

1. Con riferimento alla V/ No. di Prot. 1486/9/46 del 18 Febbraio 1947 che ci e' stata trasmessa dalla Naval Sub-Section IMA3.
2. Nella sua lettera alla Capitaneria del Porto, Marino Colombo dichiara che nel Luglio 1944 egli fece due viaggi per conto dell'AMC ed altri tre ne fece in Agosto. Per questi cinque viaggi egli chiede un'indennita' dovendo pagare il personale di bordo ed avendo consumato 400 litri di nafta e 40 litri di olio. Siamo d'accordo con il Maggiore Marchie nel ritenere giusta la sua pretesa di compenso.
3. Il battello non venne requisito che l'11 Ottobre 1944 e fu trattato fino al 6 Gennaio 1945. Anche per questo abbiamo la testimonianza del Maggiore Marchie circa la correttezza del reclamo, cosi' che ci riesce incomprensibile il motivo per il quale la richiesta del reclamante non e' stata soddisfatta nel modo appropriato.
4. I documenti di cui abbiamo preso visione non giustificano la richiesta del reclamante di estendere il periodo della requisizione e compendervi i mesi di Luglio, Agosto e Settembre, benché i viaggi di cui al para. 2 abbiano diritto a compenso.

For the Chief of Branch

L. C. Wickarham

L. C. Wickarham,
Administrative Officer,
Claims Officer (A).

R. J. Coombs
R. J. Coombs,
Capt. R. J. Coombs,
Claims Officer (B.I.I.)

1. Ref. your Prot. No. 1486/9/46 dated 18th Feb. 1947 passed to this office by the Naval Sub-Section IMA3.
2. Your attention is drawn to Marino Colombo's letter to the Capitaneria del Porto stating that in July 1944 he made two voyages on behalf of AMC and again in August a further three, making a total of five voyages for which he is claiming compensation for his crew's wages, 400 litres of nafta and 40 litres of oil. We concur with Maj. Marchie that the claim is just and due for payment.
3. Requisitioning of the vessel did not take place until 11th October 1944 from when it was held until 6th January 1945. Again we have Maj. Marchie's testimony as to the correctness of the claim and we see no reason why appropriate compensation should not be paid forthwith.
4. From documents held there seems to be no reason for extending the period of requisitioning to cover July, August and September although the individual voyages mentioned in para 2 merit compensation.

Reply to : Naval Sub-Section, Italian Military Affairs Section, RM3, APO 794
(your PC-4/M/53 dated 24th February 1947 refers)

12 MAR 1947

NAVAL SUB-SECTION

PG-1/N/53

24 February 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: G-4 Claims Section, Liaison and Civil Affairs Branch.
Subject: Motor Schooner "SUCCESO" - Claim for Payment of Hiring Charges.
Enclosure: (A) Copy of CO.GE.NA. ltr. No. 1486/S/46 dated 18 February 1947, with 2 enclosures.

1. Enclosure (A) is forwarded herewith with the request that this Sub-Section be supplied with the information requested in paragraph 3 (a) and (b).

H. W. ZIRDEL,
COMMANDER, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS.

25 FEB 1947

114

24/530/2
MAD

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

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

PROT. N.

1486 /5/46

ROMA, 18th February 1947

VIA DE' CESTARI N. 3

ac/mm

OGGETTO

Motor Schooner "Successo".

A

Navy Sub Section

A.F.H.Q. - Italian Military Affairs Section (I.M.A.S.)

R o m e

1. Mr. Andrea Damiani, Owner of the subject vessel has submitted claim for the payment of the hire accruing to his craft for the services rendered for account of the Allied Military Government of Elba Island during the period from July 1944 to 6th January 1945.

2. He has submitted the attached copies of two letters addressed on 14th February 1946 to A.M.G. and Capitaneria di Porto, Portoferraio, reporting on the position of the vessel.

3. In order to be enabled to pay the owner the requisition hire accruing to this craft, it would be appreciated if the following information could be received:

- a) If within the dates relative to the period in which the m/s "Successo" has been employed by A.M.G., the vessel has performed continuous service.
- b) Which sums, if any, have been directly advanced by the Allied Authorities to the owner, Mr. Andrea Damiani.

By order of the President

Encl. 2.

A.T. MARENA

113

RECEIVED

20 FEB 1947

NAVAL SEC. SECTION



AL GOVERNO MILITARE ALLEATO

Il sottoscritto COLOMBO MARINO nell'interesse del Sig. Demiano domiciliato in Portoferraio, proprietario del cutter con motore ausiliario denominato "IL SUCCESSO", delle matricola del Compartimento Maittino di Portoferraio espone quanto segue:

Il giorno 11 Ottobre 1944 il motoveliero di cui trattasi venne requisito d'ordine del Governo Militare Alleato dell'Elba e per esso dal Sig. Cap. Smith. Il bastimento venne destinato alle necessità di trasporto dello stesso Governo Militare Alleato e al trasporto di passeggeri e non venne stabilita la misura del compenso per indennità di requisizione.

Il giorno 6 Gennaio 1945 il Governo Militare Alleato dell'Elba, rappresentato sempre dal Sig. Cap. Smith, ordinò la derequisizione del bastimento e la riconsegna al proprietario.

Tino ad oggi non è pervenuta allo scrivente alcuna somma a titolo di pagamento dell'indennità di requisizione e pertanto il sottoscritto chiede che gli vengano corrisposte le mensilità durante le quali la nave è stata a disposizione dell'Ente requisitore.

Il natante ha una salitiera portata di tonn. 30 ed è munito di apparato motore ausiliario della potenza di Cav. 40.=

Con osservanza

F.to Marino Colombo

Portoferraio li 14 Febbraio 1946

Vº IL SINDACO
P.to Reiter

112

Testimone Major C.P. MURCHIE - S.C.A.O., A.M.G. ELBA

I am able and willing to confirm that in the period stated the "SUCCESSO" was requisitioned by Capt. Smith.

It therefore appears evident that the claim, if not already paid, is substantially overdue for ~~my~~ settlement.

F.to Major MURCHIE
ex S.C.A.O., A.M.G. ELBA

p.c.c.

IL TENENTE DI PORTO = REGGENTE =

Monaco

motore ausiliario denominato "IL SUCCESSO", delle matricola del Com
partimento Marittimo di Portoferraio espone quanto segue:

Il giorno 11 Ottobre 1944 il motoveliero di cui trattasi venne
requisito d'ordine del Governo Militare Alleato dell'Elba e per
esso dal Sig.Cap.Smith. Il bastimento venne destinato alle necessità
di trasporto dello stesso Governo Militare Alleato e al trasporto
di passeggeri e non venne stabilita la misura del compenso per inden-
nità di requisizione.

Il giorno 5 Gennaio 1945 il Governo Militare Alleato dell'Elba,
rappresentato sempre dal Sig.Cap.Smith, ordinò la derequisizione del
bastimento e la riconsegna al proprietario.

Tino ad oggi non è pervenuta allo scrivente alcuna somma a ti-
tolo di pagamento dell'indennità di requisizione e pertanto il sot-
toscritto chiede che gli vengano corrisposte le mensilità durante
le quali la nave è stata a disposizione dell'Ente requisitore.

Il natante ha una salutifera portata di tonn.30 ed è munito di
apparato motore ausiliario della potenza di Cav.40.=

Con osservanza

P.to Marino Colombo

Portoferraio li 14 Febbraio 1946

V° IL SINDACO
P/to Reiter

112

Testimone Major C.P.MURCHIE - S.C.A.O., A.M.G. ELBA

I am able and willing to confirm that in the period stated the
"SUCCESSO" was requisitioned by Capt.Smith.

It therefore appears evident that the claim, if not already
paid, is substantially overdue for ~~be~~ settlement.

P.to Major MURCHIE
ex S.C.A.O., A.M.G. ELBA

P.C.C.

IL TENENTE DI PORTO = REGGENTE =

- A. Monaco -

ALLA CAPITANERIA DI PORTO DI

PORTOFERRAIO



Il sottoscritto Capitano e armatore del motoveliero "IL SUCCES-
SO", Colombo Marino, espone quanto appresso:

Il mese di Luglio 1944 il Comando Alleato di Portoferraio mi
ordinava di effettuare n.2 viaggi per recupero mine nelle vicinan-
ze di Pomonte - Campo e S.Andrea, nel mese di Agosto ho effettuato
altri 3 viaggi sempre per recupero mine ed in cerca di campi minati
- Porto Longone - Marina di Campo - Pianosa - portando un consumo
di combustibile totalmente di L.400 di nafta ed olio L.40.

Il suddetto Comando Alleato non mi ha mai pagato ed ho fatto
parecchi esposti al medesimo e non ho mai avuto esito. Mi hanno
sempre detto che era di competenza del Governo Italiano. Pertanto
mi rivolgo alla S.V. perchè voglia prendere i provvedimenti del
caso perchè mi venga corrisposto il mio avere, perchè pure io ho
da liquidare l'equipaggio, cioè Mazzerri Romolo, Giordano Bruno
e Filade Vittore.

Allego le bollette delle spese e spartizione dell'equipaggio
nave.

Portoferraio, 25 Settembre 1945

IL CAPITANO
F.to Marino Colombo

V^o IL BINDACO
F.to Raiter

To whom it may concern
I hereby certify this claim as being correct in detail and due
for payment

14/2/4 6

F.to MURCHIE
Major ex S.C.A.O., A.M.G.

P.C.C.

IL TENENTE DI PORTO - REGGENTE
F.to A. Monaco

C O P Y

DAMAGE TO VILLA CASARSA, SICILY
(The Navy Sub Commission's letter No. NSC 5903 of 24th
January, 1947).

V.

Med.
47/333/9/6.
FLAG OFFICER LIAISON, ITALY.

Approved.

MEDITERRANEAN,
22nd March, 1947.

(Sgd.) P.S. SMITH.
for A D M I R A L

110

C O P YDAMAGE TO VILLA CASARSA, SICILY.

(Rear Admiral, Destroyers, Mediterranean's Minute III
No. A.D. 250/26 dated 14th February, 1947).

IV.

Malta No. 47/1058/MS.
COMMANDER-IN-CHIEF, MEDITERRANEAN.
(Copy to:-

Rear Admiral (D), Mediterranean).

At the time of this occurrence N.S.C. (L) 46
was manned by an Italian crew who have since been
repatriated.

2. In the circumstances it is recommended that
settlement of this claim be authorised observing that
the vessel was employed on service which may well have
led to the incident reported.

24th February, 1947.

(Sgd.) H.A. KELSEY
REAR ADMIRAL, MALTA.

C O P Y

DAMAGE TO VILLA GASARSA, SICILY.
(The Navy Sub Commission's letter No. NSC5903 of 24th January,
1947).

III.

No. A.D. 250/26.
THE REAR ADMIRAL, MALTA AND CENTRAL MEDITERRANEAN.
(Copy to:- The Commander in Chief, Mediterranean).

Forwarded, as N.S.C. (L) 46 was under the
administration of the Rear Admiral, Malta at the time
of this incident.

Manoel Island,
Malta.
14th February, 1947.

(Sgd.).....
for REAR ADMIRAL, DESTROYERS,
MEDITERRANEAN.

C O P Y

BRITISH NAVAL LANDING CRAFT MARKED N.S.C.L. 46.
(Navy Sub-Commission, Headquarters Allied Commission's
letter No. NSC/5903 of 24th January, 1947).

II.

Med. 47/333/9/6.
REAR ADMIRAL (D).

Referred for your remarks.

(Sgd.) P.S. SMITH

MEDITERRANEAN,
5th January, 1947.

for ADMIRAL.

0166

Declassified E.O. 12356 Section 3.3/NND No. 735020

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

PS-1/3/13

28 March 1947

Subject: BRITISH NAVAL LANDING CRAFT,
MARKED N.S.C.L. 46.

To: COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.

Reference: (a) Navy Sub-Commission, Allied Commission's ltr.
NSC/5903 dated 24 January 1947.

1. It would be appreciated if an early reply could now be given to reference (a), copy of which is enclosed.

H. W. ZIMMER
COMMISSIONER, U.S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

28/5/47
3

31 MAR 1947

106

0167

NSC/5903
24 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: The Commander-in-Chief, Mediterranean Station.
(Copy to: Flag Officer Liaison, Italy.)

Subject: British Naval Landing Craft, Marked N.S.C.L. 46.

Enclosure: (A) Francesco FRENI's ltr. dated 18 January 1947.

1. Enclosure (A) is forwarded herewith, with the request that the allegations made therein be confirmed, and that approval be given for the settlement of this claim by the Base Supply Officer, Rome.

2. The estimated cost of 7,000 lire for the re-erection of the pillar, is considered fair and reasonable.

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

28 JAN 1947

*Further correspondence in
100 files - PC-1/N/*

From: Francesco FRENI, 71 Via Ruggero I, Giarre, Sicily.
To : Navy Sub-Commission, Allied Commission - Rome
Date: 18th January, 1947.

The following is brought to the notice of the Allied Commission:

On the 15th September, 1946, at about 1100 hrs., a British Naval landing craft, marked N.S.C.L.46, called in the Bay of Sciso' (Giardini) to unload four lorries which it was carrying. While they were being unloaded, one of them sank in the sand, and to move it on to the road, the crew made use of a wire rope from the vessel, making it fast to a large masonry pillar at the entrance to Villa Casarua, No. 225 Via Naxos, on the sea shore (the undersigned's house). The pillar, however, collapsed under the strain and, when asked for compensation for the damage, the vessel's crew referred us to the Allied Commission.

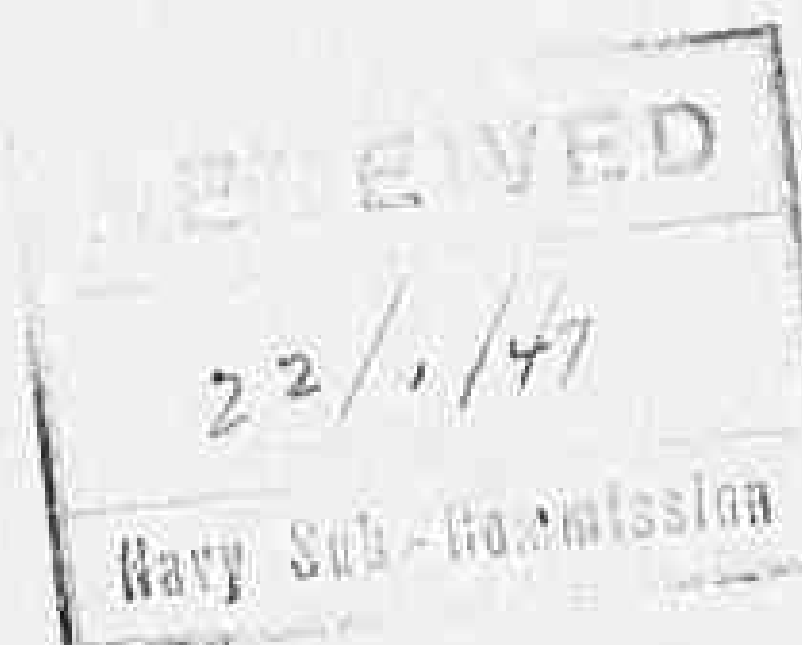
According to competent opinion, the minimum estimate for cost of re-erection of the pillar is 7,000 lire.

Confident that the above will be given consideration and that my claim for compensation will be well received,

I remain,
Yours truly

(Sgd) FRANCESCO FRENI.

JLF/G
21.



104

0189

Giarre 11 18 Gennaio 1947

ALLIED COMMISSION
Navy Sub Commission

R O M E

Si porta a conoscenza a codesto Spettabile Comando quanto segue:

In data 15 settembre 1946, alle ore 11 circa, approdò presso la baia di Scisò (Giardini), una chiatta della Reale Marina Inglese, contrassegnata N.S.C.L.46, per scaricare quattro camion in essa contenuti. Mentre si procedeva alle operazioni di scarico di uno dei camion, questi affondò nella sabbia, e per poterlo tirare sulla vicina strada, i marinai della chiatta legarono una corda d'acciaio, prelevata dalla nave, attorno ad un grosso pilastro in muratura, posto all'entrata della villa Casarsa, sita in via Naxos n.225, lungo il mare (villa del sottoscritto). Essendo la forza di trazione del camion superiore alla resistenza del pilastro, questo crollò completamente.

Il personale della Villa, avendo chiesto ai militari dell'equipaggio di volere risarcito i danni, ebbe come risposta di rivolgersi a codesto Comando.

Da un preventivo fatto eseguire da persona competente, si può dedurre che le spese per la nuova erezione del pilastro, ammonterebbero ad un minimo di Lire 7.000 (settemila).

Fiducioso che quanto sopra sarà presa in benevole considerazione e che la mia richiesta di risarcimento sarà bene accolta, prego codesto Comando di volere gradire i sensi della mia perfetta stima.

Francesco FRANI
N. 71 Ruggero Ist St.
GIARRE CITY (Sicily)

103

NAVY SUB-COMMISSION
HQ. AG.Ltr. Ref. Date & Subject
MEDITERRANEAN MED. 47/333/9/6 22 March
1947.Date Rec'd 3 APR 1947

(v) ACTION	INITIAL	DATE
(/) INFO		
☒ CHIEF		
☒ SECURITY		
☒ CSO (LI)		
☒ CSO (NSC)		
☒ LIAISON		
☒ PERSONNEL		
☒ ADMINISTRATION	<i>LHR</i>	<i>11-1-47</i>
☒ SUPPLY	<i>H</i>	<i>14/4/47</i>
☒ COMMUNICATIONS		
☒ ALL HANDS		

DAMAGE TO VILIA GASARSA, SICILY.

ADDITIONAL ROUTING

TYPE AND REASON TO ACTION OFFICER:

*NFA. by INB. 350 (Fol.) will pay
out the 7000 lire and inform us when payment has been
made.*

14/4/47

*Filed as is until receipt of
some ltr.*

102

PRING-UP DATE: _____

ACTION COMPLETED - FILE
INITIAL _____

0171

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

785020

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

PC-1/N/ 55

10 April 1947

Subject: SEAMAN FAZIO BARTOLOMEO.
To: MINISTRY OF POST WAR ASSISTANCE.
Reference: (a) Ministry of Post War Assistance ltr. 11702/4 of 10
December 1946.

1. A reply has now been received from the United States
Department of Justice to the effect that subject seaman belongs to a class
of persons inadmissible to the United States and that no application can be
considered.

H. W. ZIEGLER,
CAPTAIN, U. S. NAVY,
FOR: REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

1015341-
YPA

12 APR 1947

101

*Previous correspondence in
WSC files - PC-1*

UNITED STATES DEPARTMENT OF JUSTICE
IMMIGRATION AND NATURALIZATION SERVICE

FRANKLIN TRUST BUILDING

PHILADELPHIA 2, PA.

March 27, 1947

PLEASE ADDRESS REPLY TO

AND REFER TO THIS FILE NO.

A-5040709

WU

H. W. Zirolli
Commodore, U. S. Navy
Headquarters Allied Commission
Navy Sub-Commission
APO 794, New York, N. Y.

Dear Sir:

Reference is made to your letter of December 30, 1946, concerning the case of Fazio Bartolomeo, your file NSC/5811.

The record relating to Mr. Bartolomeo shows that he was deported from the United States for violation of the Immigration Act of 1924 in that he had remained longer than permitted under said Act or regulations made thereunder; the Immigration Act of February 5, 1917, in that he has been sentenced to imprisonment for a term of one year or more because of conviction in this country of a crime involving moral turpitude committed within five years after entry, to wit: Conspiracy to tamper with the motive power of a vessel of foreign registry; and damaging the motive power of a vessel of foreign registry.

In view of the charges upon which Mr. Bartolomeo's deportation was based, he is a member of the classes of persons inadmissible to the United States and may not be granted permission to reapply for admission to this country.

Sincerely yours,

Joseph Savoretti
Joseph Savoretti
Assistant Commissioner



Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

PC-1/N/29

31 March 1947

Subject: HULL L. 247 - CERTIFICATE OF SERVICE CH.
To: COMITATO ITALIANO GESTIONI NAVI, ROME.
Reference: (a) CG.33.RA. ltr. 2153/5/12 dated 10 March 1947.

1. Reference (a) which enclosed a copy of requisition order for the a/a craft was forwarded by this branch to the Commanding General, Mediterranean Theater of Operations, United States Army, for action.
2. The Commanding General, Mediterranean Theater of Operations, United States Army has replied to this branch that the matter has already been handled by him through the Principal Sea Transport Officer, General Headquarters, Central Mediterranean Forces, at Padua.
3. Accordingly, inasmuch as it is apparent that the matter is being investigated by Comitato Italiano Gestioni Navi through other sources, this branch is not prepared to take further action.

H. W. [unclear]
COMMITTEE [unclear]
FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

31/12/47
[unclear]

39

1 APR 1947

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

24 March 1947

AG 560.056 D-0

SUBJECT: Hull L-247

TO : Chief
Italian Military Affairs Section, AFHQ
APO 794
FROM: Naval Sub-Section
ATTN: Rear Admiral, Director

1. It appears that the matter of operation or disposition of subject vessel is being investigated by COGENA through several sources at the same time, as this headquarters has already handled the subject through the Principal Sea Transport Officer, CHQ, CMF at Padua.
2. Complete file of correspondence is attached herewith, inclosures #1 and #2.

BY COMMAND OF LIEUTENANT GENERAL LEE:

Robert A. Gambell
ROBERT A. GAMBELL
1st Lt., AGD
Asst Adjutant General

- 2 Incls:
1 - Ltr dtd 11 Dec 46 from
SSTO, Padua
2 - Ltr to CG, PBS, with
5 Incls.



98

C O P Y

C O P Y

C O P Y

FROM ... Senior Sea Transport Officer, Padua. GHQ., CMF.

Date ... 11th. December, 1946.

Ref. S134/329

TO ... U.S.A. Transportation Officer A.F.H.Q. CASERTA. G 4.

(For the attention of Major O'FARREL.)

subject:-HULL L. 247.

Information is required about the above craft which was requisitioned at Leghorn on the 5-4-45 and allocated to the 10 port of Embarkation.

2. It will be greatly appreciated if you could give me any information as to the whereabouts of this craft together with date when de-requisitioned.

/s/ Manard?
COMMANDER, R.F.R.

97

Incl #1

COPY

COPY

COPY

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

AG 560/056 D-3

8 January 1947

SUBJECT: Use of Vessel - HULL L 247

TO : Commanding General
Peninsular Base Section
APO 732
ATTENTION: Theater Chief of Transportation

1. GHQ - CMF has requested this headquarters to ascertain the present location of vessel - Hull L 247.

2. vessel, according to SSTD, was requisitioned 5 April 1945 and allocated to the 10th Port.

3. Request immediate information:

- a. Location of vessel if known.
- b. If not in service, date vessel was derequisitioned.

BY COMMAND OF LIEUTENANT GENERAL LEE:

ROBERT A GAMBELL
1st Lt., AGD
Asst Adjutant General

AG 560/056 D-0 1st IND

Headquarters, 10th P/E APO 391

11 January 1947

TO: Commanding General MTOUSA. (ATTN G-4)

It is impossible to locate vessel mentioned in basic communication with information furnished.

Request, length, beam, Engine No., and former owner of vessel be furnished.

HAROLD VINICK
Major TC
Adjutant

Incl #2

C O P Y

C O P Y

C O P Y

2nd Ind to Ltr, Hq MTCUSA, dtd 8 Jan 47, subj: Use of Vessel - HULL L 247.

AG 565.4 D-C

2nd Ind

HEADQUARTERS MTCUSA, APO 512, 20 January 1947

TO: General Officer Commanding in Chief, General Headquarters, Central Mediterranean Forces

1. For Superintending Sea Transport Officer.
2. Request required information be provided by indorsement hereon.

FOR THE THEATER COMMANDER:

ROBERT A. GAMBELL
1st Lt., AGD
Asst Adjutant General

C O P Y

C O P Y

C O P Y

AG 560/056 D-o
 Chief, Transportation Branch, G-4 Section, MTOUSA, APO 512, TO: Chief of
 Transportation, Peninsular Base Section, APO 732, U S Army. 17 February 1947.

1. Reference inclosure #1 added, copy of certificate of delivery on
 HULL L-247.

2. With above additional information, it is requested that further
 effort be made to provide information requested in basic communication.

FOR THE CHIEF, TRANS. BRANCH, G-4:

F. G. O'FERRALL,
 Major, T. C.,
 Assistant

cc: SSEC,
 GHQ -CMF,
 Pduo.

4th Ind.

Transportation Section, Peninsular Base Section APO 732 7 March 1947

TO: Commanding General, MTOUSA, APO 512 (Attn G-4)

1. A thorough search of the Port Area, the records of Port Property
 and TC Supply fail to reveal the whereabouts on any record of the vessel
 mentioned in basic communication.

FOR THE TRANSPORTATION OFFICER:

EDDIE B. BREZINA
 CWO Ass't
 Administrative Officer

94

C O P Y

C O P Y

C O P Y

5th Ind to Ltr. HQ. MTOUSA, APO 512, dtd 3 January 1947, subj: use of Vessel -
WILL L 247.

AG 560/056 D-C

5th Ind

HEADQUARTERS MTOUSA, APO 512, 14 March 1947

TO: General Officer Commanding in Chief, General Headquarters, CMC
FOR: Principal Sea Transport Officer

1. Attention is invited to preceding 3rd and 4th Indorsements.
2. A thorough search of the records of Peninsular Base Section and those of MTOUSA Records Depot has failed to reveal any information relative to the WILL L 247.
3. Information is requested as to whether vessel may be identified by name.

FOR THE THEATER COMMANDER:

THOMAS M. TAPLEY, JR
Lt. Colonel, AGD
Asst Adjutant General

1 Incl
n/c
(Certif of delivery)

13 March 1947.

PC-1/N/126

From: Naval Sub-Section, Italian Military Affairs Section.
To: Commanding General, Mediterranean Theater of
Operations, United States Army.

Subject: Motor Launch "Hull" L.247 - Request for certificate
of Service on.

Enclosure: (A) Copy of CO.GF.NA ltr. 2153/S/12 dated 10 March
1947 with enclosure thereto.

1. Enclosure (A) is forwarded herewith.
2. It is respectfully requested that the certificate
and information requested in paragraph 2 of enclosure (A) be forwarded
to this Sub-Section for transmittal to the Comitato Italiano Gestione
Navi.

H. W. ISBELL,
COMMODORE, U. S. NAVY,
FOR DEAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAA.

14-5-47

92

15 MAR 1947

140835/3
280

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

DECR. LE. LUOG. M-5-1944 N. 215

PROT. N.

2153 /5/12

ROMA, 10th March 1947

VIA DE' CESTARI N. 3

ac/mm

OGGETTO: Motor Launch "Hull" L.247.

A

Navy Sub Section - A.F.H.Q.

Italian Military Affair Section (I.M.A.S.)

R o m e

1. Attached please find copy of Requisition Order for the above craft employed in Leghorn by the Ordinance 10th Port of Embarkation, on bare boat term.

2. It is requested kindly that a certificate of service be supplied with the information whether at present the craft is to be considered lost and since what date

By order of the President:

A.T. MARINA

Encl. 1.

RECEIVED

11 MAR 1947

NAVY SUB SECTION

91

AGENT OR OTHER PERSON HAVING CHARGE OF

0182

Fuel on board at delivery

Signed

Countersigned

Date 23/I/I 946

Washburn

Reg. No.

Address blaita sull'irno

Built 1902

of rapids, formed by combining

Form att. 2

Tons Coal/Diesel/Petrol

Dr. Wright

Silva,



Engine type

Remarks: Boat is damaged and requires repairs.

ORDER FOR DELIVERY OF VESSEL
FOR IMMEDIATE SERVICE

(Baro-Boat Terms)

1. The Utility Boat N. 247 (C.R.T.)

is required by the Supreme Allied Commander immediately for use in the support of the Armed Forces and the maintenance of the Civil population. The vessel will be delivered to him for service forthwith.

2. During service, the vessel will be at the absolute disposal of the Supreme Allied Commander.

+ 3. The services of the crew on board will (subject to good behaviour) be retained by the Supreme Allied Commander and they will be under his orders.

The Royal Italian Government guarantees the rights of these men under their existing social insurance arrangements.

4. The Royal Italian Government will be responsible for the payment of fair remuneration for use and compensation if the vessel is lost.

5. These terms will come into effect at once and will continue in the first instance for such period as the Supreme Allied Commander may require.

SIGNED on behalf of Supreme

Allied Commander:

M. J. J.

Description: V. band. R. R.

Port La Horn

Date 20/1/1-46

+ Optional clause : strike out if not required.

From: MINISTRY OF DEFENCE (NAVY) (Maristat)
To : F.O.L.I. - Rome
Date: 23rd March 1947
Ref.: 13946

Subject: Accident at sea

On the 12th instant, at 0815 hrs., the Campo Serre (Island of Elba) signal station sighted a medium sized ship at a standstill and listing to port, in the approximate position of lat. 42° 36' N. and long. 10° 15' E. (between Elba and Montecristo Island, off Pienosa Island).

On further investigation the vessel proved to be the American SS. "EXANTHIA", travelling from Egypt to Genoa.

The ship was towed to Portolongone and is at present aground in the roadstead with a list of about 25° presumably due to the shifting of the cargo. The engine and boiler rooms and a small hold appear to be flooded.

The crew, of whom 4 were missing, has returned on board to assist in the salvage operations.

It is presumed that the accident was due to the explosion of a mine.

I will supply further information as soon as the result of the investigations at present in progress is known.

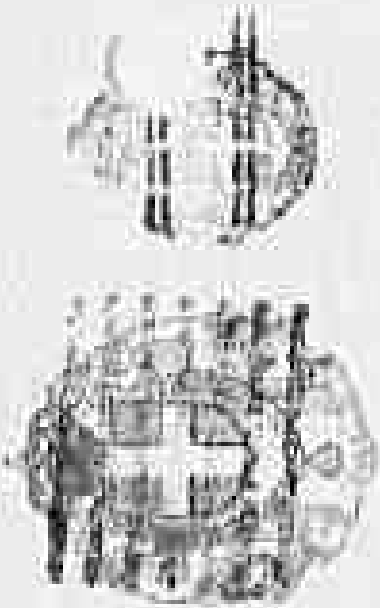
for THE CHIEF OF NAVAL STAFF

DATE: 27 March 1947
FROM: FLAG OFFICER LIAISON
TO : Italian Naval Branch AFHQ
FORWARDED FOR ACTION

for REAR ADMIRAL

JLP/P.
25





Stato Maggiore della Flotta Marina

Reg. M.D.S. III B.D. 13^a Ser.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Reg. N. 13946 Allegati

ARGOMENTO: Sinistro marittimo.

1947

MESE

ROMA

E. O. I. I.

Comunico che alle ore 08¹⁵ del giorno 12 u.s. il seneforo di Campo Ierre (Isola d'Elba) ha avvistato un piroscalo di medio tonnellaggio fermo e sbandato sul lato sinistro, approssimativamente nella posizione lat. 42°36' N e long. 10°15' E. (tra l'Isola d'Elba e l'Isola di Montecristo all'altezza dell'Isola di Piano sa).

Da successivi indagini è risultato trattarsi del piroscalo Americano Exanthia proveniente dall'Egitto e diretto a Genova.

Il piroscalo, rimorchiato a Portolongone, è attualmente poggiato sul fondo nella rada ed è sbandato di circa 25°, presumibilmente a causa dello spostamento del carico. I locali macchina e caldaie ed una piccola stiva risultano allagati.

L'equipaggio, del quale erano mancanti 4 persone, è rientrato a bordo per cooperare alle operazioni di salvataggio.

E' da supporre che la causa del sinistro sia dovuta ad urto contro mina.

Taccio riserva di rimettere ulteriori notizie non appena sarà noto l'esito delle indagini attualmente in corso.

PER CAPO DI STATO MAGGIORE

M.D.S. M. B.L./3^Sec.

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

12946 Allegati

ARGOMENTO: Sinistro marittimo.

Comunico che alle ore 08¹⁵ del giorno 19 u.s. il seneforo di Campo Ferre (Isola d'Elba) ha avvistato un piroscafo di medio tonnellaggio fermo e sbandato sul lato sinistro, approssimativamente nella posizione lat. 42°36' N e long. 10°15' E. (tra l'Isola d'Elba e l'Isola di Montecristo all'altezza dell'Isola di Piano sa).

Da successivi indagini è risultato trattarsi del piroscafo Americano Eranthia proveniente dall'Egitto e diretto a Genova.

Il piroscafo, rimorchiato a Portolongone, è attualmente poggiato sul fondo nella rade ed è sbandato di circa 25°, presumibilmente a causa dello spostamento del carico. I locali macchina e caldaia ed una piccola stiva risultano allegati.

L'equipaggio, del quale erano mancanti 4 persone, è rientrato a bordo per cooperare alle operazioni di salvataggio.

E' da supporre che la causa del sinistro sia dovuta ad urto contro mina.

Taccio riserva di rimettere ulteriori notizie non appena sarà noto l'esito delle indagini attualmente in corso. =

PER CANTO DI STATO MAGGIORE

Per

From: MINISTRY OF DEFENSE (AIR FORCE) (Salvage Office)
 To: Italian Naval Branch through Liaison Office
 Date: 21st March 1947
 Ref.: 50110/504

Subject: 1st 624/114 Motor Lorry - chassis No. 000475 - engine No. 011424,
in the possession of the A.A.G.A. Company of Brindisi

The A.A.G.A. Company of Brindisi is in possession of the above truck which is of Air Force origin.

When its return was requested from the above company in letter N° 762 of the 13th April 1946, stating that the truck had been temporarily ceded to them by the Royal Navy Officer - G.P.O. Maglie, to whom it should be returned.

In letter N° 1089/46, addressed to the Air Forces Sub-Commission, you communicated that there existed no proof that the truck in question was on the charge of the Royal Navy and there were no indications of such a vehicle's transfer to the A.A.G.A.

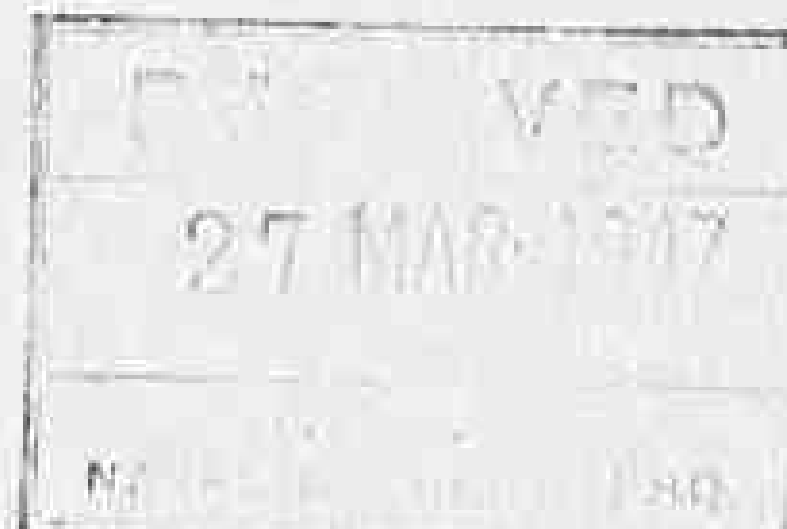
It is therefore requested that you should communicate whether there is any objection to our recovering the vehicle.

DATE: 27 MAR 1947
 FROM: NAVAL BRANCH, AIR.
 TO: FLAG OFFICER LIAISON, ITALY.
 FORWARDED FOR APPROPRIATE ACTION

The Chief of the 1st Division
 Colonel V. MARINI.

87

J. Rogers
 Per Director.



JRP/E.
 27

PC-1/W1

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

PC-1/W/3

Giuseppe Balaeff
Via G. Battista Basile No.8,
Naples.

20 March 1947

Sir,

Your letter, dated 4 March 1947, addressed to Admiral Stone, has been referred to this Branch, for answer.

It is regretted, however, that this Branch is not in a position to intervene, observing that the Base Supply Officer, Royal Navy, Trieste, is fully competent to deal with the matter.

Yours truly,

H. W. Zirolì,
Commodore U. S. Navy,
Deputy Director, Italian Naval Branch,
Allied Force Headquarters.

FILED
21-3-47

58

210005/3
JR

24 MAR 1947

From: Giuseppe Dolnoff Firm, Naples - 8 Via G. Battista D'Amico.
To: Admiral STONE.
Date: 4th March, 1947.

Sir,

My firm, having noticed the appearance in the Neapolitan newspapers of statements that claims for compensation to the British Navy should be made to the Base Supply Officer, Royal Navy, Trieste, has sent a letter to the above office explaining that the Royal Navy were our creditors by about 500,000 lire.

We also stated we were prepared to send documents proving our claim, through a person of trust to the firm itself.

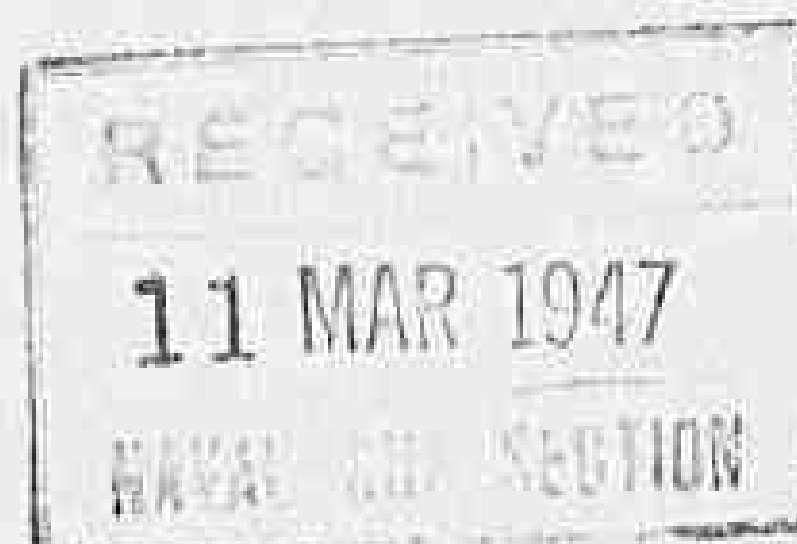
We are therefore approaching you to intervene on our behalf with the above Authority.

Yours faithfully

(Sgd). G. Dolnoff.

Enclosed: 1 Copy of letter sent to
Base Supply Officer, Trieste.
2 Copy of letter received in November 1945, from
the civilian cashier of the Admiralty.

JEP/C
11.



85

Enclosure No. 1 - Copy

To : Base Supply Officer, Trieste.
Date : 3rd March, 1947.

Sir,

The undersigned firm has noticed the insertion in a Metropolitan newspaper, stating that all claims for compensation to the Royal Navy should be made to the Base Supply Office, Trieste. We therefore inform you of the following:

We were working for the Royal Navy (Base Engineer Officer, R.N. Dockyard, Naples) for a good two years, from November 1943, to November 1945, always with complete satisfaction to the British Authorities.

During the last months of work, before the Base Engineer Officer left the Naples Naval Base to the Italian Authorities, we continued to pay our personnel (workmen, mechanics, etc.) on the basis of the wages fixed by the Admiralty Cashier of Naples, but we were repaid much less by this Office, than we paid to our employees.

We asked for an explanation of this and the enclosed letter was sent to us.

Therefore, in the hope of obtaining what is owed to us we are making the above claim, on the basis of the documents, which can not be sent, but which we will willingly forward by a trustworthy person, you are requested to answer us as soon as possible, authorizing us to send our representative, if necessary, and whose particulars are enclosed.

84

Thank you in anticipation.

JEP/C
11.



LA VORI MARITTIMI E TERRESTRI
DIREZIONE TECNICA

Comm. GIUSEPPE BELAEFF

DITTA FONDATA NEL 1903

NAPOLI - Via G. Battista Basile N. 8 - ~~Telefono 23991~~

C. C. n. 85676

Napoli, li 4/3/1947

ILL.mo SIG/ AMMIRAGLIO STONE.
COMANDANTE DELLE FORZE AMERICANE IN ITALIA.

ROMA.

ILL.mo Ammiraglio,
la sottoscritta Ditta, in seguito all'inserzione sui quotidiani napoletani con la quale si avvertiva coloro che avessero avuto da presentare reclami concernenti la Marina Britannica, che essi avrebbero potuto presentarli al BASE SUPPLY OFFICER, Royal Navy, Trieste, ha inviato una lettera al detto Comandante, con la quale spiegava come fosse creditrice della Royal Navy di ben 500000 lire. Si diceva pure, che la Ditta era disposta inviare i documenti, provanti la veridicità delle sue affermazioni, a mezzo di una persona di fiducia della Ditta stessa. Pertanto si rivolge alla Sua Signoria ILL.ma affinché interceda presso il detto Comandante, perorando la sua giusta causa.

Ringrazia ed ossequia

83

- 1° ALLEGATO: COPIA DELLA LETTERA INVIATA AL B. S. O. DI TRIESTE.
2° ALLEGATO: COPIA DELLA LETTERA RICEVUTA IL NOVEMBRE 945 DAL
CASSIERE CIVILE DELL'AMMIRAGLIATO INGLESE.

Copia.

13/1947

ILL.MO BASE SUPPLY OFFICER, ROYAL NAVY, TRIESTE.

ILL.MO Signore,

La sottoscritta Ditta ha letto l'inserzione su uno dei quotidiani napoletani, con la quale si avvertiva coloro che avessero avuto da presentare reclami concernenti servizi resi ect; che essi avrebbero potuto inviare detti reclami al D.S. di Trieste, così si permette renderle noto quanto segue:

Essa ha eseguito lavori per la Royal Navy: Base Engineer Officer R.M. Dockyard of Naples per ben due anni, dal novembre 1943 al 11 novembre 1945, sempre con massima soddisfazione delle Autorità Britanniche.

Negli ultimi mesi di lavoro, prima che il E.E.O. rilasciasse la Base Navale di Napoli alle Autorità Italiane, essa ha continuato a pagare il suo personale (operai, meccanici ect.) in base alle tariffe fissate dall'Office Admiralty Cashier di Napoli, ma invece le veniva rimborsato dal detto Ufficio molto meno di quanto aveva speso per pagare i suoi dipendenti.

La Ditta chiedeva spiegazioni in merito e le veniva inviata una lettera di cui si acclude copia.

Pertanto nella speranza di ottenere quanto le spetta si appella e le affinché in base ai documenti che non si possono accludere ma che si è dispostissimi inviare a mezzo persona di fiducia della Dittastessa, si prega voler rispondere con cortese sollecitudine, autorizzando se è il caso la Ditta ad inviare il suo incaricato, di cui si accludono le generalità.

Cossequia e ringrazia anticipatamente

ALLEGATO N° 2

COPIA.

OFFICE OF : ADMIRALTY CASHIER
NAPLES.

8th. NOVEMBER 1945.

Dear Sir,

In reply to your letter of 13th. ulto, you are informed that for work executed for the R.N. on or after 1/10/45 labour charges will be admitted on the basis of the minimum rates detailed in the recent wage agreement covering metal workers in the Naples' province.

No bonus, gratuity, or discharge indemnity of any kind can however be admitted in addition.

The enclosures received with your letter are returned herewith.

Yours faithfully

.....

ADMIRALTY CASHIER, NAPLES.

0194

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

PC-1/N/ 115

11 March 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: Avv. Comm. Mario Ferri,
Viale Parioli No. 76, Rome.
Subject: M.F.V. ANITA ANTONIETTA.

1. Further to your letter of 30 January 1947, regarding claim for compensation for loss of the a/m vessel, you are advised herewith that the Flag Officer Liaison Italy, on 1 March 1947, furnished Comitato Italiano Gestione Navi with the necessary certificates to enable payment to the owner of hiring fees and compensation for the loss of the vessel.

2. Mr. Cristoforo Costanzo, the owner was so advised.

FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS.

Copy to:
FOLI.

80

111000/3
MRS

12 MAR 1947

From: Comm. Mario FERMI, Barrister-at-law,
76, Viale Parioli, Rome.
To : H.S.C. - H.Q., A.C.
Date: 30th January, 1947.

As a part owner of the M.P.V. ANITA ANTONIETTA and legal representative of the group of people to whom it belonged, it is my duty to inform you that, having waited since August 1945 for compensation for the loss of the vessel, without having received anything but promises and not even the modest damages proposed by the Italian Ministry of Mercantile Marine, we have decided to take legal action to defend our rights and to expose all the facts which preceded and followed the above loss and which were the cause of serious harm to ourselves.

We are therefore referring to all the previous letters from the shipowner Mr. Costanzo, to the statements to the Allied Commission and to the various claims made to the competent authorities.

A last hastening letter was sent on the 14th December 1946 by Mr. Costanzo but no answer was received. Even the Ministry of Marine awaited in vain for the requested action of the Commander-in-Chief. Nevertheless, this matter, because of its particular nature and its rightful claim to compensation, should have been settled with more respect for our rights and for the promises which were made to us, and in consideration of the fact that the loss was due to circumstances which we would have preferred not to expose in a lawsuit.

I am taking the liberty, before carrying out my appointed duty, of requesting the Allied Commission to settle the question immediately and to see that justice is obtained. I hope that I will have the pleasure of an early acknowledgement and an assurance which will enable me to dispense with arrangements for a lawsuit which I have been forced to consider.

I am, Sirs,
Your obedient servant,

(sgd) Mario FERMI.

29

JLE/C
4.

DATE: 12 MAR 1947
FROM: NAVY PROSECUTION, WASH.
TO : FLAG OFFICER, MILAN, ITALY.
FORWARDED TO: PROSECUTOR GENERAL ACTION
OFFICE, WASH. D.C.

0196

NAVY SUB-COMMISSION
HQ. AC.

Ltr. ref. Date & Subject

Office of the Camp Commandant. LACAB/CC/5E.2
8 March 1947

Date Rec'd

10 MAR 1947

(X) ACTION

(/) INFO

INITIAL

DATE

CHIEF		
DEPUTY CHIEF		
CSO (LT)		
CSO (NSC)		
LIATSON		
PERSONNEL		
ADMINISTRATION		
SUPPLY		
COMMUNICATIONS		
ALL HANDS		

Traffic Accident.

ADDITIONAL ROUTING

TYPE AND REFERENCE TO ACTION OFFICER:

DATE: 10 MAR 1947
FROM: NAVAL SUB-SECTION, IMAS.
TO : FLAG OFFICER, LIAISON, ITALY,
FORWARDED FOR APPROPRIATE ACTION
for Chief, Naval S/S.

78

PRINTING-UP DATE: _____

ACTION COMPLETED - FILE

INITIAL _____

0197

Declassified E.O. 12356 Section 3.3/NND No. 435020

PC-1/N/ 78

3 March 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: Comitato Italiano Gestione Navi (CO.GE.NA.)
Subject: Motor Boat "S. MICHELE" Reg. No. 2896 Naples.
Reference: (a) CO.GE.NA ltr. 13085 of 12 December 1946.

1. Further to the request for information contained in reference (a), you are advised that a complete check has been made of the records of this theater and no information regarding the a/m can be found. Further, no record could be found of 1st Lieutenant Arthur H. Van Kirk, Requisitioning officer.

H. W. ZIROLLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS.

Handwritten: 4/3/47

87

4 MAR 1947

Handwritten: 0311573
2/1/47

Handwritten: Further correspondence in
this file PC-1

0198

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

PC-1/N/104

10 May 1947.

Subject: CARGO OF S/S "PROMETHEUS".
To: THE COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.
Reference : (a) The Commander-in-Chief, Mediterranean's Minute
Med,46/1381/4/4 dated 19 July 1946.
(b) Naval Sub-Section, Italian Military Affairs
Section's ltr. PC-1/N/4 dated 3 February 1947.

1. It is requested that I may informed as to when Admiralty's instructions referred to in paragraph 4 of reference (a) may be expected, in order that a reply may be made to the Greek Legation, Rome's request for a decision referred to in reference (b).

H
10/5

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.
FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

10/11/47

20

Disposal of cargo has also been taken up
by legal office A-16 in Italian Court at Trieste.
Admiralty's reply appears unnecessary now. NFA.
unless this is Greek version correspondence.

11/8/47

12 MAY 1947

0199

735020

15 March 1947

PC-1/N/ 143

From: Naval Sub-Section, Italian Military Affairs Section.
To: The Greek Delegation to the Advisory Council for Italy.
Subject: Cargo of SS PROMETHEUS.
Reference: (a) The Greek Delegation to the Advisory Council for Italy's
ltr. No. 218 dated 14 January 1947.

1. In reply to reference (a), the Senior Civil Affairs Officer, Allied Military Government, Venezia Giulia, while confirming in principle paragraph 4 of your letter, it being impossible for him to arrange for the direct supervision of the salvage, owing to shortage of staff, has informed me that a careful check and a complete record of all transactions and quantities of coal salvaged, is being kept.

2. As regards the price at which the coal is being sold, this has been fixed by the Commerce Division, Allied Military Government, and it is understood that Rag. Guido Mucizza, the custodian appointed by the Tribunal is now negotiating with the Commerce Division for the price to be raised to 10,290 lire per ton. The increase, if approved, would be retroactive as from 12 December 1946.

3. The Commander-in-Chief, Mediterranean Station has been requested to hasten the Admiralty for disposal instructions in respect of the cargo and/or proceeds and you will be informed of the Admiralty's decision as soon as it is received.

W. W. BROWN
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS.

18 MAR 1947

1809343
WWS

4395

TAT/amc

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
VENEZIA GIULIA

INDUSTRY AND UTILITIES DIVISION

Tel: 6642 Ext. 01
Ref: VG/AMG/IND/N-2/1
Sub: Cargo of S/S "PROMETHEUS"
To : AFHQ, Italian Military Affairs Section, Naval Sub-Section - A.P.O. 794.
date: 1 March 47

Reference your letter PC-1/N/5 dated 3rd February 1947.

1. The report referred to in the first paragraph of your letter is essentially correct. In order to clarify the situation it might be as well to give you a very brief resumé of the history of the salvage of this cargo.
2. The project was first considered by this H.Q. over 18 months ago. Owing, however, to the disputes as to the cargo's ownership the matter was dropped until June 1946, when the removal of the wreck became necessary on harbour clearance grounds, and it was therefore decided to go ahead with the salvage of the cargo, preliminary to the raising of the hull itself.
3. After consulting the Naval Officer in Charge, Trieste, and the Chief Legal Officer of this HQ, and bearing in mind that the firm SARROM had already reached an agreement with the Greek Government regarding the salvage of the hull itself, it was decided to allow SARROM to commence salvage of the cargo, which was to remain under the sole control of the Custodian appointed by the President of the Tribunal of Trieste pending the settlement of the lawsuit as to ownership. A copy of this letter of approval to SARROM, dated 22nd June 1946, is attached.
4. No sooner had this approval been granted, than it had to be temporarily withdrawn owing to lack of berthing accommodation in the port on the resumption of work after a general strike. SARROM finally commenced work at the end of September 1946, since when approximately 550 tons of coal have been recovered and handed over to Rag. Guido Musizza, the custodian appointed by the Tribunal.
5. Musizza states that of the above quantity he has sold 493 tons, at a price fixed by the Commerce Division of this HQ at 8.300 Lire per ton, and that he is now negotiating with the Commerce Division for the price to be raised to 10.290 per ton. This increase, if approved, would be retroactive as from 12th December 1946. A complete record of all transactions is being kept.

Reference your letter PC-1/N/3 dated 3rd February 1947.

1. The report referred to in the first paragraph of your letter is essentially correct. In order to clarify the situation it might be as well to give you a very brief resumé of the history of the salvage of this cargo.

2. The project was first considered by this H.Q. over 18 months ago. Owing, however, to the disputes as to the cargo's ownership the matter was dropped until June 1946, when the removal of the wreck became necessary on harbour clearance grounds, and it was therefore decided to go ahead with the salvage of the cargo, preliminary to the raising of the hull itself.

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6. In all matters relating to claims and counter-claims to the cargo and the competence of the Italian Court to judge the issue this Division has been guided entirely by the Chief Legal Officer this HQ. The Naval Technical Adviser to the Greek Delegation to A.C.I. was fully informed of this by letter from this Division ref: 13C/ANG/IND/N-2/1 dated 15 July 46. In consequence of further correspondence from this official the Greek Delegation was invited by signal dated 21st Aug 46 to send a representative to TRIESTE for a conference but no reply was received.

RECEIVED

7 MAR 1947 (p.t.o.)

NAVAL SUBSECTION

7. The Chief Legal Officer this HQ also wrote to the Legal Sub - Commission, Allied Commission, on 6 Sept 46 under ref: 13C/AMG/ID / confirming his ruling that the dispute as to ownership of the cargo was within the jurisdiction of the Italian Courts.

For the Senior Civil Affairs Officer

J.E. FODEN

J.E. FODEN

Lt. Col. G/L

Chief Industry & Utilities Offr.

Enclos.

-----COPY-----

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
~~13 CORPS~~

JEF/amc

VENEZIA GIULIA
INDUSTRY AND UTILITIES DIVISION

tel:6642 Ext.04

Ref:13C/AMG/IND/N-2/1

Sub:Salvage of S/S "PROMETHEUS".

To :S.A.R.R.O.M., Via Galatti N°20 - TRIESTE

Date:22 June 46

Subject to acceptance by you of the following conditions in full you are authorised to proceed with the salvage of the S/S "PROMETHEUS" lying off Molo VI in the Porto Duca D'Aosta.

1.The cargo of coal is and will remain at all times during and after the salvage,under the sole control of the Custodian appointed by the President of the Tribunal of Trieste pending settlement of the lawsuit as to ownership.

2.You will be responsible to the Custodian for safe custody of the coal during salvage operations and during its transportation from the ship to the place of storage appointed by the Custodian.

3.All expenses incurred in salvaging the coal and transporting it to the appointed storage space will be for your account.The risk of recovery of all or part of these expenses from the owner as finally declared by the Courts shall be your entire responsibility. In no sense you will be regarded as having a lien on the coal in relation to these expenses.

4.During salvage operations the Custodian, in person or through his appointed representative, shall have full control over the coal and issue all necessary directions for its disposal. At all times he shall be afforded every facility to inspect progress of the work, check quantities or otherwise assure himself that these conditions are being carried out. The Custodian or his representative shall do nothing to delay salvage operations.

5.Salvage of the cargo and vessel will be undertaken with your own equipment or with equipment known by you to be available for your use at the time of acceptance of these conditions. Failure on your part to continue with the work through lack of suitable equipment or insufficient financial resources shall, at the discretion of Allied Military Government render this agreement null and void.

6.Salvage of cargo and vessel shall commence within fifteen days of the date of acceptance of these conditions. You will notify the President of the Tribunal in ample time of the actual commencement of the work.

7.Salvage work and the disposition of salvage craft and equipment shall be done in accordance with the berthing of ships, cargo handling

To : S.A.R.R.O.M., Via Galatti No20 - TRIESTE

Subject to acceptance by you of the following conditions in full you are authorised to proceed with the salvage of the S/S "PROMETHEUS" lying off Molo VI in the Porto Duca D'Aosta.

1. The cargo of coal is and will remain at all times during and after the salvage, under the sole control of the Custodian appointed by the President of the Tribunal of Trieste pending settlement of the lawsuit as to ownership.
2. You will be responsible to the Custodian for safe custody of the coal during salvage operations and during its transportation from the ship to the place of storage appointed by the Custodian.
3. All expenses incurred in salvaging the coal and transporting it to the appointed storage space will be for your account. The risk of recovery of all or part of these expenses from the owner as finally declared by the Courts shall be your entire responsibility. In no sense you will be regarded as having a lien on the coal in relation to these expenses.
4. During salvage operations the Custodian, in person or through his appointed representative, shall have full control over the coal and issue all necessary directions for its disposal. At all times he shall be afforded every facility to inspect progress of the work, check quantities or otherwise assure himself that these conditions are being carried out. The Custodian or his representative shall do nothing to delay salvage operations.
5. Salvage of the cargo and vessel will be undertaken with your own equipment or with equipment known by you to be available for your use at the time of acceptance of these conditions. Failure on your part to continue with the work through lack of suitable equipment or insufficient financial resources shall, at the discretion of Allied Military Government render this agreement null and void.
6. Salvage of cargo and vessel shall commence within fifteen days of the date of acceptance of these conditions. You will notify the President of the Tribunal in ample time of the actual commencement of the work.
7. Salvage work and the disposition of salvage craft and equipment shall at no time interfere with the berthing of ships, cargo handling equipment or the normal working of the port.
8. No explosives shall be used in the course of the work.
9. It is understood that you have made a survey of the wreck and are satisfied as to the extent and nature of the work involved in salvage.
10. You will be responsible for all harbour dues and other port charges applicable.
11. You will as required satisfy the Naval Officer in Charge as to your method of working.
12. Any question arising from these conditions will be referred to the Chief Industry & Utilities Officer, HQ AMG 13 Corps.

Chief Industry & Utilities Officer
Signed: J.E. FODEN, Lt Col

0205

ALLIED FORCE HEADQUARTERS
 ALLIED MILITARY AFFAIRS SECTION
 NAVAL SUB SECTION
 A.F.O. 794

PC-1/E/ 5

3 February 1947

From: Director, Naval Sub Section, Italian Military Affairs
 Section.
 To: Industry and Utilities Division, Allied Military
 Government, Venezia Giulia.
 Subject: Cargo of Coal SS "PROMITHEVS".
 Reference: (a) Navy Sub-Commission's ltr. NSC/5342 dated 6 August 1946
 to Industry office A.M.G. 13 Corps, Trieste.

1. Pending Admiralty's decision referred to in paragraph 2 (a) of reference (a) the Greek Delegation to the Advisory Council for Italy have reported that Allied Military Government, Venezia Giulia, have entrusted a local firm, Sarda, with the salvage of the cargo, and that its storage has been undertaken by an Italian Company "Musizza di Trieste". It is reported furthermore, that the salvaged coal is actually being sold at the rate of eight thousand five hundred (8,500) lire per ton and that the Italian supervising the work has been appointed by an Italian tribunal.

2. This procedure is viewed with concern by the afore mentioned Greek authority observing that in accordance with paragraph 2 (c) of reference (a), the Allied Military Government authorities were to either store or dispose of the cargo keeping full records of quantities and transactions, and that the appointment of an Italian official to supervise the work should have been made by Allied Military Government authorities and not by an Italian court in view of the allied origin of the ship and the fact that the disposal of the cargo is being decided by the Admiralty and not by a civil court.

3. It is requested therefore that the allegations made by the Greek Delegation to the Advisory Council for Italy may be investigated and that appropriate action be taken to comply with paragraph 2 (c) of reference (a) if necessary, ensuring that the coal is being sold at a price not less than the current market rate.

H. W. JORDAN,
 REAR ADMIRAL,
 DIRECTOR, NAVAL SUB SECTION, IMAS.

OK 1626/2
 JHO

7 FEB 1947

ALLIED FORCE HEADQUARTERS
ITALIAN MILITARY AFFAIRS SECTION
NAVAL SUB SECTION
A.P.O. 794

3 February 1947

PG-1/N/ 4

From: Director, Naval Sub Section, Italian Military Affairs
Section.
To: The Commander-in-Chief, Mediterranean Station.
Subject: Cargo of Coal SS "PROMITHIUS".
Reference: (a) The Commander-in-Chief, Mediterranean's Minute,
Med. 46/1381/4/4 dated 19 July 1946.
(b) The Navy Sub Commission's letter NSC/5677 dated
19 November 1946.
(c) The Commander-in-Chief, Mediterranean's Minute,
Med. 46/1381/4/4 dated 4 December 1946.

1. Farther to reference (b) and with reference to reference (c), it would be appreciated if the Admiralty could now be hastened again for the instructions referred to in paragraph 4 of reference (a), observing that the Greek Delegation, to the Advisory Council for Italy are now pressing for an early decision regarding the final disposal of this cargo and/or proceeds in question.

H. W. ZIROLI,
REAR ADMIRAL, U.S. NAVY,
DIRECTOR, NAVAL SUB SECTION, IMAS.

30

021653/1
178

7 FEB 1947

GREEK DELEGATION
TO THE
ADVISORY COUNCIL
FOR ITALY

Ref. N°218

Rome, 14th January 1947

Subject : Cargo of coal s.s. "PROMITHEVS"

To : Naval Sub-Commission,
Flag Liaison Officer,
R.O. ALLIED COMMISSION,
R o m e.

1. We beg to refer to communication N°ST/753 of 25th June 1946 by which the Naval Technical Adviser of this Delegation kindly requested that the cargo of coal of the Greek ship "Promithevs" sunk in Trieste, be considered as Greek property. Further, by their note N°766 of the 9th July 1946 the above mentioned Greek Authority in Rome forwarded you copy of a decision of the Legal Adviser of the Greek Government, stating that the a/m cargo being war booty, was therefore considered as Greek property. Copies of these communications were addressed also to AMG Trieste.
2. According to your reply N°WSC/5342 of August 6th, 1946, instructions were issued by you to AMG Trieste for the salvage of the cargo of coal and its storage under their supervision. With regard to the recognition of the ownership of the coal, it was stated that instructions were requested to C-and-C Mediterranean.
3. A considerable period of time has elapsed since and so far, no decision has been notified to us as to the decision concerning the ownership of the referred cargo.
4. We have now been informed that AMG Trieste have entrusted a local private firm (by name SARMA) with the salvage of the cargo and its storage has been undertaken by an Italian Cy "Musizza di Trieste". Furthermore we have learned that the salvaged coal is actually being sold at the rate of Lire 6.500 to the ton.
5. It is evident that the salvage of the cargo of coal without interference of AMG is prejudicial to Greek interests, since the Italian supervising the work has been chosen by an Italian Tribunal. Besides the price of Lire 6.500 to the ton is inadequate in view of the fact that salvaged coal is considerably more expensive than ordinary coal extracted from a coal mine.
6. We would therefore be much obliged if you would kindly give your prompt attention to the following requests :
 - a) That instructions be requested from C-and-C Medit.

Subject : Cargo of coal s.s. "PROTHITHYS"

To : Naval Sub-Commission,
Flag Liaison Officer,
H.Q. ALLIED COMMISSION,
Rome.

- I. We beg to refer to communication N°ST/755 of 25th June 1946 by which the Naval Technical Adviser of this Delegation kindly requested that the cargo of coal of the Greek ship "Prothithys" sunk in Trieste, be considered as Greek property. Further, by their note N°766 of the 9th July 1946 the above mentioned Greek Authority in Rome forwarded you copy of a decision of the Legal Adviser of the Greek Government, stating that the a/m cargo being war booty, was therefore considered as Greek property. Copies of these communications were addressed also to AMG Trieste.
2. According to your reply N°MSC/5342 of August 6th, 1946, instructions were issued by you to AMG Trieste for the salvage of the cargo of coal and its storage under their supervision. With regard to the recognition of the ownership of the coal, it was stated that instructions were requested to C-and-C Mediterranean.
3. A considerable period of time has elapsed since and so far, no decision has been notified to us as to the decision concerning the ownership of the referred cargo.
4. We have now been informed that AMG Trieste have entrusted a local private firm (by name SARAKI) with the salvage of the cargo and its storage has been undertaken by an Italian Cy "Musizza di Trieste". Furthermore we have learned that the salvaged coal is actually being sold at the rate of Lire 69 8.500 to the ton.
5. It is evident that the salvage of the cargo of coal without interference of AMG is prejudicial to Greek interests, since the Italian supervising the work has been chosen by an Italian Tribunal. Besides the price of Lire 8.500 to the ton is inadequate in view of the fact that salvaged coal is considerably more expensive than ordinary coal extracted from a coal mine.
6. We would therefore be much obliged if you would kindly give your prompt attention to the following requests :
 - a) That instructions be requested from C-and-C Medit.

GREEK DELEGATION
TO THE
ADVISORY COUNCIL
FOR ITALY

- 2 -

with regard to the question of the property of the cargo of coal.

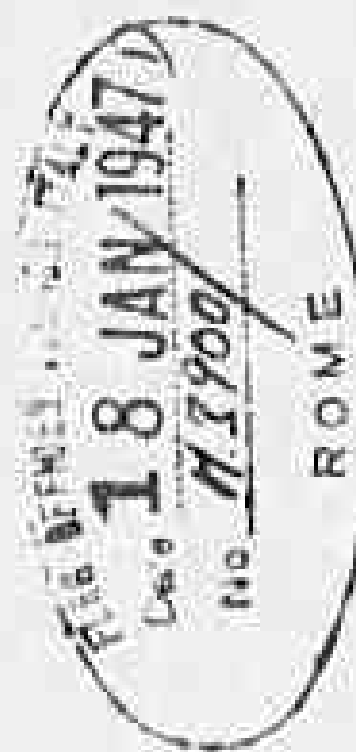
- b) That AMG Trieste be exclusively responsible of the work of the salvage which should be effected under their direct supervision.
- c) That a logical price be fixed taking into account the enormous expenses deriving from the salvage, transportation and storage which exceed 5.000 lire to the ton.

Thanking you in anticipation for your prompt attention to the above matter,

Sincerely yours,

C. C. Vatikioti

C. C. VATIKIOTI
Greek Delegate



UN

GREEK S.S. "PROMITHEUS".

(Navy Sub-Commission's letter No. NSC/5677
dated 19th November, 1946.)

II

Med.46/1381/4/4.
NAVY SUB-COMMISSION, HEADQUARTERS
ALLIED COMMISSION.

Admiralty decision was
hastened under the Commander-in-Chief,
Mediterranean's submission No. 3145/Med.
46/1381/4/4 dated 28th October, 1946.

MEDITERRANEAN
4th December, 1946.

Phil
for ADMIRAL

15-62-4-667

0211

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

HEADQUARTERS ALLIED COMMISSION

NAVY SUB-COMMISSION APO 794

NSC/5677

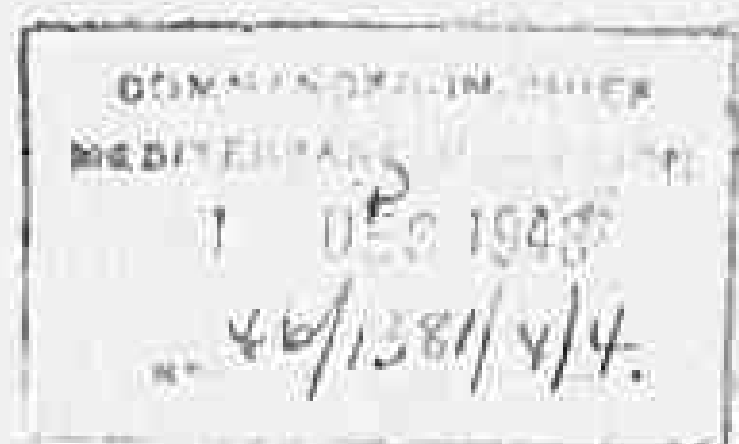
19 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Commander-in-Chief, Mediterranean Station.
Subject: Greek SS "PROMITHEUS".

1. With reference to the Commander-in-Chief, Mediterranean Station minute Med.46/1381/4/4 dated 19th July 1946, paragraph 4, it would be appreciated if the Admiralty could now be hastened for instructions regarding the final disposal of the cargo of the Greek ship "PROMITHEUS".

H. L. Hannon

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



66



HSC/5466
20 September 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Naval Technical Adviser, Greek Delegation to the A.C.I.
Subject: Ownership of coal Greek SS "PROITHIUS".
Reference: (a) Naval Technical Adviser, Greek Delegation to the A.C.I., ltr.
ST/830 dated 14 September 1946.

1. In regard to your enquiry contained in reference (a) no further instructions have been received to date.

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

25 SEP 1946

65

IRN-11

Ref. No ST/ 830

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

Date : September 14th 1946

To : H.W. ZIROLI, Commander U.S. Navy
Navy Sub. Commission A.C.

Subject: Ownership of coal Greek SS "PROMITHEUS"

Reference paragraph (d) of your letter NSC/5342/6/8/46

I should be very much obliged to you if you let me know if you have received any instructions with regard to final disposal of cargo of the above mentioned ship.

By order of the N.T.C.

Acting Secretary
DEYANNIS

64

MSC/5342
6 August 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Industry Office A.M.G. 13th Corps. TRIESTE.

Subject: Greek "S.S. PROMETHEUS".

References: (a) Naval Technical Adviser Ltr. 31/766 of 9 July 1946.
(b) CinCed Ltr. Med. 46/1381/4/4 of 19th July 1946.

1. Reference (a) requests instructions as to disposal of subject ship and its cargo.

2. Using reference (b) as authority, disposition may be made as follows:

- a) "There appears to be no reason why salvage operations on the Greek S.S. "PROMETHEUS" should not be authorized by A.M.G., it is being understood that the owners of the vessel will make their own arrangements with regard to the hull.
- b) It is recommended that the cargo in this vessel be salvaged on a Lloyd's "no cure no pay" salvage Agreement on a percentage of salvaged value basis for Salvors.
- c) The salvaged cargo could either be stored or disposed of by the A.M.G. Authorities who should keep full records of quantities and transactions.
- d) Admiralty instructions have been requested with regard to final disposal of cargo and/or proceeds.

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

cc: POLI
ModC TRIESTE
Nav. Tech. Greek Del Rome.

115N-11
7 AUG 1946

GREEK SHIP "PROMETHEUS"

(Navy Sub. Commission, Headquarters Allied Commission's
letter No. NSC/5193 dated 26th June, 1946.)

II

Med. 46/1381/4/4.

NAVY SUB. COMMISSION, HEADQUARTERS ALLIED COMMISSION.

1. There appears to be no reason why salvage operations on the Greek S.S. "PROMETHEUS" should not be authorised by A.M.G., it being understood that the owners of the vessel will make their own arrangements with regard to the hull.

2. It is recommended that the cargo in this vessel be salvaged on a Lloyd's "no cure no pay" salvage Agreement on a percentage of salvaged value basis for Salvors.

3. The salvaged cargo could either be stored or disposed of by the A.M.G. Authorities who should keep full records of quantities and transactions.

4. Admiralty instructions have been requested with regard to final disposal of cargo and/or proceeds.

MEDITERRANEAN.
19th July, 1946.

[Signature]
for ADMIRAL

NAVAL TECHNICAL ADVISER
GREEK DELEGATION TO THE A.C.I.
R O M E

Ref.No ST/766

From : NAVAL TECHNICAL ADVISER

Date : July 9th, 1946

To : NAVEL SUB - COMMISSION

Flag Liaison Officer

Copy to: 1) NOIC TRIESTE

2) Colonel FODEN

INDUSTRY OFFICE A.M.G.

13 CORPS TRIESTE

Reference our letter ST/755/25.4.46 regarding the property of the coal of the sunk Greek SS "PROMITHIUS" in the Port of Trieste I beg to enclose you herewith a copy of the decision of the LEGAL COMMITTEE of the Greek State which consider the cargo of coal as war booty.

2) Therefore I shall be very much obliged to you if you kindly instruct the competent authorities in Trieste to issue urgently the necessary authority for drawing up and sale of the coal.

For the N.T.A.



Lt J. DEYANNIS

DATE: 16 July 1946

FROM: FLAG OFFICER ITALY & LIAISON

DATE 10 JUL 1946

NO. 2986 OF

From : NAVAL TECHNICAL ADVISER

Date : July 9th, 1946

To : NAVAL SUB - COMMISSION

Flag Liaison Officer

Copy to: 1) NCIC TRIESTE

2) Colonel FODEN

INDUSTRY OFFICE A.M.G.

13 CORPS TRIESTE

Reference our letter ST/755/25.4.46 regarding the property of the coal of the sunk Greek SS "PROMITHEUS" in the Port of Trieste I beg to enclose you herewith a copy of the decision of the LEGAL COMMITTEE of the Greek State which consider the cargo of coal as war booty.

2) Therefore I shall be very much obliged to you if you kindly instruct the competent authorities in Trieste to issue urgently the necessary authority for drawing up and sale of the coal.

For the N.T.A.



Lt J. DEYANNIS

DATE:

16 July 1946

FROM: FLAG OFFICER ITALY & LIAISON

TO: NAVY SUBCOMMISSION, ROME

FORWARDED FOR ACTION

D. K. C. C.
for the N.T.A.



Personal property, which, except in a few cases, is as a several rule inviolable in the war on land, does not enjoy the same privileges as that on sea. Personal enemy property such as ship and her cargo are subject to confiscation and to be put under custody. This rule, which has been followed for many years, is still in effect today with almost no restrictions. The principal reason for upkeeping a right to the booty is the idea, put into practice mainly by the British, that the war at sea is not conducted exclusively against enemy sea forces but also foresees the destruction of the cargo in sea warfare. An enemy vessel may be captured and its enemy cargo confiscated in whatever part of the Theatre. Only a capture made in the territorial waters of a neutral country is contrary to International Law (right). Consequently and bearing in mind the data of the Naval Authorities in Italy which reads as follows "The Greek SS "PROMETHEUS" was found sunk in Italian territorial waters as a result of war actions with a cargo of coal belonging to an Italian national hence to an enemy ", this cargo must therefore be considered as war booty since it belongs to the enemy and should belong to the Greek State who is in a position to dispose of it at his own free will, Law N° TNB dated 29.10.1856 concerning shipwrecks and salvages and Law N° 464/1945 concerning salvage not coming into effect, since these Laws do not refer to cases of war booty, as in the case mentioned above.



COLONEL FODEN, INDUSTRY OFFICE, AME 13 CORPS TIRESTE
NOICTRIESTE
POLI
NAVY SUB-COMMISSION

NAVAL TECHNICAL ADVISER
GREEK DELEGATION, A.C.I.

CONFIDENTIAL IMPORTANT

Reference previous signals Legal Committee Greek Ministry of Marine
consider cargo of coal "PROLITHIUS" Greek property as war booty. Under
our responsibility please issue necessary authority for drawing up of
coal and sale. Consider decision Italian Tribunal not existing.

DTG 021731 July

T/P W.CO.X. CR 130

TOD 2208/C2
4hrs 37mins

T.D 2.7 d.c.

DIST:- 0 - 6, NSC, log.

0220

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

785020

MSC/5193
26 June 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Greek Ship "PROMITHEUS".
Enclosure: (A) Naval Technical adviser Greek Delegation
to the A.C.I. ltr. dated 23 June 1946
serial: ST/755

1. A copy of enclosure (A) is forwarded, respectfully requesting examination; and instructions to be relayed to the Greek Representative.
2. The possibility of a Yugoslav claim is likely with regard to this matter.

(Sgt) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

11RN-17 54
28 JUN 1946

GREEK NAVAL ADVISER
TO THE ACI

Ref. No ST/ 45

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

Date : Rome, June 25th, 1940

To : Naval Sub-Commission
Flag Liaison Officer

Copy to : 1) NOIC Trieste
2) Colonel Foden Industry Office
A.M.G. 13th Corps, Trieste.

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

- 1.- The Greek ship "PROMITHEUS" lies sunk on the port of Trieste. She was seized by the Germans during the Axis occupation of Greece and was used since 1943 for military purposes in the Adriatic.
- 2.- On the 29 October 1944 she was loaded with 2,400 tons of coal at the coal mines of "ARSA" by order of the German harbour Authorities. On reaching Trieste 500 tons were unloaded and on the 4th January 45 she was sunk as a result of sabotage with the remaining cargo.
- 3.- Lately, we contacted a firm in Trieste with a view to refloat the A/m ship and her cargo the product of the liquidation of which would cover part of the refloating expenses.
- 4.- However A.M.G. 13th Corps Trieste hesitates to grant the necessary authority because the cargo is being contested by an Italian by name De Guarini who pretends to have bought it from the "ARSA" Cie around the 12.4.45 when the ship was already sunk.
- 5.- It is the opinion of the Naval Technical Adviser to the Greek Delegation that the above referred cargo should be considered as Greek property in view of the fact that the ship was Greek owned seized by the Axis for whose account she was carrying the cargo of coal. Consequently the Greek ship owner is fully entitled to recover part of the

Copy to : 1) NOIC Trieste

2) Colonel Foden Industry Office

A.M.G. 13th Corps, Trieste.

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- 4.- However A.M.G. 13th Corps Trieste hesitates to grant the necessary authority because the cargo is being contested by an Italian by name De Guarini who pretends to have bought it from the "ARSA" Cie around the 12.4.45 when the ship was already sunk.
- 5.- It is the opinion of the **Naval** Technical Adviser to the Greek Delegation that the above referred cargo should be considered as Greek property in view of the fact that the ship was Greek owned seized by the Axis for whose account she was carrying the cargo of coal. Consequently the Greek ship owner is fully entitled to recover part of the refloating expenses by selling what can be obtained by the liquidation of the remaining cargo.
- 6.- On behalf of the Greek Government we have made the following request to the Industry Office of A.M.G., 13th Corps Trieste.
 - a) Until final decision the cargo after being refloated should be stored under the supervision of the above office.

b) The quantity of the coal recuperated should be ascertained by a Fleet Salvage Officer.

7.- It must be pointed out that De Guarini has obtained from the Trieste Italian Tribunal the custody of the cargo and it has also appointed a guard. This is undoubtedly beyond the competence of an Italian Tribunal.

8.- In view of the above we should feel much obliged if you would kindly request of the competent office of the A.M.G. the following:

- a) The issue of the relative Authority for the refloating of the coal.
- b) The final decision entitling the Greek Authorities to have the cargo liquidated.
- c) The immediate cancellation of the decision of the Italian Tribunal which should be communicated to us.

Thanking you in anticipation for a prompt reply.

The
Greek Naval Engineer

for Captain P. COSSALAS
his secretary.

OFFICE COPY.

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

PG-1/N/285

15 September 1947.

Subject: CLAIM FOR DAMAGE TO MOTOR BOAT "S. GIUSEPPE"
OWNED BY BERRA STEFANO.

To: IL DELEGATO SINDACO, MUNICIPIO DI LAMPEDUSA
E LINISA.

1. The enclosed documents are forwarded with reference to your letter dated 1st August 1947, regarding Mr. Berra Stefano's claim for compensation for the loss of his boat named "SAN GIUSEPPE".

Sgt. H. C. V. R. H.
for
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

H
12/9

From: Il Delagato Sindaco
To : Navy Department A.F.H.Q. Italian Military Affairs Section,
Naval Sub-Section. APO 794
Date: 1st August 1947.

Subject: Claim for Damage to motor boat "S. GIUSEPPE" owned by
E. STEFANO late Giovanni.

With reference to your letter about the indemnity of the above mentioned boat. It would be appreciated if you could return to me the documents by you requested, otherwise send them directly for action to the Finance Superintendent of Agrigento in order to hasten payment of my claim.

(Sgt) By The Delegate Mayor.



0 2 2 0
Declassified E.O. 12356 Section 3.3/NND No. 785020

Navy Department AFHQ
Italian Military Affairs
Section Naval Sub-Section
APO 794

Livorno 1-8-1947

Oggetto: Pratica relativa indennizzo danno di guerra
per la perdita del battello "S. Giuseppe" di
proprietà di Sorena Stefano pu Cioranui. -

In riferimento alla VSA ultima lettera
relativa circa l'indennizzo del battello di cui
sopra, prego gentilmente volerli restituire
i miei documenti da Voi richiesti oppure
inviarli direttamente per competenza alla
Intendenza di Finanza di Agrigento per il
mio sollecito pagamento del danno spettantemi
Ringraziando

Il delegato Sindaco

Enrico

Lino 1-8-1947

Oggetto: Pratica relativa indennizzo danno di guerra per la perdita del battello "S. Giuseppe" di proprietà di Signora Stefano per Cioranui. -

Si riferimento alla V^{sa} ultima lettera relativa circa l'indennizzo del battello di cui sopra, pregio gentilmente volerli restituire i miei documenti da Voi richiesti oppure inviarmi direttamente per competenza alla Intendenza di Finanza di Agrigento per il mio sollecito pagamento del danno spettantemi ringraziando

Il delegato Sindaco

Enrico

0 2 2 8

Declassified E.O. 12356 Section 3.3/NND No. 735020

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APC 794

PC-1/N/ 107

1 May 1947

Subject: CLAIM FOR COMPENSATION FOR LOSS OF BOAT "SAN GIUSEPPE".
To: MR. ERRERA STEFANO, VIA VITTORIO EMANUELE 33,
(AGRIGENTO) LINOSA.
Reference: (a) Naval Sub-Section, Italian Military Affairs Section
ltr. PC-1/N/81 of 3 March 1947.

1. Further to my letter of 3 March 1947 (reference (a))
you are advised that the British Admiralty in London has ruled that the
settlement of your claim is not an Allied liability but one for the Italian
Government.

2. In view of the above, it is therefore suggested that
you approach the appropriate agency of the Italian Government with a view to
the settlement of your claim.

Refer to S.M. BLACKBURN

For REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

020910/5
J/90

52

Previous correspondence in
Nac files - PC-1.

3 MAY 1947

From: E. STAFANO, 33 Via Vittorio Emanuele, Lino (Agrigento)
To : Italian Naval Branch - A.F.H.Q. - Rome
Date: 21st April 1947

Subject: Claim for compensation for loss of boat "S. GIUSEPPE"

With reference to the suggestion in your letter, dated 3rd March 1947, I am informing you of the following :

1. In June 1945 I made a claim, mentioned in the letter to which reference is made, for compensation for the loss of my boat "S. GIUSEPPE" in June 1943. I am making this claim again as follows :

- a) On the 14th June 1943, a British destroyer arrived to embark Italian prisoners from the island. A British officer and a few men requisitioned, among others, my boat, to ferry the prisoners to the destroyer, and later abandoned it in open sea where it sank, with no possibility of salvage.
- b) The following are the boat's details : carrying load of 3 tons, equipped for fishing and supplied with 6 oars; of new and modern construction and could guarantee excellent service; it was used mainly for deep sea fishing, but also for loading and unloading supplies for the island. It also carried sail and was used on commercial traffic between Lino and Lampedusa. Registered under the name of "S. GIUSEPPE" - No. 222 in the Porto Empedocle (Agrigento) Maritime Department.
- c) In my last claim, which followed many other ineffectual requests for compensation, I asked for 150,000 lire as compensation for the loss of my boat, which was obviously less than the actual cost of the boat which would be enormously increased by the present demand and increasing prices. Despite this, I am keeping to my estimate of 150,000 lire.

2. In support of my claim, I am including a sworn statement, signed, before the Mayor, by three witnesses who are not, however, the same ones as those previously mentioned, since it is no longer possible to trace them, as they were only on temporary military service on the island, and since June 1943, when they were made prisoner, I have had no news from them. All the inhabitants of the small island can, however, testify for the loss of my boat and its characteristics.

3. I am including a copy of your letter in case it should be of use. Hoping that my claim may be successful, I thank you in anticipation, 51

JLP/P.
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PC-1/R/ 81

3 March 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: Errera Stefano, Via Vittorio Emanuele 33,
(Agrigento) Linosa.
Subject: Claim for Compensation for loss of Boat "SAN GIUSEPPE".
Reference: (a) Your letter (undated) re above vessel.

1. In reply to your request for payment for the value of your boat, "SAN GIUSEPPE", which was lost in June 1943 at which time you state it was used by the British for the embarkation of Prisoners of War onto a British destroyer, you are advised that it is agreed that there is "prima facie" case for compensation to you for the loss.

2. Accordingly, it is suggested that you prepare, and forward to this office a claim, supported by a sworn statement by you, and also by the three witnesses mentioned in paragraph 3 of your letter, Lieutenant (Infantry) Salamone Carmelo, the "V. Brigadiere" of Carabinieri Verdesca Raffaele, and the "S. Brigadiere" of Coastguards Ricciardi Basilio. Upon receipt of these sworn statements the matter will be taken up with the Claims Service for settlement.

FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS.

6 MAR 1947

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