

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

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N.S.S. MONTHLY REPORTS
FEB 47 - MAY 47

II Salvage.

1. The Italian Ministry of Defense, Navy has been informed that the salvage of the Italian cruiser ATTENDOLO ^{at Naples} is approved providing that it is subsequently destroyed or scrapped.

2. The owners of the wreck of the S.S. SKIKJACK have abandoned it to the Ravenna Harbor Authorities.

III Return of Ship.

The tug MARITTIMO has been salvaged at Trieste and is at present moored off the Trieste Petroleum Refinery at S. Raba.

A decision as to its return to ⁷²⁴ the Italian Navy is being awaited from GenC Med.

1005

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

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

N3S-7/N/136

10 May 1947

Subject: ITALIAN NAVAL BRANCH MONTHLY REPORT FOR MARCH 1947.
To: COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.
ALLIED FORCE HEADQUARTERS, G-3 SECTION.
COMMANDER U.S. NAVAL FORCES, MEDITERRANEAN (1 copy only).

1. Attached hereto for information are two copies of the Italian Naval Branch monthly report for March 1947.

H. W. ZIMMEL,
COMMODORE, U.S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH,

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15 MAY 1947

ITALIAN NAVAL BRANCH, ALLIED FORCE
HEADQUARTERS

MONTHLY REPORT FOR MARCH 1947.

I. PERSONNEL

1. Movement of Italian Flag Officers:

The Italian Ministry of Defence - Navy, requested and received permission to make the following transfers of Flag Officers:

- (a) Rear Admiral Umberto Rouselle from Second-in-Command of the Taranto Dockyard to Admiral Superintendent of the same Dockyard, in place of Rear Admiral Gaetano Corraale, who is leaving the service.
- (b) Rear Admiral Enrico Mirti della Vallo, from the Ministry of Marine to Chief of Staff of the Naval Forces, replacing Rear Admiral Umberto Moscatelli.
- (c) Rear Admiral Umberto Moscatelli, from Chief of Staff of the Naval Forces, to Commander-in-Chief of the Upper Adriatic Autonomous Naval District, Venice, in place of Senior Rear Admiral Massimiliano Vietina, who is to be appointed Commander-in-Chief of the Naval District of La Spezia.

2. The Italian Ministry of Defence, Navy, requested and received authorization to abolish the title "Inspector of Naval Forces" and to substitute for it "Commander-in-Chief of Naval Forces". This change was made in order to confer greater authority and a more direct responsibility to the Flag Officer so designated, but does not necessitate any modification in the present operational relations between the Naval Staff of the Italian Navy and the operational British forces in the Mediterranean.

3. Requests from the Ministry of Defence, Navy are received from time to time in connection with the location, fate, and general information regarding ex Italian Navy Prisoners of War and personnel reported missing. Every endeavour is made to trace the missing person and usually involves lengthy enquiries extending in many quarters and far afield. Ten such investigations are at present in progress, and five cases have been brought to a successful conclusion during the month.

4. The figures showing the personnel strength of the Italian Navy were somewhat less satisfactory than hitherto. The total strength was 40,171 representing an apparent reduction of 1328 during the month. However, the Army personnel attached to the Navy who usually appear with the Navy strength were omitted as were the fishermen temporarily mobilised for minesweeping. The actual strength of Active Service officers and ratings was in fact increased by 1176. A clarification has therefore been sought from the Ministry of Defence, Navy and an early reply requested.

II. SALVAGE

1. The Fratelli Maggi Company of Genoa is at present engaged in salvaging the following Allied vessels sunk in Bari harbour: FUCH, BOLISTA, TESTBANK, LOM and INOW.

2. The Italian Ministry of Mercantile Marine, which is charged with the salvage of the SS CHARLES HENDERSON, sunk in the port of Bari, has advised this Branch that the removal of the wreck will be begun upon receipt of the loading plan of the vessel from the War Department, Washington. This is necessitated by the fact that a portion of the cargo was explosives, and the conditions upon which removal of the vessel may be effected are, that the Italian Government provide for the removal of the explosives, that they must be sunk, that the United States Government be held blameless in the event of accident, and that the operation of removal and dumping be conducted under observation of United States Army personnel.

3. The Italian Ministry of Defence, Navy, has notified this Branch that the clearance of the wreck of the Italian Torpedo Boat "BOSSINI" in Leghorn Harbour has been completed.

4. Approval is being awaited from Admiralty, London, for the abandonment of the wreck of the Canadian vessel SS PORT ATHABASKA, sunk in the port of Bari in order that authority for salvage may be given to the Italian Ministry of Mercantile Marine.

5. In reply to a request of the Italian Ministry of Mercantile Marine for a general decision by Allied Authorities giving the Italian Administration permission to clear all unrecognizable wrecks of Allied vessels sunk in Italian waters, the Commander-in-Chief Mediterranean gave approval. However, this approval applies only to unidentifiable wrecks of warships, but not to wrecks of merchant ships, disposal of which continues to rest with the Director of Merchant Ship Repairs, western Mediterranean for wrecks of British vessels, and with the United States Maritime Commission for wrecks of American vessels.

III. RETURN OF SHIPS

1. The Italian Ministry of Defence, Navy requested that attempts be made to obtain recognition of the Italian Government's ownership of the SS LINA CAMPANELLA which was taken from Trieste by the Yugoslavs in May 1945. The matter has been referred to the Commander-in-Chief, Mediterranean Station, for early consideration.

2. The Belgian Embassy in Rome reported that a barge lying at Brindisi has been identified as the Belgian barge ELIAN III. In reply to a request for confirmation of ownership, the Ministry of Defence, Navy stated that no trace of the barge could be found at Brindisi and suggested that a Belgian representative be sent to Brindisi to identify the craft. Necessary arrangements have been made with the French Mercantile Marine Mission, acting on behalf of the Belgian Embassy, for the dispatch of a representative to Brindisi, and the Ministry of Defence, Navy have been informed. In the event of the barge being found, and its Belgian ownership being proved, it will be made available to the Belgian Government for disposal.

3. A request was received from the Yugoslav Representative to the Advisory Council for Italy that inquiries be instituted into the whereabouts of two Yugoslav vessels, Motor Launch TONEADOR, and Tug SERBINO, with a view to their restitution to Yugoslavia. The matter has been taken up

with the Italian Ministry of Defence, Navy, who have been requested to report upon the location and present condition of the vessels.

4. With reference to paragraph VII of the monthly report for January 1947, information has been received to the effect that the registrar of the Prize Court in London has not seen his way clear to order the release of the barge IDOLATRE (ex KOENIGSBERG) to the French Government since the writ in prize had not yet been served on the barge. The Admiralty Marshal London has accordingly forwarded the writ to the Flag Officer Liaison Italy in order that it may^{be} served on the vessel, at present under repair at Fiumicino.

5. Considerable correspondence has passed between the British Ministry of Transport (Rome) and this Branch regarding the SS PIKEEPS, ex PIKEUS, ex FREIBERG, ex STAMIRA. This vessel which the Italian Ministry of Mercantile Marine claim belongs to the Societa' Fiumana di Navigazione was caught in the north of Italy at the time of the armistice in 1943 and requisitioned by the Germans. She was used as a hospital ship, flying the German ensign and manned by a German crew. She was captured, taken to Bari in 1945 and later as a result of a decision by the British Ministry of War Transport was loaned to the Greeks.

The trouble has been, that up to the present it has been impossible to secure any undertaking that the ship will be returned to the Italians when her present service is terminated. However a recent ruling from London has made it clear that once the Italian ownership of the vessel is definitely proved, the ship will be considered as falling under the Cunningham-de Courten agreement and will eventually be returned to the Italian flag.

IV. SUPPLY

1. Negotiations have been in progress during the past few months between the United States Government, represented by the Office of Foreign Liquidation Commission, Rome, and the Italian Ministry of Defence, Navy with regard to the purchase by the Italian Government of 16 LMS previously operated by the Royal Navy. It is expected that an early conclusion will be reached.

2. The Ministry of Defence, Navy were informed of the Admiralty's decision to the effect that all supplies and services rendered to the Italian Navy by the Royal Navy,

would in the future be normally afforded only on the basis of pre-payment in sterling. locally, the following exceptions being permissible: (1) In an emergency affecting the immediate safety of a ship when payment would be made before the vessel leaves the port. (2) In respect of services and supplies customarily rendered under the rules of international courtesy. This new procedure is being promulgated to all Italian Naval authorities concerned by the Ministry of Defence, Navy.

3. Various problems arising from the supply of victualling stores by the Royal Navy to Italian ships in Mediterranean ports during the past three years, and other routine matters have been dealt with during the month.

V. LIFTING OF ITALIAN FAMILIES FROM LAGOSTA TO BARI.

1. The Italian Ministry of Defence, Navy and the Pontifical Commission of Assistance approached this Branch for permission to send an Italian warship to evacuate a number of Italian families from the Island of Lagosta to Bari (similarly to the recent exodus from Pola). They were informed that it was deemed inadvisable to send a warship, but that there was no objection to the use of a merchant vessel, provided permission for such movement was granted by the Supreme Allied Commander, Mediterranean, whose decision is now awaited.

VI. DISPOSAL OF ALLIED CRAFT AT MESSINA TO THE OFFICE OF THE FOREIGN LIQUIDATION COMMISSIONER.

1. Upon certification by the Commander-in-Chief, Mediterranean Station, there were declared as available to the Office of the Foreign Liquidation Commissioner, thirty-four (34) lend-lease craft of United States origin. This number included types LCM (3), NSB, LCP, and LCV. It has been ascertained that several of the craft have already been sold to individual purchasers by the Office of the Foreign Liquidation Commissioner.

VII. REQUISITIONED CRAFT.

1. During the month satisfactory progress has been made in assisting the settlement of claims submitted by owners

of small craft requisitioned by Allied authorities as follows:

1. Authority was requested from Commander-in-Chief Mediterranean to furnish to the owner of the tug BELROHIE a certificate of utilization of the tug by the Allied authorities. The vessel was utilized in the salvage work by the British Navy in the port of Rhodes, as well as in other ports in the Mediterranean during the period 16 May 1945 to 12 November 1946, at which time it was returned to its owner.

2. Exhaustive enquiries extending over several months failed to locate the Italian schooner GILFREDO which was operated by British Naval Forces in the Mediterranean and Adriatic from 1943 to the cessation of hostilities in Italy. A certificate of service and loss has accordingly been furnished the Ministry of Mercantile Marine in order that fair compensation may be obtained for the owner.

3. Similarly, the necessary certificates have been forwarded to Comitato Italiano Gestione Navi (CO.GE.Na.) in order to enable them to pay the owner, hiring fees and fair compensation for the loss of his vessel the M.F.V. ANITA ANTONIETTA which was requisitioned by the Royal Navy.

4. The necessary information has been supplied to Comitato Italiano Gestione Navi (CO.GE.Na.) at their request, in order to enable them to pay the owner of the Motor Schooner SUCCESSO the hiring charges accrued by the requisition of this craft by the Allied Military Government authorities for two voyages in July, and for the period 11th October 1944 to 6th January 1945.

VIII. MISCELLANEOUS

1. The Naval Sub-Section, Italian Military Affairs Section, Allied Force Headquarters, ex Navy Sub-Commission, Allied Commission, was abolished as of 2359 hours on 15th March 1947, and the successor organization is the Italian Naval Branch, Allied Force Headquarters, Rome. The duties and the staff of the new organization remain unchanged.

2. On the 2nd March, notification was received of the change of title of the Ministry of Marine to that of Ministry of Defence (Navy). This change was necessitated by the amalgamation of the three Service Ministries under one head, i.e., The Minister of Defence. The new titles of the other Service Ministries are accordingly, Ministry of Defence (Army), and Ministry of Defence (Air).

3. The Italian Naval Authorities have communicated to this Branch their anxiety for the return to them of the Grazioli Lante Barracks, which are at present occupied by the 34th. Station Hospital, U.S. Army. A reply has been made to the effect that, while tentative plans for the release of the barracks in question in the near future have been made, it is impossible, at present, to give an exact date, and that more definite information will be furnished as soon as circumstances permit.

4. The Ministry of Defence (Navy) has taken necessary action to eliminate the radio interference referred to in subparagraph 1 of paragraph IX of the February report.

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

NSS-7/N/146

15 March 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: Commander-in-Chief, Mediterranean Station.
Subject: Naval Sub-Section Monthly Report for February 1947.

1. Attached hereto for information are two copies of the Naval Sub-Section report to the Chief, Italian Military Affairs Section, Allied Force Headquarters, for the month of February 1947.

H. W. Z. 1014
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS.

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ALLIED FORCE HEADQUARTERS
ITALIAN MILITARY AFFAIRS SECTION
NAVAL SUB SECTION
APO 794

Monthly Report for February 1947.

I. PERSONNEL - ITALIAN NAVY.

1. The total strength of officers and men administered by the Italian Navy on 28 February 1947 was decreased to 41,499 as against 42,898 on 31 January 1947.

ASSIGNMENT OF PERSONNEL

PERSONNEL ASHORE ACTUALLY ON DUTY

	<u>Officers.</u>	<u>Men.</u>
Service Ashore.....	1861	10940
Service for the Allies.....	19	12
S. Marco Regt. (Marines).....	6	102
Naval Academy (including 162 officers and 188 cadets).....	350	456
Available for Draft or Appointment..	<u>671</u>	<u>3552</u>
	2907	15062

PERSONNEL ASHORE - MISCELLANEOUS

In hospital, sick leave, repatriated, POW's awaiting interrogation, deserters etc.	402	3681
T-124 Equivalent Ratings.....	<u>408</u>	<u>1192</u>
	810	4873

PERSONNEL AFLOAT

Personnel aboard ships.....	1063	15877
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PERSONNEL - ITALIAN NAVY (continued)ARMY PERSONNEL ATTACHED TO NAVY

Carabinieri, army engineers, etc.....	64	940
Total.....	1844	36655
Grand Total.....	12199	

2. The Ministry of Marine made the following transfers of Flag Officers.

- (a) Rear-Admiral Umberto ROUSSELLE from Second-in-Command of the Taranto Dockyard to Admiral Superintendent of the same Dockyard, in place of Rear-Admiral Gaetano CONRADALE who is leaving the service.
- (b) Rear-Admiral Emerico SANTI DELLA VALLE, from the Ministry of Marine to Chief of Staff of the Naval Forces, in place of Rear-Admiral Umberto MOSCATELLI.
- (c) Rear-Admiral Umberto MOSCATELLI, from Chief of Staff of the Naval Forces, to Commander-in-Chief of the Upper Adriatic Autonomous Naval District, Venice, in place of Senior Rear-Admiral Massimiliano VIETINA, who is to be appointed Commander-in-Chief of the Naval District of La Spezia.

II. SALVAGE

1. In response to a request regarding salvage of the motor tanker "FASA" the French Mercantile Marine Mission in Italy were advised that a directive issued by the Commander-in-Chief, Mediterranean Station states that salvage of any ex-German craft that may remain in Italian waters has been since August 1946 a matter for the Italian Ministry of Marine to decide.

SALVAGE (continued)

2. The Yugoslav Delegation to the Advisory Council for Italy were advised that Supreme Allied Commander, Mediterranean has confirmed that the Yugoslav hulk "CATTALLO", sunk in the harbour of Leghorn, was not within the provisions of article 15 of the Armistice Terms, and that he (Supreme Allied Commander, Mediterranean) was not prepared to take any action, either to destroy or prevent the destruction of the hulk.

3. The Italian Ministry of Mercantile Marine requested clarification of the identity of a sunken ship in the port of Bari. Assertions had been made that she was the British ship "TESTBANK", the SS JOHN BASCON and the SS JOHN MOTLEY. Inquiries were instituted with the U.S. Maritime Commission, the British Ministry of Transport and the Director of Merchant Ship Repairs, Western Mediterranean, to clarify the situation.

4. Information regarding the steam tug "DADA" was obtained and forwarded to the Comitato Italiano Gestioni Navi, in response to their request.

5. A notice of abandonment has been received by the Bari port authorities from the British Director of Merchant Ship Repairs, Western Mediterranean, regarding the SS IARS KRUSE sunk in the port of Bari. The port authorities have accordingly taken steps with a view to the removal of the wreck.

6. The Director of Merchant Ship Repairs, Western Mediterranean's advice has been requested, in connection with the removal of the wrecks of two British merchant ships from Augusta harbour, and it is expected that the Italian authorities will be made responsible for the salvage.

III. RETURN OF SHIPS

1. The Yugoslav Delegation to the Advisory Council for Italy were advised that the Custom patrol boats 22, 32, and 38 were available at Bari for simultaneous tow to Yugoslavian territory.

RETURN OF SHIPS (continued)

2. A request has been received from the French Representative, for the return of two French barges SB6 and AD5 which are reported to have been brought over to Naples from French North Africa by the Axis forces where they were found and operated by an American Harbour Craft Unit, United States Army. On the withdrawal of the unit from Naples, the barges were reported to the Salvage Officer for disposal, who in turn, unaware of the French origin of the craft, sold them to an Italian civilian. An investigation of the matter is being made and action will be taken accordingly.

3. The Italian Ministry of Foreign Affairs has requested the return to Italy of the Italian tanker "ARCOIA" now at Bakar where she has been partly repaired. The matter has been referred to the Admiralty through the Commander-in-Chief, Mediterranean and a decision on questions regarding her disposal, her crew, and the resumption of repairs in order to render the vessel seaworthy, is awaited.

IV. CLEARANCE OF LIGNORI HARBOUR

1. Authorization was quoted to the Italian Ministry of Marine for the use of the American 60 ton pontoon needed for the clearance of the Leghorn harbour.

V. SUPPLY

1. In connection with the question of the return of sums deposited by Italian Naval Prisoners of War, referred to in the monthly report for November 1946, information has been received that the Combined Chiefs of Staff have issued instructions for the currency in question to be returned to the Army, who originally took it up for necessary action in accordance with respective United States and United Kingdom Army regulations relative to personal funds of Prisoners of War. Since these Italian Naval Prisoners of War were

SUPPLY (continued)

in U.S. Army custody, the matter has been referred to the United States Army authorities for appropriate action.

2. The supply of British M/T valves to Italian minesweepers referred to in paragraph 6 sub paragraph 4, of the monthly report for January 1947, has been approved by the Commander-in-Chief Mediterranean providing pre-payment in sterling is made. Arrangements have been made accordingly.

VI. DEMILITARIZATION OF PANTELLERIA.

1. A representative from this Section visited the Island of Pantelleria on 3rd of February with the Demilitarization Committee to view the progress made in demilitarizing the Island.

VII. BATTLESHIPS VITTORIO VENETO AND ITALIA

1. The Battleships VITTORIO VENETO and ITALIA escorted by their destroyers LEGIONARIO and VELITE arrived in Augusta on 9th February from the Suez Canal, Egypt.

VIII. MINESWEEPING

1. Although impeded by unfavourable weather, the Italian minesweeping groups have continued clearance during this month.

IX. MISCELLANEOUS

1. The Italian Ministry of Marine was requested

MISCELLANEOUS (continued)

to institute an investigation of radio interference on certain frequencies not assigned to Italian Naval stations.

2. The French Representative to the Allied Military Authorities in Italy was asked to investigate certain alleged passages through the Maddalena Estuary by small French warships without prior notification.

3. An opinion was requested from the Legal Section Liaison and Civil Affairs Branch regarding Lira disbursements for port charges and services for United States Naval Vessels.

4. The Greek Delegation to the Advisory Council for Italy requested information regarding claims for the Motor Boat DOLLY, and were informed that the claim is under consideration.

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

NSC-7/N/147

15 March 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: Commander U. S. Naval Forces, Mediterranean.
Subject: Naval Sub-Section Monthly Report for February 1947.

1. Attached hereto for information is a copy of the Naval Sub-Section report to the Chief, Italian Military Affairs Section, Allied Force Headquarters, for the month of February 1947.

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

24-3-47

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24 MAR 1947

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HSS-7/N/ 112

11 March 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: Commander-in-Chief, Mediterranean Station.
Subject: Navy Sub-Commission Monthly Report for January 1947.
Reference: (a) Navy Sub-Section ltr. HSS-7/N/79 of 3 March 1947.

1. Attached hereto for information are two copies of the Navy Sub-Commission report to the Chief Commissioner, Allied Commission for the month of January 1947, amended to replace the two copies forwarded with reference (a).

H. V. ZIMON
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS.

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12 MAR 1947

NAVY SUB COMMISSION, ALLIED COMMISSION,
R O M EMonthly Report for January 1947.I. PERSONNEL SITUATION - ITALIAN NAVY.

1. The total strength of officers and men administered by the Italian Navy on 31 December 1947, was 42,893 as against 44,055 on 31 December and 46,613 at the end of November, 1946.

2. The distribution of the personnel is as follows:

PERSONNEL ASHORE - ACTUALLY ON DUTY

	<u>Officers.</u>	<u>Men.</u>
Service ashore	2302	12914
Service for the Allies.....	28	18
S. Marco Regt. (Marines).....	6	110
Naval Academy: (including 97 officers, 118 cadets).....	333	461
Available for draft or appointment..	<u>706</u>	<u>3017</u>
	3375	16520

PERSONNEL ASHORE - MISCELLANEOUS

(In hospital, sick, awaiting demobilization, repatriated P.O.W.'s awaiting interrogation, deserters, etc.	418	5251
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PERSONNEL AFLOAT

Personnel aboard ships.....	1125	15264
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<u>ARMY PERSONNEL ATTACHED TO NAVY</u>	<u>64</u>	<u>2,881</u>
	4982	37916

Grand Total - 42898

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PERSONNEL SITUATION - ITALIAN NAVY (continued)

3. There were no changes in assignment of high commands of the Italian Navy.

II. WARSHIP MOVEMENTS.

1. The Commander-in-Chief, Mediterranean gave approval for the Italian battleships ITALIA and VITTORIO VENETO to be moved from the Bitter Lakes, Egypt, to Augusta Sicily.

2. Arrangements were made for the Italian ships ROSAM, GIUSEPPE MASSIMA, and MONTE CUCCO to evacuate Italian nationals and their possessions from Pola.

III. RETURN OF PORTS TO ITALIAN CONTROL.

1. Notification was received that, effective 1 February, the Port of Naples was to be returned to control of the Italian authorities.

IV. REPAIRS OF FOREIGN WARSHIPS BY ITALIAN SHIPYARDS.

1. The Supreme Allied Commander, Mediterranean has approved the repair of Turkish destroyers of Italian manufacture by ASALDO providing that repairs to Allied and Italian ships are not hampered and that the Supreme Allied Commander, Mediterranean's policy for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities in Italy is not violated.

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V. SALVAGE.

1. The Commander-in-Chief, Mediterranean's

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SALVAGE (continued)

decision has been received and the Italian Ministry of Marine has been informed that there is no objection to the salvage of the wreck of the British motor minesweeper No. 168 lying at the entrance to the small harbour of Sampierdarena.

2. The Ministry of Marine was informed that the United States Army abandoned its rights in, and title to, the small craft marked with the letters M.T.I. located in the harbour of Piombino.

3. The United States Maritime Commission announced that the hulks of the following American ships beached in Italy are to be sold for scrapping:

- (a) ELINU YALE, Liberty ship. Bombed and broken in two at Anzio in February 1944. Hull located at Anzio.
- (b) GOLF RHINO, tanker. Torpedoed in July 1943 near Naples, now afloat at Taranto.
- (c) LOAN SHALBY, Liberty ship. Struck mine in January 1945. After section towed to Naples, bow beached 100 miles away.
- (d) JAMES GUINALE, Liberty ship. Struck two mines in April 1944 near Capri, beached at San Giovanni near Naples.
- (e) PLEASANT GLADUE, Liberty ship. Struck mine in August 1945. Bow section beached at Farnese, Greece, and after section docked at Palermo.

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VI. TRACING OF SHIPS

1. Information was received that the Italian minesweeper ELVIDA must be considered as having been

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TRACING OF SHIPS (continued)

sunk during the war as there has been no trace of her since 8 September 1943.

2. In reply to a request for information of the tanker SAN MARCO the Navy Sub-Commission was informed that the tanker ran aground on a shoal in the vicinity of Punta Grossa, North of Medellin (052 degrees, Poror Rock lighthouse, 6 miles) early in 1944. She was later bombed out. Since then she has broken up in the seas and become a total loss.

3. In response to a request for information concerning the yacht MILLEROCK II, word was received that she was sunk by the Germans at Porto Maurizio.

VII. RETURN OF SHIPS

1. Appropriate steps have been taken during the month in order to expedite the turnover of the French barge JOLLA, referred to in sub paragraph 2 of paragraph VI of the monthly report for December 1946, to the French authorities.

2. The Admiralty have been requested through the Commander-in-Chief, Mediterranean to consider the early release to the French Government of the French barge IDOLTA (ex ROELICSBURG), referred to in sub paragraph VI of the monthly report for December 1946, pending the result of the Prize Court proceedings in London.

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VIII. SUPPLY.

1. with reference to sub paragraph 3 of paragraph V of the monthly report for November 1946, the question regarding the Italian Ministry of Marine providing funds for the Italian battleships in the Bitter Lakes, Egypt, has now been solved by the

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SUPPLY (continued)

transfer of the battleships *ITALIA* and *VITTORIO VENETO* to Augusta, Sicily.

2. In reply to a request from the Ministry of Marine to transfer Italian naval footwear and clothing machinery from Pola to Italy, the Ministry of Marine, were informed that the machinery in question could not at present be transferred to Italy owing to the fact that the movement of all machinery in Venezia Giulia is still governed by the MOG/N-JOVANICH Agreement under which no plant or industrial machinery could be removed from Venezia Giulia during the period of the agreement.

3. The Ministry of Marine again reported an under allocation of coal for minesweeping during the month of January. The matter was taken up with the Economic Division, Allied Commission, and while it was impossible to arrange for a further allocation of coal for January, owing to the fact that over half of the month had already elapsed, a greater allocation of coal for the month of February was obtained.

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

NSS-7/M/ 79

3 March 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
To: Commander-in-Chief, Mediterranean Station.
Subject: Navy Sub-Commission Monthly Report for January 1947.

1. Attached hereto for information are two copies of the Navy Sub-Commission report to the Chief Commissioner, Allied Commission, for the month of January 1947.

H. W. 2 3004
CORRODOR, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, DMAS.

Handwritten:
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4 MAR 1947

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NAVY SUB-COMMISSION, ALLIED COMMISSION,
R O M E

Monthly Report for January 1947.

I. TRACING OF SHIPS:

1. Information has received that the Italian minesweeper *Urania* must be considered as having been sunk during the war as there has been no trace of her since 3 September 1943.

2. In reply to a request for information of the *Urania* to the Navy Sub-Commission was informed that the tanker ran aground on a shore in the vicinity of Santa Tropez, North of Cagliari (052 degrees, 100° 00' longitude, 0° 15' 00' N) early in 1944. She was later bombed and burned out. Since then she has broken up in the sea and no trace has been lost.

3. In response to a request for information concerning the yacht *Ilia*, word has received that she was sunk by the Germans at Porto Cervo.

II. SHIPS

1. With reference to paragraph 101 of the monthly report for November 1946, the *Urania* Re-in-Chief, Reiter's decision has been received and the Italian Ministry of Marine have accordingly been informed that there is no objection to the salvage of the wreck of the British motor minesweeper No. 100 lying at the entrance to the small harbour of Santa Tropez.

2. The Ministry of Marine was informed that the U.S. Navy abandoned its rights in, and title to, the small craft marked with the letters *U.S. 1* located in the harbour of Santa Tropez.

3. The United States Maritime Commission announced that the names of the following American ships beached in Italy are to be sold for scrapping:

- 2 -

- (a) BLIND YAM, Liberty ship. Bombed and broken in two at Anzio in February 1944. Hull located at Anzio.
- (b) GULF ADLOR, tanker. Torpedoed in July 1943 near Naples, now afloat at Taranto.
- (c) LOREN SMITH, Liberty ship. Struck mine in January 1944. After section towed to Naples, now beached 100 miles away.
- (d) OLIVE GEMELL, Liberty ship. Struck two mines in April 1944 near Capri. Beached at San Giovanni near Naples.
- (e) PIDANE LIZARD, Liberty ship. Struck mine in August 45. Bow section beached at Piraeus, Greece, and after section docked at Salerno.

III. RETURN OF PORTS TO ITALIAN CONTROL.

1. Notification was received that effective 1 February, the port of Naples was to be returned to control of the Italian authorities.

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IV. WARSHIP MOVEMENTS.

1. The Commander-in-Chief, Mediterranean gave approval for the Italian battleships ITALIA and VITTORIO VENETO to be moved from the Sitter Lakes to Augusta.
2. Arrangements were made for the Italian ships TOSCANA, GIUSEPPE MASSIMA, and MONTE CUOCO to evacuate Italian nationals and their possessions from Iola.

- 3 -

V. PERSONNEL.

1. The total strength under command in the Italian Navy on 31 January 1947, was 42,898 as against 44,055 on 31 December and 46,613 at the end of November, 1946.

2. Lieutenant Commander James RISK, USNR, was relieved of his duties as Liaison Officer and has returned to the United States for demobilization. Lieutenant Leslie NOGARO, USNR, reported for duty as relief for Lieutenant Commander RISK.

VI. SUPPLY.

1. With reference to sub paragraph 3 of paragraph V of the monthly report for November 1946, the question regarding the Italian Ministry of marine providing funds for the Italian battleships in the Bitter Lakes, Egypt, has now been solved by the transfer of the battleships ITALIA and VITTORIO VENETO to Augusta, Sicily.

2. In reply to a request from the Ministry of marine to transfer Italian Naval footwear and clothing machinery from Pola to Italy, the Ministry of marine, were informed that the machinery in question could not at present be transferred to Italy owing to the fact that the movement of all machinery in Venezia Giulia is still governed by the MORGAN-JOVANICH Agreement under which no plant or industrial machinery could be removed from Venezia Giulia during the period of the agreement.

3. The Ministry of marine again reported an under allocation of coal for minesweeping during the month of January. The matter was taken up with the Economic Division, Allied Commission, and while it was impossible to arrange for a further allocation of coal for January, owing to the fact that over half of the month had already elapsed, a greater allocation of coal for the month of February was obtained.

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4. A request was received from the Ministry of marine for the supply of British pattern ... valves required by the minesweepers. This request was referred to the Commander-in-Chief Mediterranean with the recommendation that the valves be supplied as soon as possible from station resources if available.

VII. RETURN OF SHIPS.

1. Appropriate steps have been taken during the month in order to expedite the turnover of the French barge Joice, referred to in sub paragraph 2 of paragraph VI of the monthly report for December 1946, to the French authorities.

2. The Admiralty have been requested through the Commander-in-Chief, Mediterranean to consider the early release to the French Government of the French barge IDOLINE (ex ADELPHOS), referred to in sub paragraph 1 of paragraph VI of the monthly report for December 1946, pending the result of the Prize Court proceedings in London.

VIII. REPAIRS OF FOREIGN WARSHIPS BY ITALIAN SHIPYARDS.

1. The Supreme Allied Commander, Mediterranean has approved the repair of Turkish warships of Italian manufacture by ANSILDO providing that repairs to Allied and Italian ships are not hampered and that the Supreme Allied Commander, Mediterranean's policy for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities in Italy is not violated.

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LIAISON AND CIVIL AFFAIRS BRANCH
R O M E
APO 794
Office of the Chief of Branch

CONFIDENTIAL

Ref. : LACAB/8503/14/CB

19 February 1947

SUBJECT: Monthly Report.

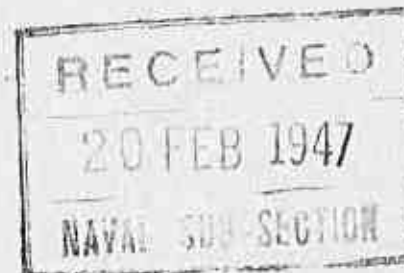
TO : Air Forces Sub-Section
IMAS.

It is notified for your information that this Branch
does not require copies of your monthly report.

The Report for January is returned herewith.

Alfred K. Murphy
Brigadier General
Chief of Branch.

Copy to: IMAS
Navy S/S
Land Forces S/S



ALLIED FORCE HEADQUARTERS
Italian Land Forces BranchTel: 489084
Ext: 218

INT/207

29 March 47.

ITALIAN NAVAL BRANCH, A.F.H.Q.Subject:- Monthly Reports.

G-3 have returned to this Branch copies of your Monthly Activities Report for February 1947 which are returned to you herewith.

G-3 in future require only two copies of this report.

*A. H. Smith*Lt. Col.
G.S.

ARCS/11



NCS-11

ALLIED FORCE HEADQUARTERS

Italian Military Affairs Section

A P O 7 9 4

IMAS/8004/CS

4 March 1947.

SUBJECT: Monthly Reports.

TO : Director, Naval Sub-Section.
Director, Land Forces Sub-Section.
Director, Air Forces Sub-Section.

1. Copy of letter G-3 AFHQ/132 dated 1 March 1947, same subject, is forwarded to you for compliance.

Elmer W. Stone

ELMER W. STONE

Rear Admiral, USNR

Chief

Italian Military Affairs Section

Copy to:
G-3 AFHQ



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NSS 7.

ALLIED FORCE HEADQUARTERS
G-3 SECTION

FILE : G-3 AFHQ/132

1 March 1947

SUBJECT: Monthly Reports

TO : Chief, IMAS

References:

a. Letter, your Headquarters, subject as above, dated 15 February 1947 and addressed to Directors, each Sub-Section, IMAS.

b. Letter, G-3 AFHQ/131/1 "Abolition of Italian Military Affairs Section, AFHQ", 21 February 1947.

1. It is desired that the monthly reports referred to in reference a above continue to be prepared by the sub-sections after they become branches of this Headquarters.

2. They should be addressed to Allied Force Headquarters, attention G-3 AFHQ.

3. Will you please so instruct the individual Directors.

BY COMMAND OF LIEUTENANT GENERAL DEB:

T. S. ARMY
Major General
Chief of Staff

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OFFICIAL:

/s/ H. H. KWAT, Lt. Col.

for K. C. COOPER
Brigadier, G.S.
AC of S, G-3

DISTRIBUTION:

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US POLAD	NLO	RAFLO

ALLIED FORCE HEADQUARTERS

Italian Military Affairs Section

APO 794

IMAS/EC05-1/CS

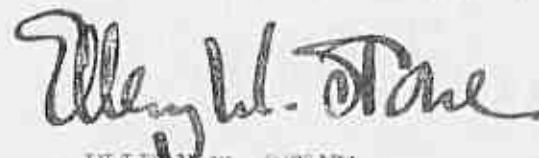
15 February 1947.

SUBJECT: Monthly Reports.

TO : Director, Naval Sub-Section. ✓
Director, Land Forces Sub-Section.
Director, Air Forces Sub-Section.

1. The monthly reports of the former three service Sub-Commissions of the Allied Commission will continue, without breaking continuity, as reports of the Sub-Sections of IMAS. The same distribution will be made as formerly, except that Chief of IMAS will be substituted for Chief Commissioner, Allied Commission.

2. Where applicable, appropriate reference in the report will be made to provisions of the Peace Treaty. (As an example, strength of personnel of the Italian Navy will be shown, having regard to the provisions of Article 60 of the Peace Treaty.)

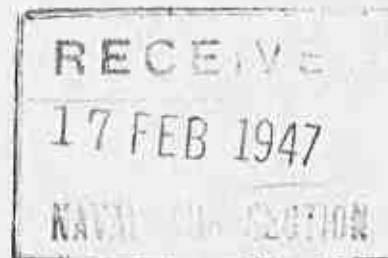


ELMER W. STONE
Rear Admiral, USNR
Chief

Italian Military Affairs Section

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Copy to:
Chief of Staff AFHQ
G-2 AFHQ
G-3 AFHQ
G-5 AFHQ
Chief IACAB



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