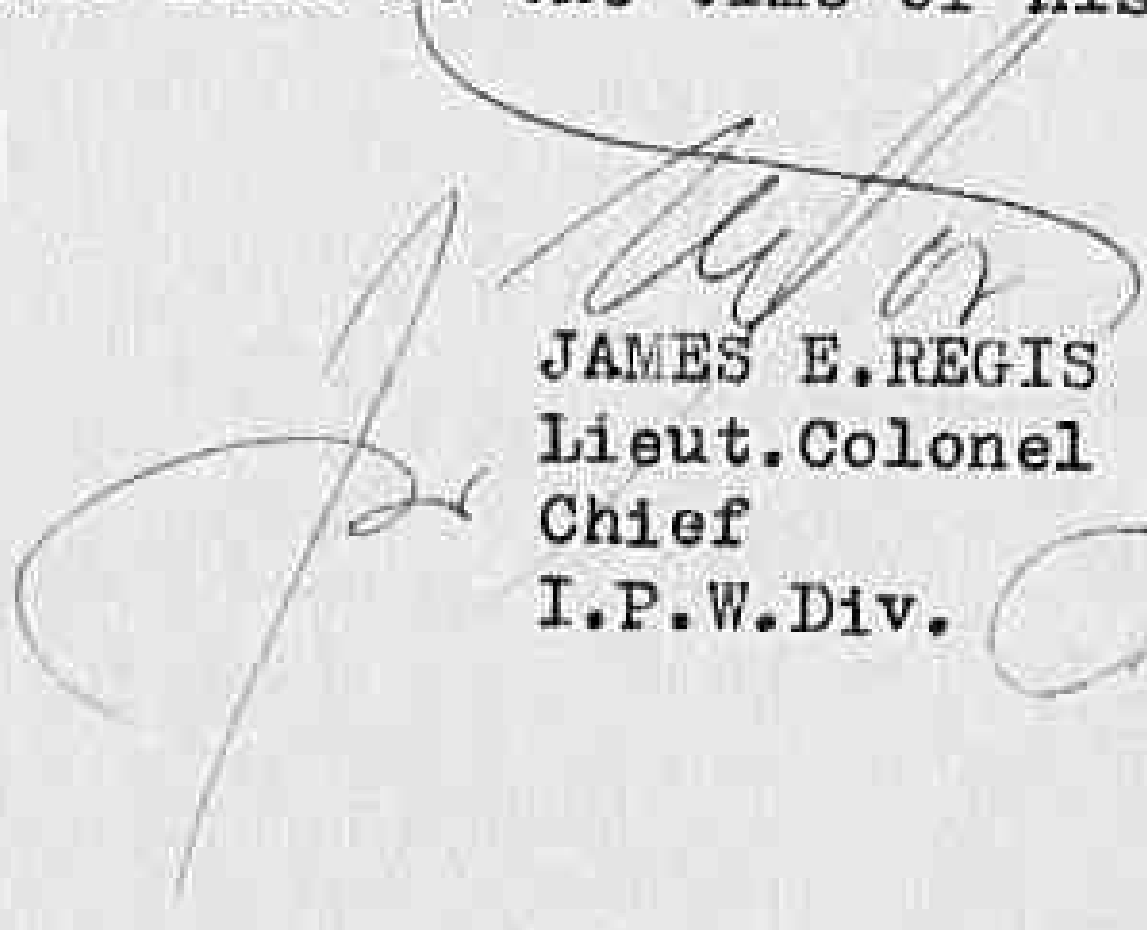
8 March 1946

SUBJECT : Death Certificate
Lt.Comdr.NARDI Corrado

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

Reference your letter NSC/4590 dated 14 Feb 46

1. Before a request can be made for a death certificate in respect of the above named, may this Headquarters please be advised whether he was a PW and, if so, in which Command he was held at the time of his death.


JAMES E. REGIS
Lieut.Colonel
Chief
I.P.W.Div.

Italian Prisoner of War Sub-Commission
HQ AC AFHQ 394
Dispatched MAR 11 1946
Log No 2011

8032

NSC/4590
14 February 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Italian Prisoner of War Division, (MMIA), Land Forces
Sub-Commission, Hq. Allied Commission.
Subject: Lieut. Cmdr. NARDI Corrado — Death Certificate.
Enclosure: (A) Copy of Ministry of Marine ltr. 24402/2 dated
10 December 1945 to NSC.
(B) Copy of ltr. NSC/4230 dated 13 December 1945 to P.W.I.B.-M.E.
(C) Copy of ltr. P.W.I.B., M.E. 02EPW/2/105 dated
5 February 1946 to NSC.

1. It would be appreciated if you could assist in obtaining
a copy of the death certificate requested by the Ministry of Marine.

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

14 FEB 1946

8031

NBC/4561
6 February 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Prisoner of War Information Bureau, M.E.F.
Subject: Lieut. Cdr. Corrado NARDI.....Dec'd.

1. An early reply to letter NBC/4230 dated 13th December 1945
would be appreciated.

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

7 FEB 1946

PC-1

8030

SUBJECT:- Death Certificate - Italian PR.

Navy Sub Commission,
H.Q. Allied Commission,
C. I. F.

GR) OCE. MEF.
OCEFW/2/105, ()
Tel. Add. MIDEAST (PRISWARINF)
7 Feb 46.

Lieut Comdr NARDI Corrado (Deceased)

Reference memorandum NSC/4230 dated 13 Dec 45 requesting
copy of Death certificate in respect of the above named who died on
19 June 46.

It is regretted that Death certificate is not held at PWIB ME
in respect of NARDI Corrado.

R. V. Jones
Prisoners of War

Major,
D.A.A.G.
Controller,
Information Bureau, M.E.
(Sgd.) R. V. JONES

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 1st February 1946
Ref.: 2184/2

Subject: Request for death certificate in respect of Lieut.Cdr.
CORRADO NARDI

It would be appreciated if a reply could be given to
letter No.24402/2 of 10th December 1945 from this Department,
subject as above.

CHIEF OF CABINET

GGE/P.

8029



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 2184/2 Allegato

ARGOMENTO: Richiesta atto di morte del Capitano Corvetta Corrado NARDI.

Si prega voler dare cortese riscontro alla lettera di questo Ufficio di Gabinetto 24402/2 in data 10 Dicembre 1945, allo argomento in alto indicato.

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

8028

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1230
13 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Prisoner of War Information Bureau (P.W.I.B.), M.E.F.
Subject: Lieut. Cdr. Corrado NARDI....Dec'd.

1. The Ministry of Marine request a copy of Death Certificate of the above named, who died on 19th June 1940 and was interred in the European Cemetery, Maala, Field F, Grave No. 26. He was the Commanding Officer of the Italian Submarine "GALILEO".

2. It would be appreciated if the copy of Death Certificate requested could be forwarded to the Navy Sub-Commission.

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

14 DEC 1945

8027

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 10th December 1945
Ref.: 24402/2

Subject: Request for death certificate in respect of
Lieut.Cdr. Corrado NARDI.

In order to meet the request of Mrs. ALESSIO Emilia, wife of the above Senior Officer, it is requested that application may be made to the appropriate Allied Authorities for a copy of the Certificate of Death of Lt.Cdr. Corrado NARDI, formerly commanding the I.R.N. Submarine "Galileo", who died on 19th June 1940, his body being interred in the European Cemetery at Maala - Field P-Grave No.26.

The principal particulars are as stated in the following;
- Corrado NARDI, born of Alessandro and ARIETI Augusta at Tarquinia (province of Viterbo) on 21st July 1906, married to ALESSIO Emilia.

CHIEF OF CABINET

GGE/P.

Minist. Asstente Ist. Bellini

8026



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO MARINA - ROMA

Prot. N° 24402/2 *Allegato*

ARGOMENTO: Richiesta atto di morte del Capitano
di Corvetta Corrado NARDI.

Per aderire ad analoga richiesta della Signora ALESSIO Emilia, moglie dell'Ufficiale Superiore in argomento, si prega voler interessare le competenti Autorità Alleate al fine di ottenere una copia dell'atto di morte del Capitano di Corvetta Corrado NARDI, già Comandante del R° Sommersibile "Galileo", il quale risulterebbe deceduto il 19 Giugno 1940 e la salma tumulata nel cimitero Europeo di Maala - Campo F - Tomba n°26.

Si trascrivono, qui di seguito, le generalità:

- Corrado NARDI di Alessandro e di ARIETI Augusta, nato a Tarquinia (prov. di Viterbo) il 21 Luglio 1906, coniugato con ALESSIO Emilia.

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

785025

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Roma

M NAVY SUB COMMISSION
HEADQUARTERS, A.C.

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

IPW/1/3/3502 B

5 April 1946

(date)

SUBJECT : Request for Death Certificate in respect of
Lieutenant BENVENUTI Giuseppe, I.R.N.

TO : General Headquarters,
Central Mediterranean Forces

1. The attached is forwarded for such action as you deem necessary.
2. May this Division be informed, please.

For the Chief Commissioner:

James E. Regis
JAMES E. REGIS
Lieut. Colonel
Chief
I.P.W. Div.

RECEIVED	ITALIAN PRISONERS OF WAR DIVISION
APR 8 1946	
2481	

PIC 8024

1 Encl : Letter from Ministry of Marine

Copy to Headquarters, A.C. Navy Sub-Commission
(your letter NSC/4785 dated 23 March 46 refers)

(39)

NSC/4785
23 March 1946.

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

Subject: Request for Death Certificate in respect of
Lieutenant BENVENUTI Giuseppe, I.R.N.

1. Copy of Ministry of Marine's letter 4545/2
dated 14th March 1946 is forwarded and it would be appreciated
if you could advise as to what action should be taken to
obtain the Death Certificate.

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

23 MAR 1946

PC-1
8023

NBC/4723
23 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Request for Death Certificate in respect of
Lieutenant BEEVENUTI Giuseppe, I.R.E.

1. With reference to your letter 4545/2 dated
14th March 1946, it is suggested that application should
be made to the International Red Cross.

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
FORREAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AG.

23 MAR 1946

PC-1

8022

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 14th March 1946
Ref.: 4545/2 ✓

Subject: Request for Death Certificate in respect of Lieutenant
BENVENUTI Giuseppe, I.R.N.

To enable us to comply with a similar request from Mrs. Giorgetta DUFRESNE, guardian of the daughter of the above officer, it is requested that an approach may be made to the appropriate Allied Authorities in order that this Ministry may receive a copy of the Certificate of Death of Lieutenant BENVENUTI Giuseppe, formerly appointed to the Italian Naval Command, Pireus, until 9th May 1943 and subsequently attached to the German "Seekecommandant" until 8th Sept. of the same year.

He was interned, and it would appear that he died during the first ten days of April 1944 at the Tschostochau (Poland) Concentration Camp as a result of a cancered stomach. CZESTOCHOWA

The following are the principal particulars of the above :

"BENVENUTI Giuseppe born of the late Vittorio and of PIERI Maria, at Rome on 15th April 1893".

CHIEF OF CABINET

GGE/P.
19

8021

Mod.39



Ministero della Marina
GABINETTO

Roma 14 MAR 1946

M NAVY SUB COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Ord. N° 4545/2 Allegato

ARGOMENTO: Richiesta atto di morte del 1° Tenente di Vascello
di Complemento BENVENUTI Giuseppe.

Per aderire ad analoga richiesta della Signora Giorgetta DUFRESNE, tutrice della figlia dell'Ufficiale in argomento, si prega voler interessare le competenti Autorità Alleate per far trasmettere a questo Ministero una copia dell'atto di morte del 1° Tenente di Vascello di Complemento BENVENUTI Giuseppe, già destinato al Comando Marina Pireo fino al 9 Maggio 43 e successivamente Addetto al Comando tedesco Scekemmandant fino all'8 Settembre dello stesso anno.

Internato, risulterebbe deceduto nella prima decade di Aprile 1944 al campo di concentramento tedesco di Tschenstochau (Polonia) per cancro allo stomaco.

Si trascrivono, qui di seguito, le generalità:
"BENVENUTI Giuseppe fu Vittorio e di PIERI Maria, nato a Roma il 15 Aprile 1893".

IL CAPO DI GABINETTO 8020
C. di V. G. MARINI

Marini

From: MINISTRY OF MARINE (Cabinet)
To : H.S.C. - A.C.
Date: 20th February 1946
Ref.: B.1804

Subject: Incidents at Bizerta, provoked by the crew of the A.C.-Carrier
"DIXMUE"

In accordance with the practice already established in similar cases, forwarded herewith for your due information is an extract from the report of proceedings of the Commanding Officer of the I.R.N. Cruiser "MONTECUCCOLI" which called at Bizerta on 3rd instant to embark 300 ex-P.O.W. and 500 civilian refugees.

By direction
CHIEF OF CABINET

GGE/P.
23

(38)

8019

Extract from the Report of Proceedings of the I.R.N. Cruiser "MONTECUCCOLI"

Report of stay at Bizerta

.....
At 1310 hrs the Pilot came on board following which I entered port, mooring at 1430 hours, in the position assigned to me, starboard side on to the quay (bow towards the lake and the stern under the bow of the "DIXMIDE").

A little later, at 1455 hours, a Commander on the Staff of the Flag Officer In Charge of the base came on board and informed me that :

- The Admiral was not in the port since he had gone for a trip into the country, it being a holiday, and therefore he regretted that he could not receive my visit;
- That it could not take place the following morning since my departure was timed for 0700 hours on Monday, 4th February; he requested me to give him information necessary to compile the sailing orders for the following day, and finally asked me whether I had need of anything. I requested water for the boilers and he assured me that it would be sent.

Furthermore he told me that no-one could go ashore owing to superior orders from Paris.

On the quay the 300 ex-P.O.W. were ready, guarded by a whole Company of Tunisian soldiers, and the civilians began to arrive with numerous impedimenta to be carried to Italy.

At 1500 hours the civilians began to embark, a task which proved very laborious both because the French Colonel of Police in charge was not able to give me a complete statement of the persons to be taken on board and because of the very unpainstaking check of the persons and their large quantities of baggage, and also because the members of each family were not marshalled together with their baggage in an orderly manner.

The embarkation of the service personnel began at 1500 hours by way of another gangway and it was carried out in an orderly and expeditious manner, since their baggage was very limited and because a complete list of them was provided.

The embarkation of the civilians was completed at 2015 hours, and this only because after insisting several times our sailors were allowed to descend as far as the end of the gangway to help carry the heavy luggage and household goods.

-2-

I regret an annoying incident which took place while officers and men of the ship were dedicating themselves actively and energetically to the speediest possible embarkation of the persons and goods and to their accommodation on board in the best manner possible.

After the lowering of the Colours, which took place with regulation honours, part of the crew of the A.C. Carrier gathered on the extreme bow and threw potatoes, carrots, orange-peel and certain blunt objects (pieces of iron, bolts and stones) onto the deck forward, where there was no personnel present.

The Lieutenant of the Day who was sent ashore to visit the Commanding Officer of the ship in order to bring the above to his notice was not allowed to pass by the police owing to the restrictive regulations already noted above.

The Chief of the Police was then told to send one of his men to inform the Commanding Officer of what had taken place: This was done.

For a short time the throwing of objects was suspended, but it then recommenced, and finally ceased when Colonel Regis, who had been an impartial observer of the different behaviour of the two ships, went on board the "Dixmude" and drew the attention of the Commanding Officer to the desirability of ceasing the said improper actions.

It was only the persuasion of the Ship's Officers that prevented the crew, who rightly resented this, from committing some act which would have provoked serious incidents.

As all communication with shore was denied I did not send a written protest to the Admiral's office.

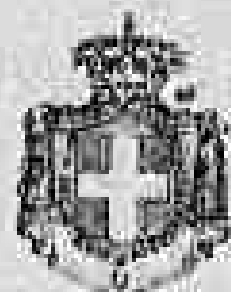
On the other hand, Colonel Regis told me that he would make a detailed report to the Allied Commission on the incorrect behaviour of the French ship, drawing attention also to the fact that he had found the Officer of the Watch drunk.

As intended, the A.C. Carrier "Dixmude" sailed at 0730 hours and the "Montecuccoli" at 0800 hours on 4th instant.

On board,
5th February 1946.

CCE/P.
25

8017



Ministro della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 1804 Allegato

ARGOMENTO: Incidenti a Biserta provocati dall'e
quipaggio della portaerei "Dixmude".

A similitudine di quanto praticato in ca-
si analoghi, trasmetto per opportuna conoscen-
za, uno stralcio del rapporto di navigazione
presentato dal Comando del R. Incrociatore
MONTESUCOLI che ha toccato Biserta il 3 cor-
rente mese per imbarcarvi 300 ex prigionieri
e 500 profughi civili.

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

8016

ESTRATTO DEL RAPPORTO DI NAVIGAZIONE DEL COMANDO DEL R. INCROCIATOREMONTESUOLIRapporto di permanenza a BISERTA

.....

Alle ore 1310 viene a bordo il Pilone e successivamente entro in porto ormeggiandosi alle ore 1430 al posto assegnato, affiancato alla banchina con lato dritto (la prua verso il largo e la poppa sotto la prua della "Dixmude").

Poco, dopo e cioè alle ore 1455, viene a bordo un D.P. dello S.M. dell'Ammiraglio Comandante della Base il quale mi comunica che: l'Ammiraglio non si trova in sede poiché, essendo giunto festivo, egli è andato a fare una gita in campagna e pertanto è spiacente non poter ricevere la visita; che la visita non potrà aver luogo il mattino dopo perché l'ora della partenza è fissata per lunedì 4 febbraio alle ore 0700; mi chiede notizie necessarie per compiere l'ordine di navigazione per il giorno successivo e mi domanda infine se ho bisogno di qualche cosa. Io chiedo come per mechina, che egli mi assicurava sarà inviata.

Dice inoltre che per disposizioni superiori da Parigi il personale di bordo non può scendere a terra.

Sulla banchina sono già pronti i 300 ex prigionieri inquadrati da un'intera Compagnia di soldati tunisini e incominciano ad affluire i civili, con i loro numerosi bagagli, che debbono essere trasportati in Italia.

Alle ore 1500 ha inizio l'imbarco dei civili, imbarco di 8014 presenta assai laborioso sia perché il Colonnello della Gendarmeria francese incaricato non è in grado di presentare una nota contenente le generalità delle persone da ricevere, sia per la minuziosa visita da loro proprietà ed im-

ella banchina con lato dritto (la prora verso il lago e la poppa sotto la prora della "Dixmude").

Poco, dopo e cioè alle ore 1455, viene a bordo un C.R. dello S.M. dell'Ammiraglio Comandante della Base il quale mi comunica che: l'Ammiraglio non si trova in sede poiché, essendo giornata festiva, egli è andato a fare una gita in campagna e pertanto è spiacente non poter ricevere la visita; che la visita non potrà aver luogo il mattino dopo perché l'ora delle partenze è fissata per quel 4 febbraio alle ore 0700; mi chiede notizie necessarie per compilare l'ordine di navigazione per il giorno successivo e mi domanda infine se ho bisogno di qualche cosa. Io chiedo acqua per macchine, che egli mi assicura sarà inviata.

Dice inoltre che per disposizioni superiori da Parigi il personale di bordo non può scendere a terra.

Sulle barchine sono già pronti i 300 ex prigionieri inquadrati da un'intera Compagnia di soldati tunisini e incominciano ad affluire i civili, con i loro numerosi bagagli, che debbono essere trasportati in Italia.

Alle ore 1500 ha inizio l'imbarco dei civili, imbarco di 804 4 persone, assai laborioso sia perché il Colonnello della Gendarmeria francese incaricato non è in grado di presentare una nota contenente le generalità delle persone da ricevere, sia per la numerosa visita alle persone ed ai numerosi bagagli di loro proprietà ed infine perché i componenti di ogni famiglia ed i bagagli non sono stati inquadrati ordinatamente assieme.

L'imbarco dei militari ha inizio alle ore 1500 da un'altra passerella ed avviene ordinatamente e sollecitamente, perché il loro bagaglio è limitatissimo e perché è stata presentata la lista completa di essi.

L'imbarco dei civili ha termine alle ore 2015, soltanto perché dopo varie insistenze si è potuto ottenere che i marinai nostri scendessero fino a termine della passerella per aiutare nel trasporto dei pesanti bagagli e delle masserizie.

Debbo lamentare un innescioso incidente mentre gli Ufficiali ed il personale di bordo si dedicavano con slancio e alacrità per effettuare nel modo più sollecito possibile l'imbarco della persona e dei materiali e provvedevano alla migliore sistemazione nei locali di bordo.

Dopo l'annunzio bandiera, avvenuto con gli onori regolamentari, parte dell'equipaggio della portaerei riunita sull'estrema prora ha buttato patate, carote, buccie d'arancio e qualche corpo contadino (pezzi di ferro, bulloni e pietre) sulla coperta a poppa, che era sgombra di personale.

Il Tenente di vascello di comando inviato a terra per recarsi al Comando della Xave per far presente quanto sopra non è stato fatto passare dalla gendarmeria per le disposizioni restrittive già elatate precedentemente.

E' stato detto allora al Capo delle gendarmeria di inviare suo personale a bordo della portaerei per informare il comande di quanto avveniva: ciò che è stato fatto.

8013

Per un po' di tempo il lancio è stato sospeso, ma poi è stato ripreso ed ha cessato definitivamente quando il Colonnello W.S. Regis, che è stato testimone imparziale delle diverse di comportamento degli equipaggi delle due navi da guerra vicine, si è recato a bordo della

scendessero fino a termine della passerella per aiutare nel trasporto dei pasanti bagagli e delle masserizie.

Debbo lamentare un interesse inodente mentre gli Ufficiali ed il personale di bordo si dedicavano con slancio e alacrità per effettuare nel modo più sollecito possibile l'imbarco delle persone e dei materiali e provvedevano alla migliore sistemazione nei locali di bordo.

Dopo l'ammirata bandiera, avvenuto con gli onori regolamentari, parte dell'equipaggio delle pontasseri riunita sull'estrema prora ha buttato patate, carote, bucce d'arancio e qualche corpe contundente (pezzi di ferro, bulloni e pietre) sulla coperta a poppa, che era agombrata di personale.

Il Tenente di vascello di comandata inviato a terra per recarsi al Comando della Mave per far presente quanto sopra non è stato fatto pensare della gendarmeria per le disposizioni restrittive già citate precedentemente.

E' stato detto allora al Capo della gendarmeria di inviare suo personale a bordo della pontasseri per informare il comando di quanto avveniva: ciò che è stato fatto.

8013

Per un po' di tempo il lancio è stato sospeso, ma poi è stato ripreso ed ha cessato definitivamente quando il Colonnello U.S. Regis, che è stato testimone imparziale della diversità di comportamento degli equipaggi delle due navi da guerra vicine, si è recato a bordo della "Duxmude ed ha fatto presente al comando l'opportunità di far cessare la predetta azione scorretta.

./.

Soltanto con l'opera di persuasione del Comando di Bordo si è potuto impedire che l'equipaggio, giustamente risentito, commettesse qualche atto tale da provocare seri incidenti.

Essendo negata ogni comunicazione colla terra non ho inviato protesta scritta all'Ammiragliato.

L'altra parte il Colonnello Regis mi ha assicurato che avrebbe riferito dettagliatamente alle Commissioni Alleate sul comportamento scorretto della nave francese facendo altresì presente di aver trovato l'ufficiale di guardia ubriaco.

Come previsto la postamerica "Dixmude" è partita alle ore 0730 ed il "Montecuccoli" alle ore 0800 del 4 corrente.

Bordo, lì 3 febbraio 1946.

MSC/4779
22 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
TO : Ministry of Marine, Rome.
Subject: L/Tel. (2nd Cl.) PELLEGRINO Renato.

1. With reference to your letter no. 4325/2 dated 12th March 1946 Strategic Services Unit advise having replied to you direct by letter dated 15th March 1946.

G. F. SCHWITZ,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AG.

23 MAR 1946

(37)

pc-1
8011

HEADQUARTERS
2677th REGIMENT
STRATEGIC SERVICES UNIT (PROV)
APO 512

18 March 1946

SUBJECT: Renato PELLEGRINO

TO : Headquarters Allied Commission
Navy Sub-Commission, APO 394

Attention: Capt. G.F. Mentz

1. Response is made to your letter dated 15 March 1946 regarding the above Subject.
2. Inclosed is a copy of a letter dated 15 March 1946 to the Ministero della Marina which is self-explanatory.
3. The delay in furnishing the requested information was due to the necessity of verifying certain facts from headquarters in Washington.

FOR THE COMMANDING OFFICER:

Donald C. Hays
DONALD C. HAYS
Capt., JAGD
Theater Counsel

8010

HEADQUARTERS
2677th REGIMENT
STRATEGIC SERVICES UNIT (PROV)
APO 512

18 March 1946

SUBJECT: Sottocapo R.T. Renato PELLEGRINO

TO : Marietat (Cabinet)

Response is made to your memorandum dated 2 February 1946 regarding the above Subject. Search of our records reveals that Subject, who was in our employ, was shot by the Germans in August 1944 near FIANO (Province LUCCA), and is believed to be buried near FIANO.

The question of a death benefit will be referred to the U.S. Employees Compensation Commission.

It appears from your letter that Subject's dependents consist only of a minor brother and sister. It will be appreciated if you will send this office their names and the name of their guardian.

Inclosed is a statement certifying as to Subject's death.

FOR THE COMMANDING OFFICER:

DONALD C. HAYS
Capt., JAGD
Theater Counsel

8009

IBC/4743
15 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commanding Officer, Strategic Services Unit,
59 Via Sicilia, Rome.

Subject: L/Tel. (2nd Cl.) PELLICORINO Renato.

1. Copy of Ministry of Marine's letter No. 4325/2 dated 12th March 1946 is forwarded and it would be appreciated if the information requested could be communicated to the Navy Sub-Commission.

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

15 MAR 1946

PC-1

8008

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
DATE: 12th March 1946
Ref.: 4325/2 ✓

Subject: L/Tel. (2nd Cl.) PELLEGRINO Renato

1. L/Tel. PELLEGRINO Renato was employed by the American O.S.S. Organisation on a task of an intelligence and operational nature in Italian territory occupied by the enemy; he was under the direct command of Captain BOURGOIN.

2. From a list of the "2677th Reg. O.S.S. (Prov.) Company "D" Training and Holding Area 3" dated 5th January 1945, signed by the abovementioned Captain BOURGOIN, it appears that PELLEGRINO died, but there is no indication of the date, place, or cause of his death.

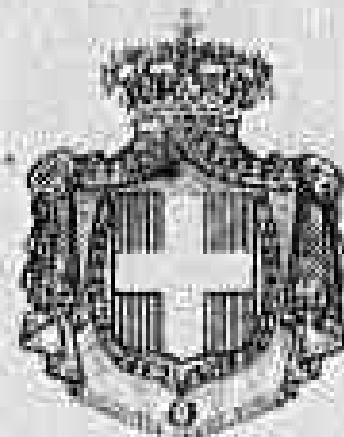
3. The Navy Sub Commission is requested to approach the appropriate Authorities in order to obtain the information to which reference is made in the preceding paragraph, forwarding his Death Certificate if possible.

CHIEF OF CABINET

GGE/P.
12

8007

Mod.39



Ministero della Marina
GABINETTO

Roma 12 MAR. 1946

Al NAVY SUB COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 4325/2 *Allegati*

ARGOMENTO: Sottocapo R.T. PELLEGRINO Renato.

1. Il Sottocapo R.T. PELLEGRINO Renato è stato impiegato dall'Organizzazione Americana O.S.S. in missione informativa ed offensiva in territorio italiano occupato dal nemico, alla dirette dipendenze del F.A. Captain BOURGOIN.
2. Da un elenco del "'2677th Reg.O.S.S.(Prov.) Company "D" Training and Holding Area 3"" in data 3 Gennaio 1945 a firma del predetto Capt. BOURGOIN, risulta che il PELLEGRINO è deceduto, senza peraltro fossero precisati la data, il luogo e le cause della morte.
3. Si prega codesta S.Commissione Navale voler interessare le competenti Autorità allo scopo di conoscere le notizie di cui al precedente paragrafo, trasmettendo, possibilmente, l'atto di morte.

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

8006

NSC/4567
28 February 1946.

Giuseppe Intini,
Via C. Battisti 80,
Mola di Bari.

Dear Sir,

Your letter to Admiral Stone has been referred to me for action. While I can understand and sympathize with your problems I am afraid the solution lies entirely between yourself and the Ministry of Marine, who handle all such de-requisitions.

. Thanking you for your letter and

Yours very truly,

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

(36)

1 MAR 1946

PC-1

2005

Mole di Bari 27/I/1946

Admiral STONE
Commissione Alleata di Controllo
R o m e=

Dear Sir;

I have been in the United States for 10 years and precisely in New York City. I came in Italy in 1934 and after that time I could not go back because I was serving compulsory military service in this country. I would be very glad to go back to the U.S.A. but it is not advisable at the present time.

I would kindly ask you please use your authority in helping me in a matter of great importance.

I once possessed a motorship 135 Hp. which was requisitioned by the Ministero Marina in May 1945 and I requested several times to have it returned to me as this is my only means of living and support of my family, but all my requests have been unheeded.

The name of this motorship is "Argosta" hp. 135 and at the present time is inactive in the harbor of Taranto under the jurisdiction of Italian marine authorities.

As a result of the requisition the economic conditions of my family are deplorable and I have felt the necessity to write you this letter soliciting your kind intervention on my behalf in the purpose of obtaining

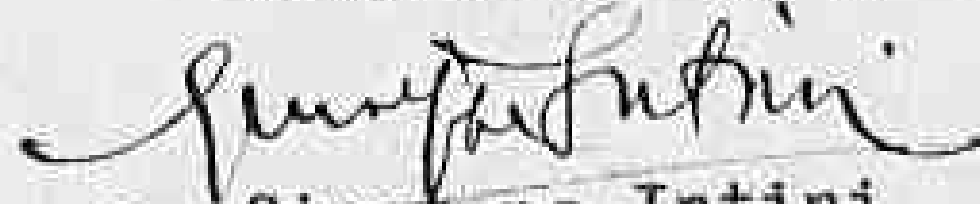
004

my motorship from the italian marine.

Thanking you in advance for anything
you may be able to do in this connection

I remain

Respectfully yours



Giuseppe Intini
Via C.Battisti 88
Mola di Bari

NSC/4522
30 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : D.A.D., 49 Claims & Hirings, BARI.
Subject: Road Accident between Motor-Truck R.M. 36171 and
British Vehicle No. 4803185.

1. Copy of Ministry of Marine's letter No. 1512/2
dated 22nd January 1946 together with relative enclosure is
forwarded for appropriate action.

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

1 FEB 1946

PC-1
35
0003

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. H.Q. A.C.
Date: 22nd January 1946
Ref.: 1512/2 - Encl. No.8 ✓

Subject: Road accident between motor-truck R.M.36171
and British vehicle No.4803185.

Forwarded herewith, for communication to the proper Authorities, are true copies of the documents relating to the abovementioned incident which occurred at Taranto on 23rd November 1944.

CHIEF OF CABINET

(Translator's note : attention is drawn to dates underlined in the enclosures, some of which appear incorrect or doubtful).

GGE/P.

1 002

Summary of documents enclosed with Ministry of Marine's letter No. 1512/2 dated 22nd January 1946.

1. Copy of the Minutes and findings of an I.R.N. board of enquiry, appointed by order of the day No. 1848 dated 5th December 1944 and convened on 8th August 1945, which states that the board attributes no blame to the driver of the Italian vehicle who was proceeding along a main road, on his proper side, at a speed of 15 km. per hour (= 9.4 m.p.h.) when the British vehicle came out of a side street at a speed of 50 km. per hour (= 31.25 m.p.h.) and, without decreasing speed at all, hit the Italian truck. Details could not be taken of the British vehicle since its driver paid no attention to the damage done to the Italian truck and its occupants, but merely examined the damage done to his own vehicle and then drove away.

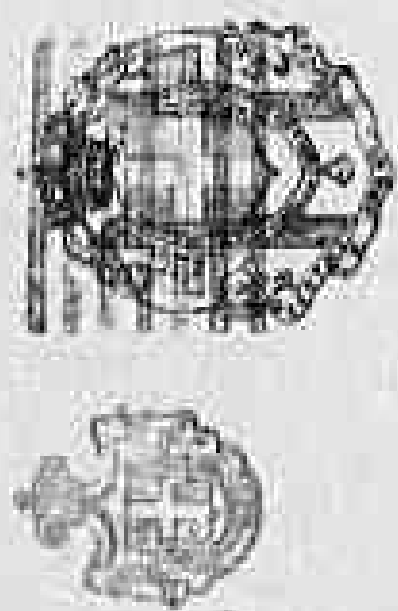
2. Copy of statement by C.P.O. Cox'n Moretti Gavino who was sitting with the driver of the Italian vehicle; he confirms as in (1) above. Signed at Taranto on 13th November 1944.

3. Copy of statement by P.O. (Gunner) CARUSI Giuseppe, serving on street duty with the Italian Naval Police. He witnessed the accident, and confirms the speed of the British vehicle as above. He says neither driver was hurt, the passenger in the Italian one receiving slight bruises on the face. The Italian vehicle suffered considerable damage to radiator and front wing, the British vehicle was very slightly damaged on the front wings. Shortly afterwards British Military Police arrived and, as the British vehicle had driven away, they took the Italian driver and CARUSI to their office where a proper account of the facts was given.

Signed at Taranto on 2nd March 1945.

4. Diagram of accident.

GGE/P.



Ministero della Marina

GABINETTO

Roma. 22 GEN. 1946

M. NAVY SUB-COMMISSION
HEADQUARTERS, A.C.

INDIRIZZO TELEGRAFICO MARINA-ROMA

Prot. No. 1512 / 2 Allegato 8

ARGOMENTO:

Incidente automobilistico tra l'autocarro R.M.36171
e la macchina inglese n.4803185.-

Si trasmettono, per l'ulteriore inoltro alle
competenti Autorità, copie conformi dei documenti rela-
tivi all'incidente sopracitato, avvenuto a Taranto il
23 novembre 1944.-

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

ARGOMENTO: Incidente aereo militare via l'autocarro R.M. 36171
e la macchina inglese n.4803185.-

Si trasmettono, per l'ulteriore inoltro alle
competenti Autorità, copie conformi dei documenti rela-
tivi all'incidente sopracitato, avvenuto a Taranto il
23 novembre 1944.-

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

[Handwritten signature]

2000

PROCESSO VERBALE N° 1249

sull'investimento dell'autocarro R. Marina 36171 guidato dall'autista DI LELIO SANTE.

SIA NOTO CHE

l'anno millenovecentoquarantacinque, addì otto del mese di agosto, nei locali dell'Ufficio Interrogatorio di Maridopo Taranto, si è riunita la sottoscritta Commissione nominata con ordine del giorno No. 1848 del 5.12. 1944 per accertare i danni e le cause che hanno determinato l'investimento dell'autocarro R. Marina 36171 guidato dall'autista DI LELIO Sante, da parte della macchina inglese targata 4803185(28).

La sottoscritta Commissione, presa visione del rapporto redatto dal Comandante del S.P. di Marina Taranto e dalle disposizioni contenute nell'art. n° 63 del regolamento sul servizio degli autoveicoli della R. Marina, intesi l'autista DI LELIO Sante, matr. 16888/cl. 1919, il Capo Nocch. di 1° cl. MORETTI Gavino, matr. 5293/SPE, ed il Capo Cann. III cl. CARUSI Giuseppe, addetto al servizio di Polizia Stradale, i quali hanno sottoscritto il relativo interrogatorio, presa visione della pianta topografica che ricostruisce il disgraziato incidente,

RITIENE

che il danno prodotto all'autocarro R. Marina 36171 non è da addebitarsi a colpa dell'autista Italiano perchè dagli interrogatori risulta che il DI LELIO ha posto ogni cura per evitare il verificarsi del danno. L'autista dell'autocarro 36171, infatti, teneva la mano destra sulla strada maestra (Via Mazzini), percorrendola ad una velocità di circa 15 Km. orari ed attenendosi perciò alle norme che consigliano oculata prudenza specialmente nell'interno dei centri abitati. La macchina inglese targata 4803185 (28), invece, che veniva da Via Acclavio diretta verso la Villa Peripato, andava alla velocità di circa 50 Km. orari e senza punto rallentare andava contro la detta macchina R. Marina. L'investimento, avvenuto a via Mazzini all'altezza dell'angolo di via Acclavio, è stato quindi provocato dalla macchina Inglese e l'autista dell'autocarro Italiano si è trovato nella pratica impossibilità di evitare lo scontro, che provocava nell'autocarro R. Marina la rottura del radiatore, della tubazione d'acqua, dello scassi e del parafrangente anteriore destro. Nell'autocarro R. Marina si trovava il Capo Nocch. I Cl. MORETTI Gavino, sorvegliante, il quale riportava contusioni al mento ed al naso di lievi entità tanto da non richiedere il pronto soccorso. Non è stato possibile prendere le generalità dell'autista inglese, perchè questi subito dopo aver provocato l'investimento, senza aver cura di accertare i danni prodotti alle persone ed all'autocarro Italiano, osservava i danni lievissimi della propria macchina, allontanandosi subito. =

Taranto, li 8/8/1945.

Il presente verbale viene redatto in quattro copie per gli usi di legge. =

7999

./.

LA COMMISSIONE

IL S.TENENTE COMMISSARIO
(Membro e Segretario)
f.to Giuseppe CONTI

IL S.TENENTE DI VASCELLO
(Membro)
F.to Bruno AMADUZZI

IL CAPITANO DI CORVETTA
Presidente
F.to Antonino LA NASA

PER COPIA CONFORME

IL TENENTE DI VASCELLO
(Lucio LAIS)

h. lais



C O P I A

VERBALE L'INTERROGATORIO del Capo Nocch. di 1^a cl. MORETTI
Gavino Matr. 5293 - SPE

Io sottoscritto Capo Nocch. 1^a cl. MORETTI Gavino
dichiaro quanto segue:

Il giorno 23/11/44 alle ore 9,45 era di servizio nella macchina R.M. 36171 per un servizio comandatomi per il tratto Maridepo Banchina Torpediniere e viceversa per trasporto personale. Al ritorno lungo via Mazzini all'altezza di via Acclavio venivamo investiti da una macchina Inglese targata col n. 4803185 A 28. Percorrevamo via Mazzini ad una velocità di circa 15 Km. orari e mantenevamo la nostra destra, mentre quella inglese che veniva da via Acclavio diretta alla villa Peripato, andava ad una velocità di circa 50 Km. orari e senza rallentare ci veniva contro provocando la rottura del radiatore, della tubazione dell'acqua dello schiassi e parafango dentro.

Io che mi trovavo a fianco dell'autista, riportai varie contusioni al mento e al naso. E' giunta subito sul luogo la Polizia Militare Italiana e dopo quella Inglese, mentre la macchina che ci aveva investiti se n'era già andata.

Dopo l'interrogazione del Capo Caruso della Polizia Militare, l'autista fu condotto alla sede della Polizia Inglese per interrogatorio.

Nel frattempo venne la Macchina di Maridepo che ci prese a rimorchio e ci portò al Deposito.

IL NOCCHIERE DI 1^a CL.
F.to (MORETTI GAVINO)

Taranto 13/11/44.

Fatto in quadruplica copia per gli usi di legge
LA COMMISSIONE

IL S. T. COMMISSARIO
Membro e segretario
f.to (Giuseppe CONTI)

IL TENENTE DI VASCELLO
MEMBRO
f.to (Bruno AMADUZZI)

IL CAPITANO DI CORVETTA
Presidente
f.to (Antonio LA NISA)

PER COPIA CONFORME

IL TENENTE DI VASCELLO
(Lucio LAIS)



7998

C O P I A

INTERROGATORIO DEL CAPO CANN. 3^a CL. Addetto al Servizio Stradale
CARUSI Giuseppe. (Comando Servizi Piazza P.M.)

Il giorno 23.11.1944, verso le ore 9,45 il camion Italiano targato R.M. 36171 percorrendo la via Mazzini diretto a Mari-depo, giunto all'angolo di detta via con via Acclavio veniva investita da una macchina Inglese targata 4803185 (28) che proveniente dal Lungomare percorreva la via Acclavia a una velocità oraria di circa 50 Km. all'ora.

Entrambi gli autisti rimanevano illesi, mentre il Capo Nocch. di 1^a CL. MORETTI Angelo, che si trovava nella macchina Italiana (sorvegliante) riportava varie contusioni al mento e al naso e la macchina Italiana riportava considerevoli danni al radiatore e al parafrangente anteriore destro e la macchina Inglese lievissimi danni ai parafrangenti anteriori;

Poco dopo giungeva sul posto la Polizia Inglese che venuta a conoscenza dei fatti ed essendosi allontanata la macchina Inglese, mi invitava unitamente all'autista dell'automezzo Italiano a seguirlo al loro ufficio dove facemmo regolare deposizione dei fatti avvenuti.

La sera stessa, redigevo regolare segnalazione presentandola al mio Comando S.P.M.I.

IL CAPO CANNONIERE DI 3^a CL.
Addetto Servizi Stradali
F.to CARUSI Giuseppe

Taranto, 2 Marzo 1945
Fatto in quadruplica copia per gli usi di legge.

LA COMMISSIONE

IL S.T. COMMISSARIO
Membro e Segretario
F.to CONTI Giuseppe

IL S. TENENTE DI VASC.
Membro
F.to Bruno AMADUZZI

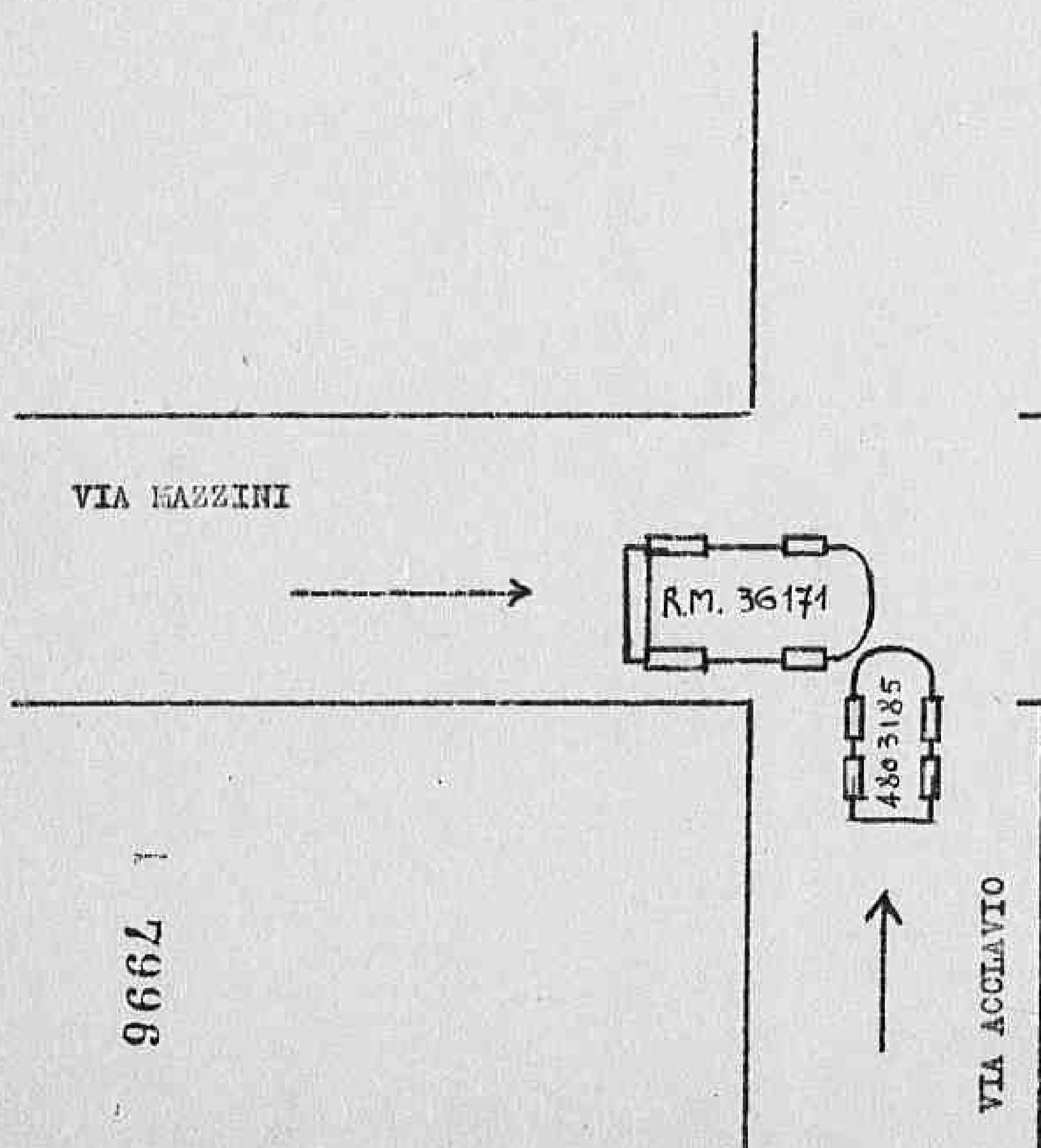
PER COPIA CONFORME
IL TENENTE DI VASCELLO
(Lucio LAIS)

IL CAPITANO DI CORVETTA
Presidente
F.to Antonio LA NATA

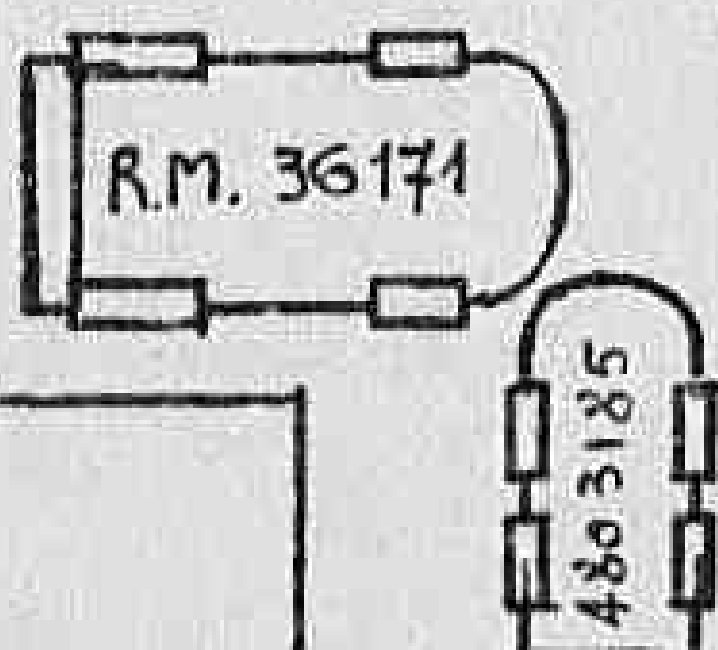
7997



SCHIZZO ILLUSTRATIVO DELL'INCIDENTE AUTOMOBILISTICO TRA L'AUTOCARRO R.M.36171
E LA MACCHINA INGLESE N°4803185 - AVVENUTO IN TARANTO IL 23 NOVEMBRE 1944



ILLUSTRATIVO DELL'INCIDENTE AUTOMOBILISTICO TRA L'AUTOCARRO R.M. 36171
MACCHINA INGLESE N°4803185 - AVVENUTO IN TARANTO IL 23 NOVEMBRE 1944



VIA ACCLAVIO

HEADQUARTERS ALLIED COMMISSION
(EXECUTIVE OFFICE)
Claims Board
APO 394

Tel. 489081
Ext. 522

16 April 46

NJC/es

Ref. : G-4/Claims/225

SUBJECT : Loss by fire of Dodge 3 Torner
5317244
Italian Naval Hospital, Merano

TO : ~~Q.A.B., G.H.Q., C.M.P.~~

1. The enclosed file concerning above is forwarded, by request of Navy Sub-Commission A.C. to you for your attention.

2. Your attention is drawn to para 4 of Navy Sub-Commission letter 4873 of 9th April 46 addressed to this office.

For the Chief Commissioner

N.J. Coombs
N.J. Coombs
Lt. R.T.R.
Claims Officer

Copy to : Navy Sub-Commission ✓

(34)

PC-1

7995

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

HSC/4873.
9th April, 1946.

REPORT on
H.C. Allied Commission, G-4(B)
Claims, Rome's letter No. 225
dated 23rd March, 1946.

From : Navy Sub Commission, Hq., Allied Commission.
To : G-4(B) Claims, Hq., Allied Commission.

Subject : Loss by Fire of Dodge 3 tons Lorry No. 5317244 - Italian
Naval Hospital MIRANO.

It is observed that the fire was caused by a 3 ton Dodge lorry operated by the R.A.S.C. It is considered therefore, that any claims arising from damages sustained by Italian Navy property as a result of the fire are a British Army liability.

2. In any event the claims submitted by the Director of the Italian Navy Hospital MIRANO, Veneto, to a representative of the 291 Works section, Royal Engineers are not considered to be official since all matters and claims of this nature connected with Allied authorities are normally represented to the Navy Sub Commission by the Italian Ministry of Marine.

3. In view of the fact, therefore, that the Navy Sub Commission can find no trace in office files of any communication from the Ministry of Marine regarding this claim, that no hastener appears to have been made by the Director of the Hospital, and that the incident took place approximately a year ago, it is considered that no further action should be taken.

4. If, however, this claim is brought to the attention of the Navy Sub Commission by the Ministry of Marine at some future date, the matter will be referred to General Headquarters, Central Mediterranean Forces for repayment in kind or settlement.

(Sgd) C. L. WARREN

REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

11 APR 1946

7994
PC-1

C O P Y

HEADQUARTERS ALLIED COMMISSION,
CLAIMS BOARD

Tel. 489081
Ext. 522

File No. 225
Date.....23rd March, 1946.

Subject: Loss by Fire of DODGE LORRY No. 531724.

To : Navy Sub Commission, Hq. Allied Commission.

1) As suggested by V.P.C.C. 2 Claims Commission claim in respect of above is passed to you for action please.

6th Floor Room 46.

(Sgd)
CAPTAIN
Claims Officer.

7993

HEADQUARTERSNo. 2 Claims Commission and No. 2 Hirings DirectorateA.P.O. S.551G. M. F.

H.Q. Allied Commission,
 G-4 (B) Claims,
 ROME.

COM/334/1.

20 Mar 46.

Subject: Loss by Fire of Lodge 3 ton Lorry No. 531724 -
Italian Naval Hospital, MIRANO.

1. Reference your minute 54/CLAIMS/225 dated 2 Feb 46 and G.H.Q. minute GFM/5400/967/Q(AE) dated 28 Jan 46.
2. File No. AFM/5400/967/Q(AE) is returned herewith.
3. We refer to our minute (folio 7) dated 4 Dec 45. This Commission cannot accept any claims from the Italian Naval Authorities in respect of damage done to Italian State owned property or in general in respect of injuries sustained by Italian Naval personnel in the course of their duty.
4. From the file it would appear that there are no civilian interests involved and to date we have received no claims in respect of the incident.
5. It is suggested that if your Branch is not concerned you should pass the file to Naval Sub-Commission, H.Q. A.O., in relation to the claim for replacement in kind intimated in general terms by the Italian Naval Authorities.

G. J. MacLellan
 G. J. MACLELLAN.
 Major,
 for Brigadier,
 V.P.C.C. and D. of Hqs.

3/46

Tel: ROME 66332.
 Sign. Address: No. 2 Claims & Hirings,
 ROME.

Ref. 2/22/46
 7992
 Date: 22/3/46

9-46

C O P YHEADQUARTERS ALLIED COMMISSION
Office of G-4 (B)
C L A I M STel. 489081
Ext. 522Subject: Dodge Lorry N. 5317244
To : D.D. 2 Claims & Hirings
RomeFile No. No.G4/CLAIMS/225
Date 2 February, 1946. ✓

1. As neither H.Q. A.C. nor A.M.G. is involved in this case, the file is passed over to your office for necessary action required in your letter GHQ/400/987/Q(AE) dated 28th January, 1946.

For the Chief Commissioner

C.P. SAVIGNON
Capt. R.A.O.C.
Claims Officer (B)L.C. WICKERSHAM
Administrative Officer
Claims Officer (A)

7991

COPY

Subject : Loss by Fire of Dodge 3 Ton Lorry
No 5317244

GENERAL HEADQUARTERS C.M.F.
Tel. No. Freedom 518
G.H.Q./8400/987/Q(A.E.)

28th Jan. 46 ✓

A.C.

Reference enclosed file A.F.H.Q./8400/987/Q(AE)

1. It would appear that some claim may have been made by the Italian Naval Hospital at MIRANO (vedi Minutes 6 and 7.).
2. It is requested that you take up the matter with the Italian authorities with a view to settlement, and return the file with your findings as soon as possible.

JJProudfoot, Captain,
for Major General,
Major General Administration.

JJP/NH

7990

MEC/5371
13 August 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Traffic Accident - 6 November 1945 - File HQ/51106/69.

1. With reference to your letter No. 1016 dated 20th January 1946, the following information has now been received from No.2 Claims and hirings:-

" 1) Exhaustive inquiries have been made with a view to discovering the identify of the vehicle involved in this accident and its driver but these inquiries have met with no success. The witnesses named by Comdr. TONA Pierfrancesco have been interrogated and it would appear that this accident occurred in the following manner.

2) On the 6th Nov 1945, about 1030 hrs, Dr. TONA was riding his bicycle along the PADUA-BATTAGLIA road. The doctor was riding behind a convoy of five British vehicles proceeding in the same direction. Coming from the opposite No. 33 Via Battaglia the doctor decided to turn left across the road but owing to the vehicles in front of him his vision of approaching traffic from the opposite direction was obscured. The doctor turned left, right in to the path of the oncoming convoy of lorries, and was as a result knocked down and injured.

3) From the information furnished by the witnesses it appears that:

- (a) the vehicle which knocked down the doctor was probably British and was being driven by an Italian civilian.
- (b) the accident was apparently due to the negligence of the doctor himself in turning left across the road from behind another vehicle directly into the path of the British vehicle which struck him.

4) Comdr. TONA may quite possibly dispute the fact that his father was solely to blame for this accident, but we are satisfied that the witnesses mentioned by him have been properly cross-examined and that the evidence furnished by them does not reveal any British liability.

5) It is regretted that we have been unable to trace the unit apparently concerned nor the identity of the Italian civilian driver."

(Sd) O. L. WARREN

16 AUG 1946

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

7989

PC-1

HEADQUARTERS

No. 2 Claims Commission

and

No. 2 Directorates of Hirings and Disposals (Fixed Assets)

A.P.O. S. 551

C. M. F.

Navy Sub-Commission,
H. Q. Allied Commission,
A.P.O. 394.

COHD/342/5.

9 Aug 46.

Subject: Traffic Accident - 6 Nov 45.
File HQ/51106/69.

1. Reference is made to your NCG/4492 dated 25 Jan 46.
2. Exhaustive inquiries have been made with a view to discovering the identity of the vehicle involved in this accident and its driver but these inquiries have met with no success. The witnesses named by Cdr. TONA Pierfrancesco have been interrogated and it would appear that this accident occurred in the following manner.
 3. On the 6th Nov 1945, about 1030 hrs, Dr. TONA was riding his bicycle along the PADUA-BATTAGLIA road. The doctor was riding behind a convoy of five British vehicles proceeding in the same direction. Coming from the opposite direction was another small convoy of British vehicles. At a point opposite No. 33 Via Battaglia the doctor decided to turn left across the road but owing to the vehicles in front of him his vision of approaching traffic from the opposite direction was obscured. The doctor turned left, right in to the path of the oncoming convoy of lorries, and was as a result knocked down and injured.
 4. From the information furnished by the witnesses it appears that:
 - (a) the vehicle which knocked down the doctor was probably British and was being driven by an Italian civilian.
 - (b) the accident was apparently due to the negligence of the doctor himself in turning left across the road from behind another vehicle directly into the path of the British vehicle which struck him.
 5. Cdr. TONA may quite possibly dispute the fact that his father was solely to blame for this accident, but we are satisfied that the witnesses mentioned by him have been properly cross-examined and that the evidence furnished by them does not reveal any British liability.
 6. It is regretted that we have been unable to trace the unit apparently concerned nor the identity of the Italian civilian driver.

7988

Subject: Traffic Accident - 6 Nov 45.
File HQ/51106/69.

1. Reference is made to your NSC/4492 dated 25 Jan 46.
2. Exhaustive inquiries have been made with a view to discovering the identity of the vehicle involved in this accident and its driver but these inquiries have met with no success. The witnesses named by Cdr. TONA Pierfrancesco have been interrogated and it would appear that this accident occurred in the following manner.
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4. From the information furnished by the witnesses it appears that:
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 - (b) the accident was apparently due to the negligence of the doctor himself in turning left across the road from behind another vehicle directly into the path of the British vehicle which struck him.
5. Cdr. TONA may quite possibly dispute the fact that his father was solely to blame for this accident, but we are satisfied that the witnesses mentioned by him have been properly cross-examined and that the evidence furnished by them does not reveal any British liability.
6. It is regretted that we have been unable to trace the unit apparently concerned nor the identity of the Italian civilian driver.

7988

11/EE

Tel: ROME 66335.

Sigs. Address: No. 2 Claims & Hirings,
ROME.

V.P.C.C. & D. of Hirings & Disposals.
S. I. BASKIN.
Major,
for Colonel,

Copy to: A.D. 61 Claims & F rings, - Your CC/61/121 dated
A.P.O. S.482, C.M.A. 30 Jul 46 refers.

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C.
Date: 7th July 1946
Ref.: 6658/2

Subject: Cdr. TONA Pierfrancesco

It is requested that we may be advised if there is any further information concerning the subject of my letter NSC/4856 dated 4th April 1946.

CHIEF OF CABINET

GGE/P.

9

7987



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 6658/2 *Allegati*

ARGOMENTO: Capitano Fregata TONA Pierfrancesco.

Si prega comunicare se il vostro
foglio NSC/4856 in data 4 Aprile 1946 ha
avuto ulteriore esito.-

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

Marini

7986

HEADQUARTERSNo. 2 Claims Commission
andNo. 2 Directorates of Hirings and Disposals (Fixed Assets)A.P.O. S.551
C. M. F.

H.Q. Allied Commission,
Navy - Sub-Commission
A.P.O. 394 C.M.F.

OCHD/342/5

21 June 46

Subject:- Traffic Accident - 6 Nov 45 -
Dr. B. TONA - File 54106/69

1. Your NSC/5146 dated 11 June 46 refers.
2. It is regretted that , to date, the relevant file has not been returned from our officer at Bologna who is making all the necessary further enquiries. We have to-day requested a report on the case and on receipt of additional information we will communicate immediately with you.


(S.I. BASHIN)

Capt,
for Brigadier,
V.P.C.C. and D. of Hqs. and Disposals.

10/GS

Tel. 66335

Sigs Address:

No. 2 Claims & Hirings, ROSE.

7985

HEADQUARTERSNo. 2 Claims CommissionandNo. 2 Directorates of Hirings and Disposals (Fixed Assets)A.P.O. 3,554C. M. F.

AD Claims and Hirings,
 61 Claims and Hirings,
 A.P.O. 3,482,
 C. M. F.

CCTD/3A2/5

21 June 46

Subject:- Traffic Accident - 6 Nov 45 -
Dr. B. FORA - File 51106/69

1. Further to our letters of even reference dated 11 May 46 and 1 Apr 46.

2. If all the available evidence on this case has now been obtained it would be appreciated if the file could be returned here as we are being pressed for information. Please treat as urgent.



(S. I. BASKIN)

Capt,

for Brigadier,

V.P.C.C. and D. of Hqs. and Disposals.

10/GS

Tel. 66535

Sigs Address:

No. 2 Claims and Hirings, RMCE

7984

NSC/5146
11 June 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : V.P.C.C. & D of Hqs. & Disposals, APO S.551, CMF.
Subject: Traffic Accident - 6 Nov. 45 - Dr. B. TOMA -
File 51106/69.

1. With reference to your letter CCHD/3/2/5 dated 11th May 1946, it would be appreciated if you could advise whether any additional information is now available.

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

7983

PC-1

HEADQUARTERS

No. 2 Claims Commission
and
No. 2 Directorates of Hirings and Disposals (Fixed Assets)

A.P.O. S.551
C. M. F.

H.Q. Allied Commission,
Navy Sub-Commission,
A.P.O. 394.,
C. M. F.

CCHD/342/5

11 May 46

Subject:- Traffic Accident - 6 Nov 45 -
Dr. B. TONA - File 51106/69

1. Your NSC/4972 dated 1 May 46 refers.
2. It is regretted that, to date, the relevant file has not been returned from our officer at Bologna who is making all the necessary further enquiries. We have to-day requested a report on the case and on receipt of additional information we will communicate immediately with you.



(H.G. CLARKE)

Major,

for Brigadier,

V.P.C.C. and D. of Hgs. and Disposals.

10/GS

Tel. 66335

Sigs Address:

No. 2 Claims and Hirings, ROME.

7982

NSC/4972
1 May 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : V.P.C.C. and D. of Hirings, No. 2 Claims and Hirings,
APO S 551, C.M.F.
Subject: Commander TONA Pierfrancesco.

1. It would be appreciated if the Navy Sub-Commission could be advised whether any additional information has now been received in accordance with your letter CCHP/342/5 dated 1st April 1946.

W. F. BAHLMANN
Comdr., USNR

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

PC-1

2 MAY 1946

7981

N3C/4356
4 April 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Commander TONA Pierfrancesco.

1. With reference to your letter 1016/2 dated 20th January 1946 enquiries are being made by the appropriate authorities and any information received will be communicated to you.

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

PC-1

7980
5 APR 1946

HEADQUARTERSNo. 2 Claims Commission and No. 2 Hirings DirectorateA.P.O. S.551C. M. F.

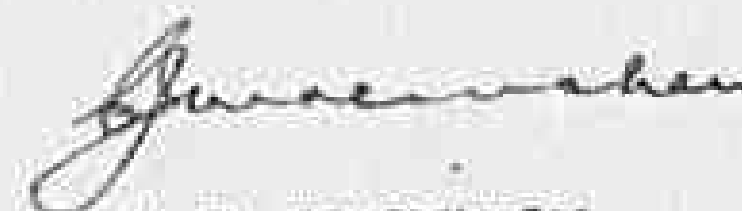
H.Q. Allied Commission,
Navy Sub-Commission,
A.P.O. 394,
C.M.F.

CCND/342/5. ✓

1 Apr 46.

Subject: Traffic Accident - 6 Nov 45.
Dr. B. TORA.

1. Reference your NSC/4637 dated 25 Feb 46 on this subject.
2. We have no information on this accident but we have passed the papers to our local officer asking that further enquiries be made.
3. On receipt of additional information we will communicate with you.



C.J. MACMAHON.
Major,
for Brigadier,
V.P.C.C. and D. of Hqs.

3/EE

Tel: ROME 66332.
Sigs. Address: No. 2 Claims & Hirings,
ROME.

7979

NSC/4792
25 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Allied Force Headquarters,
Hirings Directorate & Claims Commission (Br).
Subject: Claim - Dr. B. TONA.

1. An early reply to letter NSC/4792 dated 25
January 1946 would be appreciated.

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

PC-1

7978

NSC/4637
25 February 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Allied Force Headquarters,
Hirings Directorate & Claims Commission (Br).
Subject: Claim - Dr. B. TONA.

1. An early reply to letter NSC/4492 dated 25
January 1946 would be appreciated.

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

26 FEB 1946

1 7977

NSC/4492
25 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Allied Force Headquarters,
Hirings Directorate & Claims Commission (Br).
Subject: Claim - Dr. B. TOMA.

1. A copy of Ministry of Marine's letter
No. 1016/2 dated 20th January together with enclosure is
forwarded.

2. It is requested that the Navy Sub-Commission
may be advised in order that a reply may be sent to the
Ministry of Marine.

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

26 JAN 1946

PC 1
7976

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. H.Q. A.C.
Date: 20th January 1946
Ref.: 1016/2

Subject: Cdr. TONA Pierfrancesco.

Forwarded herewith for necessary action is a request from the above Senior Officer, for the purpose of having enquiries made to identify the driver of the Allied motor-truck which knocked down and killed Dr. TONA Bernardo, his father.

CHIEF OF CABINET

GGE/P.

7975



Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO MARINA - ROMA

Prot. N° 1016/2

Alligato

ARGOMENTO. **Capitano Fregata TONA Pierfrancesco.**

Per i provvedimenti di competenza, si trasmette una domanda dell'Ufficiale Superiore in argomento, intesa ad ottenere l'espletamento di indagini atte ad individuare il conducente dell'autocarre alleato che il 6 Novembre 1945 investì ed uccise il Detter Bernardo TONA, padre del predetto Ufficiale.

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

G. Marini

7974

Summary of enclosure

Addressed to Ministry of Marine from Cdr. TONA Pierfrancesco, who states :

On 6th November 1945 his father, Dr. Bernardo TONA ("M.D.") was proceeding by bicycle to conduct a minor operation at No.33 via Battaglia, on the main highway Padua-Battaglia. Arriving opposite the above address, Dr.TONA stopped and allowed a convoy of Allied Service vehicles to pass in the direction of Battaglia, and when they had all gone he crossed the road carefully. When almost across he was knocked down by an Allied vehicle going towards Padua.

Witnesses : PACCAGNELLA Giovanni (whose house Dr.TONA was about to visit) and :

1. VAROTTO Ubaldo, Via Lungargine Voltabarozzo No.3 - Padua
2. VAROTTO Ugo, Strada Bacco No.3 Bassanello - Padua
3. GRIFFANTE Gino, Strada Bovolenta 33, Padua
4. VAROTTO Tullio, Lungargine Voltabarozzo, No.3 - Padua.

The car concerned stopped and first aid was rendered by the driver and others present. In the meantime British Officers arrived in a car, took down particulars of the happening, then went away, and a little later there arrived a British Ambulance which took Dr. TONA to the Civilian Hospital, where he died shortly afterwards.

Detailed enquiries have failed to discover which British Command sent the ambulance, nor the names of the British Officers. It is requested that this may be made known to the Navy Sub Commission in order that the persons responsible for Dr. TONA's tragic death may be identified. From witnesses' statements it is quite evident that the truck-driver did not make any effort to avoid the accident.

Ancona, 24th December 1945

GGE/P.



AL MINISTERO DELLA MARINA

Uff. GABINETTO =

tramite: MARINA= VENEZIA

Il sottoscritto Capitano di Fregata TONA Pierfrancesco fu Bernardo attuale Comandante di Marina Ancona, espone quanto segue:

Il giorno 6 novembre 1945 il padre del sottoscritto, Dottor Bernardo TONA "medico" si recò in bicicletta verso le ore 11 presso la famiglia del Sig. PACCAGNELLA Giovanni, residenza in via Battaglia n° 33, dovendo effettuare una piccola operazione chirurgica alla moglie del PACCAGNELLA. La casa di costui si trova sulla strada nazionale Padova-Battaglia e precisamente sul lato sinistro per chi da Padova è diretto a Battaglia. Il Dr. TONA, che procedeva sul lato destro della strada, giunto all'altezza della casa del PACCAGNELLA, prima di attraversare la strada si arrestò perché in quel momento passava un'autocolonna di automezzi delle Forze Armate Alleate, che procedeva in direzione Padova-Battaglia. Passata completamente l'autocolonna, il Dr. TONA attraversò con prudenza la strada; senonché, quando proprio l'aveva attraversata quasi per intero, fu investito da un autocarro delle forze armate alleate, che procedeva in direzione

...//...

7972

Battaglia-Padova, e gettato a terra sul ciglio della strada vicino ad un paracarro.

Assistettero all'incidente il PACCAGNELLA Giovanni, presso il quale il Dr.TONA si recava, ed i seguenti operai, che assieme al PACCAGNELLA lavorano in una casa prossima al luogo dell'incidente:

- 1°) - VAROTTO Ubaldo, Via Lungargine Voltabarozzo 3
= PADOVA =
- 2°) - VAROTTO Ugo, Strada Bacco n° 3 =BASSANELLO =
Padova
- 3°) - CRIFTANEE Gino, Strada Bovolenta 33 =PADOVA=
- 4°) - VAROTTO Tullio, Lungargine Voltabarozzo 3
=PADOVA=

L'autocarro investitore si fermò ed il Dr.TONA fu soccorso dal conducente e dalle persone presenti all'accaduto. In quel mentre sopraggiunsero in automobile alcuni Ufficiali inglesi, i quali si informarono dell'accaduto e presero nota dei contrassegni dell'autocarro e delle generalità del conducente. - Quindi si allontanarono e poco dopo giunse un'autoambulanza delle Forze Armate Inglesi, mediante la quale il Dr.TONA fu portato all'Ospedale Civile, ove, dopo qualche tempo spirò. -

Nonostante accurate ricerche, non fu possibile individuare il Comando Inglese che provvide all'invio dell'autoambulanza, né tanto meno i nominativi degli Ufficiali Inglesi, che presero nota dei contrassegni dell'autocarro investitore e delle generalità del

conducente.-

Perciò il sottoscritto si rivolge All'Ecc.Vostra perché voglia esporre quanto sopra detto alla Sottocommissione affinché vengano esperite le necessarie indagini, allo scopo di individuare la persona responsabile della tragica fine di mio padre Dr.TONA.- Dalle deposizioni dei testi, risulta infatti evidente che il conducente dell'auto-carro non fece nulla per evitare l'investimento, mentre bastava che egli deviasse leggermente sul lato sinistro della strada rispetto alla sua direzione di marcia, perché nulla accadesse.- ~~Si allega dichiarazione firmata dai presenti all'incidente.-~~

Ringrazio per quanto potrà esser fatto.-

Ancona 11 24.12.945

Greferario 1 AN.

Visto:

IL CAPITANO DI VASCELLO
CAPO DI STATO MAGGIORE
(Gennaro Follegiini)



[Signature]