

ACC

10000/124/283 IMAS/IRN

10000/124/283 IMAS/IRN-11/N MERCHANT SHIPS, AND
SCHOONERS
AUG. 45-AUG. 47

1242

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-11/W/212

11 July 1947

Sir,

With reference to your letter dated 6th December 1946, concerning the return of your ship named "GINETTO" confirmation has been received to the effect that whilst flying the Italian flag she grounded in the Preveza channel in the middle of August 1943, was refloated in January 1946 at the expense of the Greek Salvage Organization and was sold by auction to M. Georges Triandafillides, who legally transferred the ownership to the Yannakaroni Brothers. The ship is still at Piraeus undergoing repairs.

2. It is observed, that at the time of grounding, Italy had not surrendered and was still considered to be an enemy of the United Nations. It would appear therefore, that the fate of "GINETTO" did not come under the provisions of any agreement signed after 8th September 1943, but was governed by prize law as internationally applied to the capture of enemy vessels in time of war.

3. The Greek authorities accordingly brought the case before a Prize Court on 4th February 1947, but it is understood that the court's decision has not yet been issued. In the event however, of the Prize Court confirming the capture through adjudication of the prize, thus rendering its appropriation final, the Greek Government will have acted within their legitimate rights.

4. Since I am not in a position to give a final decision on this matter, and observing that Italy has now resumed diplomatic relations with Greece, it is suggested that any further representations which you may wish to make, be addressed to the Italian Ministry of Mercantile Marine for eventual transmission, if necessary, to the Italian Ministry of Foreign Affairs, for presentation to the Greek Government through diplomatic channels.

Yours faithfully,

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

CAP. LUIGI MONTA,
Piazza Campetto, 7.
GENOVA.

958

12 JUL 1947

*Former case pending in Navy Sub-Committee
with Allied Commission files IRN-11 vol. (4) no. 155.*

1243

230/25/47

BRITISH EMBASSY

ATHENS

20th May 1947

Sir,

I am directed by His Majesty's Ambassador to refer to your IRN-11/N/67 of 15th April about the Italian ship "Ginetta" and to inform you that the Greek Ministry of Foreign Affairs have now replied to this Embassy's Note No.77 of 22nd February, a copy of which was sent to you on the same date.

In their reply the Ministry of Foreign Affairs state that the steamship "Ginetta", flying the Italian flag, grounded in the Preveza channel in the middle of August 1943. The vessel was refloated in January 1946 at the expense of the Greek Salvage Organisation and was sold by auction to M.Georges Triandafillides. The latter legally transferred the ownership to Yannakaroni Brothers. The "Ginetta" is now at Piraeus undergoing repairs in a naval yard.

The Ministry of Foreign Affairs add that the case was brought before a prize court on 4th February 1947, but that the court's decision has not yet been issued.

I am, Sir,

Your obedient Servant,

(A.A.DUFF)

The Director,
Italian Naval Branch,
Allied Force H.Q.
A.P.O. 794.

949

No. 194
230/19/47

By ROME BAG



BRITISH EMBASSY,
ATHENS.

12th May 1947

With the compliments

of

Chancery

Reference:- Italian Naval Branch's
IRN 11/N/67 of 15th April,
and to Chancery's previous
communication No. 230/2/47 of
22nd February.

The Director,
Italian Naval Branch,
Allied Force Headquarters,
A. P. O. 794.

Copy to:- The Director, Italian Naval Branch,
Allied Force Headquarters. A.P.O. 794.

No. 194

British Embassy,

230/19/47

Athens.

His Britannic Majesty's Embassy present their compliments to the Royal Hellenic Ministry for Foreign Affairs and, with reference to their Note no. 77 of the 2nd February requesting certain information about the steamship "Ginetta" at one time owned by Luigi Montà of Genoa, have the honour to enquire whether an answer may shortly be expected.

His Majesty's Embassy avail themselves of this opportunity to renew to the Royal Hellenic Ministry for Foreign Affairs the assurance of their highest consideration.

12th May 1947



JTH

1248

RESUME OF ITALIAN SHIP LIST
(Headquarters Allied Commission, Navy Sub-Commission's No. NSC/5046 dated 7th Jan. 1947.)

II

No 728/40.
BRITISH EMBASSY, ATHENS
(Copy to: - Headquarters Allied Commission
Navy Sub-Commission A/O 72.)

Forwarded, as it would appear that the Embassy are more competent to answer the question. Previous correspondence is attached.

2. It is requested that reply may be made direct to the Navy sub-Commission.

A. N. [Signature]

Office of S.E.N.O. (G)
ATHENS, 15th Feb. 1947.

for REAR ADMIRAL

ENCLOSURES:-

1. Navy Sub-Commission's NSC/5350 of 7th Aug. 1946
2. C.-in-C. Mediterranean's Med. 46/1346/8/12 of 21st Aug. 1946.
3. S.E.N.O. (G)'s Min. III No. 723/40 of 29th Oct. 1946.
4. Navy Sub-Commission's NSC/5573 of 22nd Oct. 1946
5. S.E.N.O. (G)'s Min. II No. 728/40 of 6th Nov. 1946.

947

RECEIVED
24 FEB 1947
NAVAL SUB-SECTION

1247

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11/W/ 67

15 April 1947

Subject: WHEREABOUTS OF ITALIAN SHIP "GINETTO".
To: BRITISH EMBASSY, ATHENS.
Reference: (a) Senior British Naval Officer (Greece) Minute II
No. 748/40 dated 15 February 1947.

1. It is requested that this Branch be advised when a reply may be expected to reference (a).

H. W. ZIBOLI,
COMMANDER, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

Handwritten: 15-4-47

Handwritten: 15-15-11/4
8796

Handwritten: Let Athens Embassy G. S. E. Rome
for info. of Naval Attache
Re: file to Naval Attache.

16 APR 1947

948

INFORMAL ROUTING SLIP

ALLIED FORCE HEADQUARTERS
G-5 (LACAB) Section
Rome APO 794

File: G-5: 916, 23

Subject: Shipping Claims - Seizure by Japslays.

No	From	Phone	To	DATE	
✓	DINB	295	Legal	5 Aug.	<p>Concur with U. S. Polad's remarks. See enclosed copy of my reply to G-5. It is suggested that the sense of the last three lines of paragraph 1 of U. S. Polad's minute could be added to paragraph 1 of my proposed draft reply to A.M.G. as follows:-</p> <p>"You will inform him furthermore, that he will be expected to adhere to the commitment made by him and recorded in Minute 306 of the 14th Meeting of the Joint Economic Committee."</p> <p>(Sgd). S.C. LOOMIS JR. for Director, Italian Naval Branch.</p>

1249

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11/N/ 240

1 August 1947

Subject: SHIPPING CLAIMS - SEIZURE BY JUGOSLAVS OF M/V "ASTREA".

To: THE ASSISTANT CHIEF OF STAFF, G-5 LIAISON AND
CIVIL AFFAIRS BRANCH.

1. With reference to your minute G-5: 916.23 dated 22 July 1947, regarding the return of the M/V ASTREA to its owner, it is considered that the reply to the Jugoslavs should take the form of a plain denial that the ship was ever War Booty. The following alternative draft reply to Allied Military Government is accordingly proposed:-

"Reference your letter EG.17/21/1939 of 17 July 1947.

1. You will please refer to the Yugoslav delegates letter 2/282 of 10 December 1946 and state that under the provisions of international law the vessel ASTREA is not War Booty being an Italian privately-owned vessel and therefore the proclamation on 12th November 1945 is automatically null and void.

2. You will request that the ship be returned to the owner without delay, subject to the payment by him of the cost of repairs."

tl
1/8

(Sgd.) S.C. Loomis, Jr

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

944

XXX 794

8-5: 916.23

Shipping Claims - Seizure by Jugoslavs

1.	0-5	RACAB	US	20L	22
	0-3	300	Br	20L	47
			SEC		
			INS		
			Legal		

At Flg A is an extract from a letter from ABC outlining the position as to the M/V ASTRA, the detention of which has been under negotiation for over 18 months.

At Flg B is a letter from the Jugoslav delegate which for the first time claims that this vessel is War Booty; previously the position had always been taken that the vessel would be returned on payment of the cost of repair - which cost the owner has always been willing to pay.

At Flg C is draft of a proposed reply to ABC upon which your comments are requested.

[Signature]
 A.L. HANBLER
 Colonel, GSC
 Assistant Chief of Staff, G

SHW/ams

25 JUL 1947

1251

COPY

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
VENETIA GIULIA

TELEPHONE No: 29794 ext. 158

DATE, 17 July 1947

REFERENCE No: VG/AMG/No. 17/21/1939

SUBJECT : Shipping Claim

TO : G-5 Section
APO 794 - ROME
(Attn. Lt. Col. WHITE)

Reference your G-5:915.23 of 9 July 1947.

1. Following is an account of action taken at this HQ regarding the M/S "ASTREA".

A. At the ninth meeting of the Industry and Commerce Sub-Committee of the Joint Economic Committee held 16 Jan. 1946, the question regarding this ship was first raised. That action is quoted:

"100. Information showed that during the Yugoslav occupation of Trieste a number of ships which were privately owned had been removed to Yugoslavia, without authority of requisition. These ships were not war booty. A list of these ships would be passed to the Yugoslavs and it was asked if information could be given on this question; it was suggested that a special meeting might be arranged with the owners concerned.

"101. Letter regarding shipping.

Lt. Col. BICKERSTETH stated that he would send a letter to the Yugoslavs giving details of these ships, over which there were still queries to be settled, so that a reply could be given on these questions.

"ASTREA". This ship, which was scuttled by the Germans before leaving Trieste, with a gross tonnage of 5406 tons, registered in Trieste No. 154, had been salvaged by the Yugoslav Authorities and was now offered back to the owners by Cantiere di Carnaro, on consideration of payment of cost of repairs.

The owners had complained of very high charges, and it was suggested that a representative of the Yugoslavs and a representative from Zone "A" should meet and arbitrate in the matter.

Ing. KOVACIC replied that this would be investigated."

B. At the thirteenth meeting of the Joint Economic Committee held 31 May 1945 the following comments regarding the "ASTREA", #190. Return of M/V "ASTREA".

The Chairman said that a list of vessels which the Allies considered should be returned was handed to the Yugoslavs on 17 January 46. This list included the name of M/V "ASTREA". At a shipping conference on the 5 April the Yugoslavs promised to look into the matter but no reply has yet been received. This week a paper was received saying that this ship was registered in Trieste and the owners have been told they can have her back on payment of one million lire. If the ship had been requisitioned by the Yugoslavs no such payment should be necessary.

The Yugoslavs enquired under which paragraph of the minutes this matter had been brought up and Major COOPER replied "para 5" but that there had been no discussion about this particular ship. The Yugoslavs said that this matter was beyond the competence of Yugoslav Military Government and had been referred to the Navy. A reply had been pressed for, but not yet received."

C. On 5 June 1946, at the fourteenth meeting of the Joint Economic Committee, following action was taken: #306. Return of M/V "ASTREA".

Lt. Col. LEMAS said the ship was owned by Bruno Chioggia, had been registered in Trieste, and had been sunk in Zone "B" waters while flying the German flag. The Yugoslavs had raised the ship and carried out some repairs. They had no objection to the return of the ship, provided the owner would pay the cost of the repairs.

Major COOPER enquired whether the Yugoslavs would return the ship on payment of Lire 1,000,000.

Lt. Col. LEMAS replied that he did not know whether this amount was correct, but the matter would be settled if the owners would meet the bills presented by the firm who carried out the repairs.

Major COOPER said he would leave the owner to negotiate the matter of the repair bill himself.

Lt. Col. LEMAS said the Yugoslavs would not have gone into this question but for the fact that Yugoslav Military Government had financed the repair work.

Lt.Col. BEARD asked whether this established the principle that the owner of a ship which had undergone repairs can regain possession of the ship on payment of the cost of repairs.

Lt.Col. LEWIS said that this was a different question. There were not so many cases like this one, and there was no necessity to establish a principle. Each individual case should be discussed on its merits.

- 2.
- 3.

FOR THE SENIOR CIVIL AFFAIRS OFFICER:

S/ D.S. BICKERSTETH
LIEUT. COLONEL
CHIEF ECONOMICS

Encls.
Appendix "A" thru "G"

KC/vf

1254

COPY TRANSLATION

JOINT ECONOMIC COMMITTEE
J.E.C. DELEGATION
REF : 3/282, date 10 dec. 46.

TO : JOINT ECONOMIC COMMITTEE
Secretariat,
TRUSTE

Ref your letter VE/AMG/No.27a/992 dated
18 Oct.46.

1. The vessel "ABERDA" was proclaimed to
be War Booty as early as on the 12 November 1945. At
the time when this matter was discussed, we were not
yet aware of this fact.

In this connection, the return of the
vessel is becoming void.

2. We have answered the question about mo-
vement of furniture out of Zone "B" at the last In-
dustry and Commerce Sub-Committee Meeting, held on
4 Nov. 1946.

DEATH TO FASCISM

LIBERTY TO THE PEOPLE

President
of the J.E.C. Delegation
Lt.Col.
sgt/Mirko Lenec/

APPENDIX "G".

DRAFT

TO : ANG VG

July, 1947

Reference your letter No. 17/21/1939 of 17 Jul.

1. You will please refer to the Jugoslav Delegation letter 3/282 of 10 Dec and enquire under what provision of international law it is claimed that the Italian privately owned vessel Astrea has been declared to be War Booty.

2. If it is on the ground that she was or had been flying the German flag, you will point out that the owners position is not prejudiced by acts done by the Germans without legal authority.

3. The vessel could not have been German as by her character and the circumstances she was not susceptible to be taken as prize by the Germans; and seizure requisition or charter by the Germans does not alter the title of the owner or the character of the ship.

4. You will request that the ship be returned without delay.

BY COMMAND OF LIEUTENANT GENERAL EMB:

1256

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11/N/7

22 March 1947

Subject: POSITION OF "MOLA DI BARI" SHIPPING.
To: MINISTRY OF DEFENCE (NAVY).
Enclosure: (A) Ltr. No.6041 dated 24 February 1947, from the
Associazione Nazionale degli Armatori ed Industriali
della Pesca e Affini.

1. Enclosure (A) is forwarded herewith for information with the request that an appropriate reply be made direct to Associazione Nazionale Degli Armatori Ed Industriali Della Pesca E Affini.
2. While this Branch has no knowledge of the craft in question having been at the disposal of the Allied Commission, they would appear to be those which are at present in Italian Navy custody awaiting disposal instructions from the British Admiralty.

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72/3

H. M. THOMAS
COMMANDER, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

221050/3
WR

337

24 MAR 1947

From: National Association of Owners and Manufacturers engaged in
fishing and its by-products.
To : N.S.S. - I.M.A.S. - A.F.H.O. - Rome.
Date: 24th February, 1947.
Ref.: 6041.

Subject: Position of "Mola di Bari" shipping.

Several owners of the shipping which tied up at the "Mola di Bari" after the 8th September 1944, have asked for the assistance of this Association to obtain their return.

The above shipping is at present in various harbours of the Puglia coast at the disposal of the I.M.A.S. and we understand that the Italian Ministry of Mercantile Marine has repeatedly taken up the subject.

The abovementioned craft have already suffered serious damage either through lack of maintenance or through the damage received in their abandoned state up to the present.

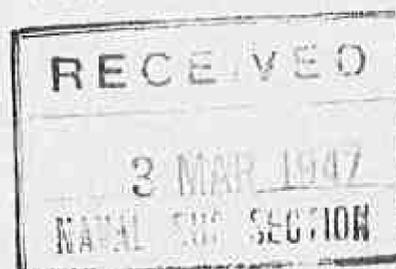
Some of the craft could easily be reconditioned and used for fishing and for seatraffic.

This Association is therefore approaching the N.S.S., hoping that the owners concerned, who have already been hard hit by the war, may have their vessels returned and thus be able to resume their activities, which have been interrupted for years, with the obvious economic consequences.

The Chief of the Mediterranean Section

(Sgd). Renato Ferroni.

936



JLF/C
3.

1258

1
Allied Force Headquarters
ITALIAN NAVAL BRANCH
AFO 794

2 July 1947

IRM-11/N/

Subject: SS STAMIRA.
To: THE SOCIETA' FIUMANA DI NAVIGAZIONE.
Reference: (a) Italian Naval Branch, Allied Force Headquarters ltr.
No. IRM-11/N/132 of 12 May 1947.

1. Further to reference (a), information has been received from the British Embassy to the effect that a decision has now been reached by the Foreign Office in London regarding the future disposal of SS STAMIRA.

2. The British Foreign Office take the view that the Greek Government should be asked to return the vessel to the Italian Government in accordance with the terms of the undertaking given by the Greek Government at the time of the ship's allocation to Greece. The American State Department's agreement has therefore been sought in this connection, since the vessel was originally allocated to Greece by the Supreme Allied Commander, Mediterranean and the Greek undertaking is expressed to be made to the Governments of the United Kingdom and the United States jointly.

H
2/7

3. Observing therefore, that negotiations appear to be proceeding favourably, it is considered that no useful purpose will be served by the further intervention of this Branch, and it is accordingly recommended that any further enquiries on this matter be addressed to the First Secretary (Commercial), British Embassy, Rome.

(Sgd) G. L. WARREN

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

932

British Embassy,
ROME.

L.770.
402/56/47 cd.
JOM/VGB.

28th June, 1947.

To: Lt/Comm. Simpson-Jones,
c/o Flag Officer Liaison,
Via Veneto, Rome.

From: Mr. J.O. May,
First Secretary (Commercial).

.....
With reference to our telephone conversation, I enclose
herewith copy of a letter dated 12th June from the Foreign
Office, with enclosure, regarding the s.s. "Stamira".

D. E. Backhouse
(for J.O. MAY)

RECEIVED
1 - JUL 1947
HEADQUARTERS
NAVAL BRANCH, AFHQ.

934

1260

COPY

Foreign Office, S.S.I.

W. 3703/492/49
Confidential

11th June, 1947.

Dear General Economic Department,

In October 1944, the Royal Navy intercepted a vessel then known as "S.S. Freiburg" in the Mediterranean where she was in use by the Germans as a hospital ship. She was taken to Malta as there was some doubt as to whether she was being used strictly in accordance with International Red Cross Regulations. After enquiries, however, the British Authorities concerned were satisfied on this point and agreed to hand her back to the Germans.

2. Following the capitulation of Germany the vessel again came into the hands of the British Authorities, flying the German flag and with a German crew. To meet an urgent need by the Greek Government for a small passenger vessel for the transport of troops, the British Authorities agreed with their United States colleagues to allocate her to the Greek Government. This was done after the Greek Government had given an undertaking in respect of her, the terms of which are contained in a letter from the Greek Embassy, a copy of which is enclosed. Presumably the State Department received a similar undertaking. She was handed over to the Greek Authorities in August 1945 and renamed by them the "Piraeus".

3. Since that date the Italian Government have made enquiries as to the present status of this vessel. We have recently been provided with information which convinces us that she is an Italian ship, the "Stamira", and was originally on charter to the Germans. During the period she was on German service, the Italian Authorities received hire for her and her ownership never changed. We therefore take the view that we should now ask for her to be handed back by the Greek Government in accordance with the terms of the undertaking in order that she may be returned to the Italian Government.

General Economic Department,
British Embassy,
Washington.

/s/

933

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As however she was originally handed over to the Greeks by the Supreme Allied Commander, Mediterranean, and as the Greek undertaking is expressed to be made to His Majesty's Government and the Government of the United States jointly, we would be glad to know whether the State Department agree to this course of action, and whether they are now prepared to joint with us in asking the Greek Government for early re-delivery of the vessel to S.A.C.M.E.D. in accordance with the terms of the Greek undertaking.

Yours ever,

GENERAL DEPARTMENT.

COPY

No. 5023/0/45.

Ambassade Royale de France,
51, Upper Brook Street, W.1.

5th July, 1945.

Sir,

I have been instructed by my Government to state that, in consideration of the Supreme Allied Commander in Chief (Mediterranean Area) handing over to them the Freiburg ex Steaira now lying at Bari for manning and operating for account and at the risk of my Government, they hereby agree:-

1. to indemnify his Britannic Majesty's Government and the Government of the United States of America against any claim of whatever nature in relation to the said vessel which may at any time be made against them or any of their departments, agencies, officers or servants; and
2. if so required by either of the said Governments at any time in connection with the final disposition of excess tonnage, to return the said vessel to the said Governments of their nominees.

I have the honour to be,
Sir,
Your obedient servant,

(sgl) J. ROMANOS.

The Rt. Hon. Lord Leathers,
Minister of War Transport,
Berkeley Square House, W.1.

1263

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11/N/132

12 May 1947

Subject: SS STAMIRA.

To: SOCIETA' FIUMANA DI NAVIGAZIONE.
(Attention: Signor A. d'Urso)

Reference: (a) Societa' Fiumana di Navigazione ltr. dated 15 February 1947.

1. A communication has been received from the British Ministry of Transport, Foreign Shipping Relations Division, to the effect that the future disposal of subject vessel is under active consideration by the Foreign Office in London. It is explained that the Foreign Office is fully aware of the circumstances which caused the vessel to be under the control of the Germans; but that the fact that she was flying the German flag at the time she came into the possession of the Allied Authorities raises a legal problem which has not yet been resolved.

2. It is desired that this matter be now placed on a diplomatic level. You are therefore informed that you should send an official request for action to the Italian Government in order that the British Foreign Office can inform them direct of the final decision taken in this matter.

130934/5

(Sgd) G. L. WARREN
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

931

*Various correspondence in
SC files - IRM-11.*

14 MAY 1947

1264

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 724

IRM-11/N/132

12 May 1947

Subject: SS SEAMINA.

To: SOCIETA' FIUMANA DI NAVIGAZIONE.
(Attention: Signor A. d'Urso)

Reference: (a) Societa' Fiumana di Navigazione ltr. dated 15 February 1947.

1. A communication has been received from the British Ministry of Transport, Foreign Shipping Relations Division, to the effect that the future disposal of subject vessel is under active consideration by the Foreign Office in London. It is explained that the Foreign Office is fully aware of the circumstances which caused the vessel to be under the control of the Germans; but that the fact that she was flying the German flag at the time she came into the possession of the Allied Authorities raises a legal problem which has not yet been resolved.

2. It is desired that this matter be now placed on a diplomatic level. You are therefore informed that you should send an official request for action to the Italian Government in order that the British Foreign Office can inform them direct of the final decision taken in this matter.

130934/5
JTB

(Sgd) G. L. WARREN 931
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

*Previous correspondence in
NSC files - 150-11.*

14 MAY 1947

M. 1841/47.

28 April,

Whitchell 9000.
extension 500.

The Commander-in-Chief, Mediterranean.

Copy to: The Director,
Italian Navy Branch,
Allied Forces Headquarters.

In reply to your submission No. 863/235.47/1852/24/3 of the 30th March I am to inform you that the future of the s.s. "SEALINA" is under discussion between the Foreign Office, the Ministry of Transport and the Italian representative in London.

BY COMMAND OF THEIR LORDSHIPS.

P. N. N. SYMONS

6000/102.

RECEIVED
20 MAY 1947 - 380

AD 20

BRITISH MINISTRY OF TRANSPORT

A.P.O. S. 551 C.M.F.
25. CORSO D'ITALIA, ROMA

Telegrams: Shipminder, Rome.

Tel. 843041 Ext-37

" 843046 -7-91
" 843045

17th April, 1947.

Ref: GAB/1669/47

To: Director,
Italian Naval Branch,
Allied Force Headquarters,
A.P.O. 794.

From: British Ministry of Transport Representative (Italian Area),
Rome.

Subject: S.S. "STAMIRA".

We refer to your letter (IRM-11/N/16) of 26th March, 1947, and we give below extract from communication received from the British Ministry of Transport, Foreign Shipping Relations Division, London, for your information:-

"The Foreign Office is fully aware of the circumstances
"under which the vessel was under the control of the
"Germans, but we are not certain of the attitude that
"will be adopted on the question of the nationality of
"the vessel, as the fact remains that at the time she
"came into possession of the Allied authorities she was
"flying the German flag.
"On the 17th March, Signor Alessandro d'Urso called at
"this office with Pallister, of the Italian General Shipping
"Limited. At this interview it was apparent that the Owners
"were not so much concerned about the return of the ship as
"they were of obtaining a statement from the Ministry to the
"effect that we were satisfied that the vessel was Italian
"and subject to the terms of the Cunningham-De Courten
"Agreement.
"Such a statement would, we are told, enable the Owners to
"claim compensation from the Italian Government.
"As stated, we are awaiting advice from the Foreign Office
"but, in any event, we should not be prepared to give such
"a statement direct to the Owners.
"In a case such as this, it is for the Owners to take up the
"matter of the vessel's status with the Italian Government,
"and for that Government to put forward a request for the
"information through the usual channels.

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RECEIVED
18 APR 1947
ITALIAN
NAVAL BRANCH. AFHQ.

/ "You

"You should inform the Naval Sub-Commission accordingly.
"It is possible that by this time the Owners will already have
"been informed of the action they should take by their Agents."

C. N. Burnett

C. N. BURNETT.

for British Ministry of Transport Representative
(Italian Area).

1268

Commander-in-Chief, Mediterranean.

No. 843

Med. 47/1352/24/3

Date 30th March, 1947.

Subject

S.S. "SEAVIRA" (EX "PERIMIER") RENAMED S.S. "PYRAMUS".

Formers

Enclosures

Director, Naval Sub-Section, Italian Military Affairs Section's letter No. IM-11/N/94 dated 6th March, 1947 and enclosures thereto.

The Secretary of the Admiralty

(Copy to:-
Director, Italian Navy Branch,
Allied Force Headquarters.)

924

Forwarded for the consideration of Their Lordships. An early ruling as to this ship's future would be of assistance to the Italian Navy Section of Allied Force Headquarters.

S.S. "STANTIRA" (ex "WANDERING") RENAMED S.S. "PYRALIS"

Papers

Enclosures

Director, Naval Sub-Section, Italian Military Affairs Section's letter No. IM-11/W/94 dated 6th March, 1947 and enclosures thereto.

The Secretary of the Admiralty

(Copy to:-
Director, Italian Navy Branch,
Allied Force Headquarters.)

Forwarded for the consideration of Their Lordships. An early ruling as to this ship's future would be of assistance to the Italian Navy Section of Allied Force Headquarters.

Sgd. P.S. SMITH

for ADMIRAL

RECEIVED
13 APR 1947
NAVAL BRANCH AFHQ

1269

1270

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11/W/ 16

26 March 1947

Subject: SS STAMIRA.

To: BRITISH MINISTRY OF TRANSPORT REPRESENTATIVE
(ITALIAN AREA), ROME.

Reference: (a) Naval Sub-Section letter IRM-11/W/117 of 11th March 1947.

Enclosure: (A) Copy of letter from Societa' Fiumana di Navigazione of 15th February 1947.
(B) Documents relating to SS STAMIRA.

1. Herewith is forwarded as requested a further copy of the letter sent as enclosure (A) with my reference (a), as well as other documents which have come to hand since that letter was written. It would be appreciated if any of them which you consider of interest, may be forwarded to London.

(Sgd) G. L. WARREN
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH

927

27 MAR 1947

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*Previous correspondence in
Vol file IRN-11.*

12711

11 March 1947.

IRM-11/N/117

From: Naval Sub-Section, Italian Military Affairs Section.
To: British Ministry of Transport Representative (Italian Area).

Subject: SS PIRELS (EX PIRAEUS, EX FREIBURG, EX STAMIRA).

Reference: (a) British Ministry of Transport Representative letter
GAE/1474/47 of 5th March 1947.
(b) Naval Sub-Section letter IRM-11(1)/N/45 of 18th
February 1947.

Enclosure: (A) Copy of translation of letter from Societa' Fiumana di
Navigazione dated 15th February 1947.
(B) Two photostat copies of German requisitioning form,
and Ministry of Mercantile Marine letter 1559 dated
30th September 1944.

1. This authority is satisfied that the subject vessel remained Italian although requisitioned by the Germans and sailing under the German flag as a hospital ship.

2. A copy of a letter from the Societa' Fiumana di Navigazione dated 15th February 1947 is forwarded as enclosure (A). This sets out in considerable detail all the facts of the matter. Enclosure (B) are photostats of the German requisitioning form and a letter from the Italian Ministry of Mercantile Marine to the owners.

3. Any further information required will be readily forwarded and it is hoped that an early decision may be reached.

(Sgd) G. L. WARREN

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

Review correspondence in

YSC file IRN-11

11/16 25/3

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13 MAR 1947

BRITISH MINISTRY OF TRANSPORT
A.P.O. S. 551 C.M.F.

Telegrams: Shipminder, Rome.
Tel. 843041 Ext. 37

5th March, 1947.

Ref: GAP/1474/47

CONFIDENTIAL.

To: Director, Naval Sub-Section, Italian Military Affairs Section, A.P.H.Q.

From: British Ministry of Transport Representative (Italian Area), Rome.

Subject: S.S. "PIRELLA" (EX "DIRAEUS", EX "FREIBURG", EX "STAMIRA").

Reference: Naval Sub-Section, I.M.A.S., letter dated 18th February, 1947
(IRN-11(1)/N/45).

The request contained in the letter under reference was sent to the Ministry of Transport, London.

The Ministry have asked me by telegram whether the Italian Authorities have furnished the Naval Sub-Section, I.M.A.S., with clear evidence showing the vessel was, in fact, Italian whilst flying the German flag.

It would be appreciated if you would help me, kindly, to answer this enquiry.

For information, attached are

- (i) extracts from the Minutes of Meetings of the Mediterranean Shipping Board (MEDBO);
- (ii) copy of letter from the Direzione Generale della Marina Mercantile, dated 7th November, 1946 (No. 13485), addressed to MEDBO;
- (iii) copy of letter from the Direzione Generale della Marina Mercantile, dated 14th February, 1947 (No. 3460), addressed to the British Ministry of Transport, Rome.

The information contained in enclosures (i), (ii) and (iii) above is in the possession of the Ministry of Transport, London.

G. A. Bell
G. A. BELL.

British Ministry of Transport Representative
(Italian Area).

RECEIVED

7 MAR 1947

NAVAL SUB-SECTION

EXTRACTS FROM MEDITERRANEAN SHIPPING BOARD MINUTE ON SUBJECT OF
S.S. "PIREFFS" (EX "FREIBURG", (EX "STAMIRA")

MEETING NO. 85 - 31.10.44 - MINUTE 1429.

"FREIBURG". The case of this German hospital carrier which had been taken into custody was mentioned by Commodore Brock, who requested that she be allocated to the hospital carrier pool if she were deemed a "Prize." There was some doubt as to whether this could be the case, and Commander Davies said that C.-in-C. Med. had the whole question in hand.

MEETING NO. 87 - 14.11.44 - MINUTE 1475.

"FREIBURG". (Ref. 1429) The question of obtaining a crew for this ex-German hospital carrier was raised by Commander Maclean, for the prize crew presently on board were to remain for about three weeks. The Chairman stated he had already requested London for men to be sent out and would endeavour to ascertain when they were due to arrive. Before she could be put into service Lt.-Cmdr. Sturt said that she would need examination and drydocking, which could be carried out at Taranto.

MEETING NO. 90 - 5.12.44 - MINUTE 1548.

"FREIBURG" and "EON". (Ref. 1475 and 1539) A signal from F.O.T.A.L.I. saying that as there appeared to be no immediate requirement for either of these ex-German hospital carriers he requested ship caretakers be provided to release the Prize crews who had been on board over a month, was quoted by Colonel Greenhill. He stated that both vessels were needed, and their employment had already been asked for. As regards "FREIBURG," Sea Transport had asked M.W.F. for a crew, and the Chairman reported that officers and engineers were being flown out, while a local crew was being provided to take the vessel to the M.E., where she was to re-fit and drydock. When it was known in what waters "EON" was to sail, a crew for her would also be supplied. Lt.-Cmdr. Sturt felt the latter vessel could not be used as a hospital carrier, as there would be insufficient accommodation if she were fitted to normal standards and she could only sail in sheltered waters.

MEETING NO. 94 - 9.1.45 - MINUTE 1637.

"FREIBURG" and "EON". (Ref. 1548 and 1572) Work on the former vessel had been discontinued on D. of S.F.'s instructions, and Captain Williams said officers for "EON" had been requested.

MEETING NO. 118 - 26.6.45 - MINUTE 2168.

.....

It was proposed that the German hospital ship "FREIBURG," ex-Italian "STAMIRA" (vide Minute 1637) should be chartered to the Greeks, and the

MEETING NO. 87 - 14.11.44 - MINUTE 1475.

"PREIBURG". (Ref. 1429) The question of obtaining a crew for this ex-German hospital carrier was raised by Commander MacLean, for the prize crew presently on board were to remain for about three weeks. The Chairman stated he had already requested London for men to be sent out and would endeavour to ascertain when they were due to arrive. Before she could be put into service Lt.-Cmdr. Sturt said that she would need examination and drydocking, which could be carried out at Taranto.

MEETING NO. 90 - 5.12.44 - MINUTE 1648.

"PREIBURG" and "BONN". (Ref. 1475 and 1529) A signal from P.O.T.A.L.I. saying that as there appeared to be no immediate requirement for either of these ex-German hospital carriers he requested ship caretakers be provided to release the Prize crews who had been on board over a month, was quoted by Colonel Greenhill. He stated that both vessels were needed, and their employment had already been asked for. As regards "PREIBURG," Sea Transport had asked U.W.F. for a crew, and the Chairman reported that officers and engineers were being flown out, while a local crew was being provided to take the vessel to the M.E., where she was to re-fit and drydock. When it was known in what waters "BONN" was to sail, a crew for her would also be supplied. Lt.-Cmdr. Sturt felt the latter vessel could not be used as a hospital carrier, as there would be insufficient accommodation if she were fitted to normal standards and she could only sail in sheltered waters.

MEETING NO. 94 - 9.1.45 - MINUTE 1657.

"PREIBURG" and "BONN". (Ref. 1548 and 1572) Work on the former vessel had been discontinued on D. of S.F.'s instructions, and Captain Williams said officers for "BONN" had been requested,

MEETING NO. 118 - 26.6.45 - MINUTE 2168.

.....

It was proposed that the German hospital ship "PREIBURG," ex-Italian "STAMIRA" (vide Minute 1637) should be chartered to the Greeks, and the Chairman therefore suggested that a Greek crew be provided and the vessel used to carry supplies to Greece and return with personnel, but Colonel Ackerley stated that British troops could only be carried in ships under Sea Transport control. The Chairman was, however, of the opinion that ships under the Italian flag should be used to lift displaced persons and troops between Greece and Italy, and that the possibility should be examined.

COPPIA

Roma, 7 Novembre, 1945.

MINISTERO DELLA MARINA

Direzione Generale
della Marina MercantileDivisione III Nav. Sez. I
Prot. N. 12485MEDRO
Corso d'Italia 25
ROMA

OGGETTO : P/fo italiano "STAMIRA"

Dalla Sottocommissione navale della Commissione Alleata e' pervenuta notizia che il P/fo "STAMIRA" - tonn. s.l. 1462 - della Societa' Fianco di Assicurazione e' stato consegnato al Governo Greco per ordine della Autorita' di Londra.

La stessa Sottocommissione comunica inoltre di non poter prendere impegno con certezza che la nave venga restituita all'Italia alla fine del suo attuale servizio.

Lo "STAMIRA", dopo l'8 settembre 1943, fu impiegato dai tedeschi come nave ospedale e col nome di "Freiburg". All'atto della resa delle forze germaniche in Italia trovavasi a Trieste, donde parti' per Bari.

Detta nave avrebbe dovuto essere restituita all'Italia, in armonia con gli accordi intervenuti con le Autorita' Alleate, in base ai quali le navi trovate nei porti dell'Italia del Nord, sono considerate di proprieta' italiana. Lo "Stamira" inoltre era stato chiesto in sede particolare, dovendo essere destinato al collegamento con la Sardegna.

Si prega codesta Autorita' voler fornire cortesemente informazioni sulla sorte della nave in parola.

P. IL MINISTRO
(F.to) Mattioli.

923

COPIA

MINISTERO DELLA MARINA

Roma, 13 febbraio, 1946

Direzione Generale
della Marina Mercantile

AL BRITISH MINISTRY OF WAR TRANSPORT
Corso d'Italia n. 25

Divisione III Sez. 1.
Prot. N. 3460

ROMA

OSSETTO P.f.o italiano "STAMIRA"

URGENTISSIMO

Risposta alla lettera MAR/179/46/R.5 del 13 corrente.

Dalla notizia in possesso di questo Ministero risulta che il P.f.o "STAMIRA", alla data dell'arrestato (8 settembre 1943) trovavasi a Fiume. Il 10 settembre partì da detto porto per Ancona, ove giunse il mattino dell'11 con a bordo militari e famiglie di militari. Impossibilitato a salpare per Taranto, a causa della deficienza di combustibile, il 14 stesso mese fu occupato da personale militare germanico.

Al inizi di ottobre lo "STAMIRA" fu portato a Venezia e sottoposto a lavori di riparazioni e trasformazione per essere utilizzato come nave ospedale, con equipaggio e bandiera tedesca, e col nuovo nome di "STAMIRA".

Nella sua posizione di nave ospedale, il piroscafo fu fermato da unità navali inglesi che, riconosciuta la legittimità e la regolarità della sua missione, lo rilasciarono ai tedeschi.

Nel giugno 1944 la posizione giuridica e amministrativa della nave venne regolarizzata con un verbale di consegna e con la contemporanea alla Società Fiumana di Navigazione, armatrice, da parte delle autorità tedesche, di un consenso di noleggio.

Con l'avvenuta liberazione del Nord Italia, lo "STAMIRA" da Trieste si diresse a Bari.

Successivamente, com'è noto, la nave è stata consegnata al Governo greco dalle autorità di Londra.

Al riguardo stiviamo opportuno richiamare i precedenti dispacci di questo Ministero n. 13485 del 7 novembre 1945 e n. 2294 del 1 corrente.

p. IL MINISTRO
(P.to) Matteini

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1277

6 March 1947.

IRM-11/N/34

From: Naval Sub-Section, Italian Military Affairs Section.
 To: Commander-in-Chief, Mediterranean Station.

Subject: SS STAMPA. (re-named SS PERANUS.)

References: (a) Societa' Fiumana di Navigazione letter of 15th February 1947.
 (b) British Ministry of Transport letter GAB/1384/47 of 12th February 1947.
 (c) Naval Sub-Section letter IRM-11(1)/N/45 of 18th February 1947.
 (d) Ministry of Marine letter 640/MP of 20th February 1947.

1. Copies of all letters referred to above are enclosed. They represent only the last month's correspondence relating to this matter which dates back to September 1945, but by themselves they give a complete picture of the Italian reasons for reclaiming the ship. There would appear to be strong evidence to support their claim. The local representatives of the British Ministry of Transport are of the opinion that a mistake was made in handing her over to the Greeks.

2. However, the main reason for this matter being referred to you is that it has so far been found quite impossible to obtain a decision from the British Ministry of Transport in London, through their representative in Rome.

3. It is therefore requested that you will consider placing the matter before Their Lordships, with a view to pressing the Ministry to give a decision one way or the other without delay, as our inability to give a decisive reply to the Ministry of Marine's repeated representations is proving an embarrassment.

(Sgd) G. L. WARREN
 REAR ADMIRAL,
 DIRECTOR, NAVAL SUB-SECTION, IMAS.

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IRM-11(i)/M/15

18 February 1947

From: Naval Sub-Section, Italian Military Affairs Section.
 To: British Ministry of Transport Representative. (Italian Area)
 Subject: SS FIRELIPS (Ex FREIBURG) (Ex STAMIRA)
 Reference: (a) Navy Sub-Commission letter NSC/5849 of 9 January 1947.
 (b) British Ministry of Transport's GAB/1384/47 of 12 February 1947.

1. With reference to the telegram from London quoted in (b) it will be appreciated that this does not answer the question asked by the original owners and by the Italian Ministry of Mercantile Marine.
2. The text of the Ministry of Transport telegram gives reason to doubt whether they are aware (a) That STAMIRA was Italian before she was German (b) That the only service she did under the German Flag was that of a hospital ship. The remainder of the message gives no clue as to the future disposal of the ship, which is what the Italians want to know most.
3. It is requested therefore that you communicate again with your London Office asking that the information required may be forwarded without delay.

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

18/1642
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20 FEB 1947 020

From: MINISTRY OF MARINE (Cabinet).
To : N.S.S. - I.M.A.S. - A.F.H.Q. - Rome,
and for info.: Ministry of Mercantile Marine (Navigation and
Traffic Section - Div. 1)
Date: 20th February, 1947.
Ref.: 640/UT.

Subject: S.S. STAMIRA.

With reference to your letter No.MSC/5879, dated 20th
January, 1947, the Navy Sub-Section is requested to inform us,
if possible, of the action taken by the British Ministry of
Transport.

The Ministry of Marine, with reference to previous
correspondence on the subject, hopes that the above action will
conform with the point of view which it has repeatedly expressed,
and that the vessel will therefore be returned to the Italian
Flag.

By direction

THE CHIEF OF CABINET.

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DIFESA
Ministero della Marina - Militare

Roma, 20 194

GABINETTO

Ufficio Trattati

INDIRIZZO TELEGRAFICO: MARINA - ROMA

La Sezione Italiana Affari Militari - Sottosezione Navale -

Prot. N. 640/UT

e, per conoscenza:
MINISTERO MARINA MERCANTILE

- Serv. Navigazione e Traffico Div. I

ARGOMENTO: Piroscalo STAMIRA.

Con riferimento al foglio NSC/5879 del 20 gennaio c.a. si prega codesta Sottosezione Navale di voler far conoscere, ove possibile, le determinazioni prese dal Ministero inglese dei Trasporti.

Questo Ministero richiamandosi alla precedente corrispondenza in merito esprime la speranza che tali determinazioni siano conformi al punto di vista che ebbe ripetutamente a esprimere e che pertanto l'unità sia restituita alla bandiera italiana. -

d'ordine

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

918

From: Societa' Fiumana di Navigazione.
To : N.S.S. - I.M.A.S. - A.S.H.Q. - Rome.
Date: 15th February, 1947.

Subject: S.S. STAMIRA - regd. No. Ancona 49.

We acknowledge the receipt of letter No.IRM-11(1)N., dated 14th inst., and inform you of the following

- 1) The S.S. STAMIRA, regd. No. Ancona 49, employed in September 1943, for transport on a temporary loan basis, sailed from Fiume for the South at the announcement of the armistice. Owing to lack of fuel and water, it had to call in at Ancona, where it lay alongside the M/V AMERSA GRITTI of the "Sidama (Soc. Italiana di Armamento di Venezia)", which belonged to the same grant of Companies as the "Fiumana". While the M/V A. GRITTI could depart for the South in accordance with orders from the Government and confirmed by the owners, because of its range, the "STAMIRA", as it could not leave the port, was taken by the Germans who subsequently employed her as a hospital ship.
- 2) The Italian Government of the North meanwhile negotiated with the Germans to regulate the position of Italian merchant shipping taken over by the German forces after the 8th September 1943, and an agreement was reached whereby the ships were recognized as belonging to their owners but the German Authorities - through the Italian Government of the North - would make the formal hire contracts or grant requisition receipts, and provide the necessary compensation. It is considered superfluous to quote the text of the agreements, of which the Allied Authorities will already be in possession. (Circular of the Western Adriatic Interprovincial Shipowners Syndicate Nos.362 - 518 - 1009 - 1510 - 1665 etc.).
- 3) The owners of the "STAMIRA", Societa' Fiumana di Navigazione, through its Trieste Agency, therefore, took steps to regulate the position of the "STAMIRA", and on the 5th June 1944, provided for the prescribed "handing-over report" which was back-dated, on the basis of the above negotiations, to the 12th September, 1943, (Enclosure No.1), and requested the Ministry of Communications - Directorate General of the Mercantile Marine - Interministerial Commission for requisition compensation - for the calculation of compensation which was determined by the same Ministry, in the letter of the 4th Division, No.1559, dated 30th September 1944 (Enclosure No.2)

The enclosures show that the German Authorities requisitioned the S.S. STAMIRA from the Societa' Fiumana, and that compensation was determined for the same ship

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27 FEB 1947
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4) From then on, the S.S. STAMIRA was apparently always used as a hospital ship without interference from the owners, although a number of the crew remained on board at first.

Following the above mentioned agreements, compensation was regularly paid by the German authorities, as appears from the correspondence and documents in our possession.

The company can produce copies of the invoices sent monthly from our Trieste Agency for the S.S. STAMIRA (not Fryburg), from which it appears that on the 3rd March 1945, these invoices were still being made, and were still being regulated until the 31st March 1945, for the S.S. STAMIRA (not Fryburg).

That the German authorities, which had the use of the ship, should have changed its name and should have hoisted the German flag as if the ship was requisitioned, is an act which can not be blamed on the owner, much less alter his lawful rights of possession.

Italy, too, raised that Italian flag on Yugoslav ships requisitioned during the occupation of Dalmatia and changed their names for administrative purposes, but it regularly paid compensation to the owners concerned.

5) At the time of the German collapse and the liberation of the North, the Rumania Co. was informed that the "STAMIRA", under the name of "FRYBURG", flying the German flag and loaded with German troops who did not wish to surrender to the Greeks, had left a Northern port (Trieste?) for Bari where the Allied Authorities took charge of her.

6) The Rumania Co. asked for information on the ship, right from the 14th June 1945, in a letter to the Ministry of Marine (Director General Mercantile Marine) and requested the Ministry to inform the Allies that the ship was Italian and to apply for its release. The Ministry, in letter 6438, dated 6th July 1945, (Director General Mercantile Marine - Div. 3 - Sec. 1), informed the Rumania Co. that it had approached the Allied Authorities for recognition of the "STAMIRA"'s position and for its return to the legitimate owners.

7) Owing to the scarcity of relations between the Italian Authorities and the Allied Commands, similar communications were made personally to the Allied Authorities by the Minister of Marine, Admiral De Courten, and officially by the Cabinet of the Ministry of Marine, and by the Foreign Ministry through our Embassy in London, latterly with the personal interest of Count Serandini.

8) In a subsequent letter, No. 396, dated 14th February 1946, the Ministry of Marine (Inspectorate of Shipping) informed the Rumania Co. that on the 2nd November 1945, it had approached MEDECO on the subject of the "STAMIRA" which had been handed over to the Greeks by order of the British Authorities in London, while in accordance with agreements made with the Allies, the ship's Italian nationality and consequently its legitimate owners should have been recognized,

/since.....

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since it had been in a Northern port at the collapse of the German forces. This letter, apparently, had not been answered, so a copy was again sent to MEDCO on the 1st February 1946, and an answer was requested.

- 9) Following a further hastener made directly by General Matteini, Director General of the Mercantile Marine, to Lt. Bell, Head of the British War Transport, in April 1946, the British Authorities made the following reply:

"To Ministry of Marine - Rome.
26th April 1946.

R. to "Stamira".

The information contained in your letters to which reference is made in your communication dated 22 sp. - Div. III - Ser I n. 8200 was conveyed to the Ministry of Transport, London, who have now informed me that there is no intention at the present time of removing the vessel from her present service with the Greeks. - The Ministry point out that under the Cunningham-De'Courten Agreement, there is no obligation to do so. - P. to H.M.S."

- 10) Following this letter, the "Piumana" asked that Ministry of Marine that the S.S. STAMIRA should be retained in Allied service on the basis of the Cunningham-De Courten agreement, and that so far as it concerned the Italian Authorities regarding ship affected by this agreement, the "STAMIRA" should be considered, for Italian administrative purposes, as "requisitioned", with the consequent compensation made to the Owners.
- 11) For financial reasons, the Ministry of Marine (Maristat), considering that the War Transport's letter did not definitely clarify the "STAMIRA"'s position, demanded a further letter from the R.S.C. in letter 12490, dated 26th July 1946, and received the following reply:
"NSK/5/43, dated 12th September 1946.
From: R.S.C., To: Ministry of Marine - Rome.
Subject: S.S. "STAMIRA" ex Italian S.S. "STAMIRA".
With reference to your letter 12490, dated 26th July 1946,
- i) The R.S.C. does not understand how the letter from the British Ministry of Transport GSE/376/46/3.50 dated 26th April 1946, can imply that the ship in question may be requisitioned by the Italian Navy.
 - ii) The Ministry of Transport's decision, expressed in the letter of the 26th April has the effect that there will be no immediate intention of removing the ship from its present employment by the Greek Government.
- (Sgd). MENTZ.
- (N.B.) - (the first part of the letter seems to be due to a misunderstanding over the term "requisition" used by the Italian Ministry of Marine, as indicate above, for purely office and administrative purposes).

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- 12) As all previous communications regarding the "STAMIRA" had been forwarded by the Ministry of Marine, the Ministry of Mercantile Marine, which in the meantime had become autonomous, whereas it had previously been a Directorate General of the Ministry of Marine, asked R.O.L.I., in letter 188 (Div.3 Sec.4), dated 4th January 1947, to explain the legal position of the S.S. STAMIRA, as well as the probable destination of the ship at the end of its present service. This request was answered by the U.S.C.'s letter which is here answered.
- 13) In view of what has been stated above, we believe that there can be no doubt about the legitimate and recognized Italian ownership of the vessel, despite the fact referred to in paragraph 1 of the U.S.C.'s letter. That the vessel had been taken over during its service as a hospital ship under German requisition, flying the German flag and manned by a German crew, is merely a question of fact, outside the owners' competence and can not establish a right.
- 14) The "Pisana" Company, having brought the above to the notice of the U.S.C., awaits the decision of the Allied Authorities' examination of the facts and the documents supplied, for the decisions referred to in paragraph 2 of the letter which is here answered.

Sincerely yours

(Sgd). "Pisana" Shipping Co.

JLE/C
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Società Fiumana di Navigazione

SOC. PER AZIONI - CAP. L. 20.000.000 - VERSATO - SEDE LEGALE IN ROMA

DIREZIONE GENERALE

Roma 11-15 Febbraio 1947
Via di Porta Pinciana N. 6

Ufficio SEGRETERIA

No. _____

Alla
NAVAL-SUB SECTION, ITALIAN MILITARY AFFAIRS
SECTIONR O M A
=====Piroscalo "STAMIRA" - matricola 49 di Ancona.-Si ha l'onore di accusare ricevuta del foglio No. IRN-11 (1)N.
del 14 corr. e di comunicare in proposito quanto segue : -

- 1) - il p.fo "STAMIRA", matricola n.49 di Ancona, adibito nel settembre 1943 a trasporti in regime di noleggio temporaneo, all'annuncio dell'Armistizio partì da fiume diretto al Sud.-
Per mancanza di combustibile ed acqua, dovette poggiare ad Ancona dove si trovò affiancato alla M/nave "Andrea Gritti" della "Sidarma" - Soc. Italiana di Armamento di Venezia, appartenente allo stesso gruppo armatoriale della "Fiumana".-
Mentre la motonave "A. Gritti" per la sua autonomia poteva ripartire e raggiungere il Sud in base agli ordini generali trasmessi dal Governo e confermati alle proprie unità dai dirigenti del gruppo armatoriale, lo "STAMIRA", non essendo riuscito a mettersi in condizioni di lasciare tempestivamente detto porto, fu fermato ed occupato dai tedeschi i quali successivamente lo utilizzarono come nave ospedale.-
- 2) Il Governo italiano del Nord avviava nel frattempo trattative con le Autorità tedesche per regolarizzare la posizione del naviglio mercantile italiano occupato dalle forze germaniche dopo l'8/9/1943.- Tali trattative si conclusero con un Accordo per il quale le navi venivano riconosciute ai legittimi proprietari, provvedendo le Autorità tedesche - tramite il Governo italiano del Nord - a stipulare formali contratti di noleggio o verbali di requisizione, stabilendone i relativi compensi.-
Si reputa superfluo citare espressamente i testi degli Accordi, nella certezza che la documentazione di quanto sopra è in possesso delle Autorità Alleate (Circolari del Sindacato Interprovinciale degli Armatori dell'Adriatico Occidentale N.ri 362-518-1005-1610-1665 etc.).-
- 3) La proprietaria ed Armatrice dello "STAMIRA", Società Fiumana di Navigazione, tramite la propria Agenzia di Trieste, s'adoperò dopo quanto sopra, per regolarizzare la posizione dello "STAMIRA", provvedendo in data 6/6/1944 a stipulare il prescritto "verbale di consegna" che venne retrodatato, in base agli Accordi sopracitati, al 12-9-1943 (ALLEGATO N. 1), e chiese al Ministero delle Comunicazioni - Direzione Gen.le Marina Mercantile - Commissione Interministeriale Compensi di Requisizione - il calcolo del compenso che venne determinato dallo stesso Ministero, con lettera della Div. IV n. 1559 di data 30/9/1944 (ALLEGATO n.2) .-

Società Fiumana di Navigazione

SOC. PER AZIONI - CAP. L. 20.000.000 VERSATO - SEDE LEGALE IN ROMA

Mod. 3

DIREZIONE GENERALE*Roma*
Via di Porta Pinciana N. 6

Ufficio _____

No. _____

— foglio No. 2 —

Dagli allegati risulta che le Autorità tedesche presero in consegna dalla Società Fiumana il piroscafo "STAMIRA" e che il compenso fu determinato per il piroscafo "STAMIRA".-

- 4) - Da allora il piroscafo "STAMIRA", per quanto risulta, fu sempre adibito a nave-ospedale, senza alcuna ingerenza della Armatrice nella gestione del medesimo per quanto in un primo tempo fosse rimasto a bordo parte dell'equipaggio che vi si trovava al momento dell'occupazione.-

In seguito agli Accordi sopra ricordati sono stati versati regolarmente dalle Autorità germaniche i compensi stabiliti in sede Ministeriale, come risulta dalla corrispondenza e dai documenti contabili in nostro possesso.-

La Società può esibire le copie delle fatture rimesse mensilmente dalla nostra Agenzia di Trieste per il piroscafo "STAMIRA" (e non Fryburg),- dalle quali risulta che ancora in data 3 - 3 - 1945 tali fatture erano compilate - e furono regolate fino al 31 marzo 1945 - per il piroscafo "STAMIRA" (e non "Fryburg").-

Che le Autorità tedesche, le quali ne avevano l'uso, abbiano cambiato il nominativo della nave e vi abbiano innalzato, come su nave requisita, bandiera tedesca, è un atto di arbitrio e di imperio che non può imputarsi all'Armatore e tanto meno alterare la posizione giuridica di un legittimo possesso.-

A puro titolo informativo la scrivente ricorda che anche l'Italia su navi jugoslave requisite durante l'occupazione della Dalmazia, innalzò bandiera italiana e ne mutò per uso amministrativo i nominativi, senza per questo rendere o pretendere di rendere tali navi di diritto italiane e pagò regolarmente i compensi di requisizione ai relativi proprietari.-

- 5) - Alla data del crollo del fronte tedesco e della liberazione delle regioni del Nord è risultato alla "Fiumana" che lo "STAMIRA", col nominativo di "Fryburg" e con bandiera germanica, carico di ufficiali e truppa tedesca che non voleva arrendersi ai croati, si era diretto da un porto del Nord (Trieste ?) a Bari dove era stato preso in consegna dalle Autorità Alleate.-
- 6) - La Società Fiumana fin dal 14/6/1945 con lettera diretta al Ministero della Marina - Dir.Gen.Marina Mercantile - Div.Naviglio - chiedeva no-

Società Fiumana di Navigazione

SOC. PER AZIONI - CAP. L. 20.000.000 VERSATO - SEDE LEGALE IN ROMA

DIREZIONE GENERALE*Roma*
Via di Porta Pinciana N. 6

Ufficio _____

No. _____

-- foglio No. 3 --

tizie ufficiali della nave e pregava il Ministero di precisare agli Alleati che si trattava di nave italiana, cercando di ottenerne la restituzione.- Il Ministero, con suo foglio No. 6488 in data 6/7/1945 - Dir. Gen. Marina Mercantile - Div. 3^a - Sez. I^a, informava la "Fiumana" di aver provveduto presso le Autorità Alleate perché fosse riconosciuta la posizione dello "STAMIRA" e la nave restituita al legittimo proprietario.-

- 7) - Nella empiria e precarietà dei rapporti allora esistenti fra le Amministrazioni italiane e i Comandò Alleatò, analoghe comunicazioni venivano fatte alle Autorità Alleate personalmente dal Ministro della Marina, Ammiraglio De'Courten, e ufficialmente dall'Ufficio Trattati del Gabinetto del Ministero della Marina e dal Ministero degli Esteri, tramite la nostra Ambasciata di Londra, con personale interessamento di S.E. il Conte Carandini, in un secondo tempo.-
- 8) - Con successivo foglio No. 396 in data 14/2/1946 il Ministero della Marina - Ispettorato dei Servizi Marittimi - precisava alla "Fiumana" che, in data 7-11-1945 con il foglio N. 13485 il Ministero aveva interessato il MEDBO circa la questione del P.fo "STAMIRA" consegnato ai greci per ordine delle Autorità inglesi di Londra, mentre in base agli Accordi intercorsi con gli Alleati, la nave avrebbe dovuto essere riconosciuta all'Italia e di conseguenza al legittimo proprietario, dato che si trovava in un porto del Nord al momento del crollo delle forze germaniche.- Proseguiva informando che, non avendo ricevuto risposta a quanto segnalato, in data 1-2-1946 aveva inviato al MEDBO copia della lettera precedentemente indirizzatagli chiedendo cortese riscontro.-
- 9) - Ad una ulteriore sollecitazione presentata direttamente dal Generale Matteini, Direttore Generale della Marina Mercantile, a Mister Bell, Capo del British War Transport, nell'Aprile del 1946, le Autorità Inglese rispondevano con la seguente lettera : -
- 26/4/1946
- " AL MINISTERO DELLA MARINA - ROMA

P.fo "Stamira".-

The information contained in your letters to which reference is made in your communication dated 22 ap. - Div. III^a - Sez. I^a n. 8200 was conveyed to the Ministry of Transport, London, who have now informed me that there is no intention at the present time of removing the vessel from her present service with the Greeks.- The

Società Fiumana di Navigazione

SOC. PER AZIONI - CAP. L. 20.000.000 VERSATO - SEDE LEGALE IN ROMA

DIREZIONE GENERALE*Roma*

Via di Porta Pinciana N. 6

Ufficio

— foglio No. 4 —

No.

Ministry point out that under the Cunningham-De'Courten Agreement, there is no obligation to do so.- f.to BELL ""

- 10) - Dopo tale comunicazione la Società "Fiumana" chiese al Ministero della Marina che il piroscafo "STAMIRA" fosse ritenuto al servizio degli Alleati in base all'Accordo Cunningham-De'Courten e che per quanto stabilito dalle Autorità italiane per le navi rientranti in detto Accordo, lo "STAMIRA" fosse considerato ai fini amministrativi italiani in regime di "requisizione" con la conseguente corresponsione alla Società Armatrice del relativo compenso.-
- 11) - Per ragioni fiscali il Ministero della Marina - Maristat - considerando che la lettera del War Transport non chiarisse definitivamente la posizione dello "STAMIRA" sollecitò col foglio n. 12490 del 26/7/1946 una ulteriore comunicazione dalla Sottocommissione Navale Alleata,ricevendone la seguente risposta: -
- "" Foglio N/S/C n.5418 in data 12-9-46
da Sottocommissione Navale a Ministero Marina - Roma
- Argomento: P.fo "Fryburg" ex piroscafo italiano "STAMIRA"
riferimento lettera Ministero Marina-Maristat 12490 dd.26/7/46
- 1) La Sottocommissione Navale non può comprendere come la lettera del Ministero dei Trasporti Britannici GAB/396/46/R.50 del 26/4 implichi che la nave in oggetto possa essere requisita dalla Marina italiana.-
 - 2) Attualmente la decisione espressa nella lettera del 26/4 dal Ministro dei Trasporti seguita ad avere effetto,ossia che non vi è alcuna immediata intenzione di rimandare la nave dal suo servizio con il Governo greco.- F.to MENTZ ""
- (N.B. - La prima parte della comunicazione pare dovuta ad equivoco per il termine "requisizione" adoperato dal Ministero italiano,come sopra indicato,a puri scopi fiscali di regolamento interno ed amministrativo.)
- 12) - Poiché tutte le precedenti comunicazioni relative allo "STAMIRA" ~~sono~~ state inoltrate dal Ministero della Marina,il Ministero della Marina Mercantile - diventato nel frattempo autonomo mentre prima era semplice Direzione Generale del Ministero della Marina - con suo foglio N. 188 - Div. III^a - Sez. I^a - in data 4/1/1947 chiede al F.O.L.I. di precisare la posizione giuridica del piroscafo "STAMIRA" nonché la probabile destinazione della nave al termine dell'attuale impiego.-
- A tale richiesta risponde ora il foglio della Naval Sub-Commission al quale si

Società Fiumana di Navigazione

SOC. PER AZIONI - CAP. L. 20.000.000 VERSATO - SEDE LEGALE IN ROMA

DIREZIONE GENERALE*Roma*
Via di Porta Pinciana N. 6

Ufficio

No.

— foglio No. 5 —

ha l'onore di rispondere.—

13) - Per quanto sopra esposto e documentato pare alla scrivente che nessun dubbio possa sussistere sulla legittima e riconosciuta proprietà italiana della nave, nonostante il fatto al quale si riferisce il paragrafo 1°) della comunicazione di cotesta Naval Sub-Section.—

Che la nave sia stata fermata durante il servizio ospedaliero che essa eseguiva in regime di requisizione tedesca, con bandiera germanica e equipaggio germanico non stabilisce che una situazione di fatto, indipendente dal volere e dalla possibilità dell'Armatrice e non può stabilire presunzione o tanto meno dimostrazione di diritto.—

14) - La Società Fiumana, dopo aver portato quanto sopra a conoscenza di cotesta Naval Sub-Section, attende serenamente che le Autorità Alleate esaminino i dati e i documenti forniti per quelle ulteriori decisioni alle quali si riferisce il paragrafo 2°) del foglio al quale si risponde, sicura che l'illuminato ed equanime giudizio di detta Autorità non potrà non convenire con quanto da essa sostenuto.—

Con osservanza.

SOCIETÀ FIUMANA DI NAVIGAZIONE

ALLEGATI : No. 2

1290

IRM-11(1)/S/

14 February 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
 To: Societa' Piumana di Navigazione, Rome.
 (For the attention of Signor Alessandro d'Urso).
 Subject: S.S. Stamira.

1. A reply has now been received from the British Ministry of Transport to the effect that the subject vessel was twice captured by the British Navy while flying the German flag and that she was German manned. The message further states that the Greek Government is under obligation to return the ship to the British or American Government if requested to do so.
2. As this reply does not fully answer the questions placed by you, a letter requesting further information has been sent to the Ministry of Transport.

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

*This ltr. was sent out by Lt. Cdr. [unclear] [unclear]
 without processing through file room. Thus
 it does not carry a serial number.*

908

BRITISH MINISTRY OF TRANSPORT
A.P.O. S. 551 C.M.F.

Telegrams: Shipminder, Rome.
Tel. 843041 Ext. 37

12th February, 1947.

Ref: GAB/1384/47

To: Italian Military Affairs Section (Naval Sub-Section),
A.F.H.Q.,
C.M.F.

From: British Ministry of Transport Representative (Italian Area),
Rome.

Subject: S.S. "PIREEFS" (EX "FREIBURG") (EX "STAMIRA").

Reference letter from H.Q. A.C., Navy Sub-Commission, dated
9th January, 1947 (NSC/5849).

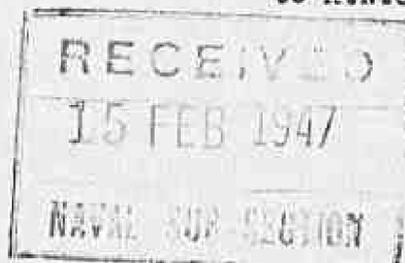
The request contained in paragraph 2 of the letter from the
Ministry of Mercantile Marine to F.O.L.I. dated 4th January, 1947
(No. 188), was referred to the Ministry of Transport, London, who
have replied as follows (their reference London MAST 471):-

"THE S.S. 'FREIBURG' EX S.S. 'STAMIRA' WAS TWICE CAPTURED
"BY THE ROYAL NAVY FLYING THE GERMAN FLAG AND WAS ONCE
"GERMAN. THE GREEKS ARE UNDER OBLIGATION TO RETURN HER
"TO THE U.S. AND U.K. IF EITHER GOVERNMENT SO REQUIRES."

In this connection, I would refer to my letter dated 9th August,
1946 (GAB/735/46/R.G.) to the Navy Sub-Commission.

Further information in respect of this vessel is contained in

Signal from R.N.O. Bari - 021722B August (1945) - to
C.-in-C. Med., repeated F.O.I.L.
Signal from C.-in-C. Med.(70) - 021805B August (1945) -
to R.N.O. Bari, repeated M.W.T.R. Med., M.W.T.R. Bari.



G. A. Bell
G. A. BELL.

907

British Ministry of Transport Representative (Italian Area).

1292

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-11/W/ 31

16 April 1947

Sir,

With reference to your letter dated 23rd March 1947 from Palermo, regarding the return of your schooner "GILFREDO", the matter has been represented to me by the Italian Ministry of Mercantile Marine who have been informed that the vessel should now be considered lost, and have accordingly been provided with the necessary certificates in order to secure fair compensation for you.

It is recommended therefore, that you approach the Ministry of Mercantile Marine as soon as possible, with a view to obtaining the early settlement of your case.

Yours faithfully,

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

Mr. Mulo' Rocco,
Via Sperono, vico d'Anna 12,
Gela, Sicily.

*Previous correspondence
in NSC file IRN-11
(No. 156)*

17 APR 1947

906

1223



ISIDORO VITTORIO MELI

Agenzia Marittima - R. mandataria

*Armatamento - Gestione
Compra-vendita Navi
Noleggi
Trasporti - Spedizioni
Imbarchi - Scarchi - Assicurazioni*

Palermo, March the 23rd, 1947

To:
ALLIED NAVAL COMMANDING

CASERTA

PALERMO - via M. Stabile, 134
Telefoni: 14210-12425-18838 (n)

AGENZIE:

ROMA - via dei Sabini, 7 - telef. 00970
NAPOLI - via Filareo, 21 - telef. 22101

I above ship owner, MULE' ROCCO from Gela, Sicily, want tell:

August the 8th. 1943, on the Syracuse Harbor, my only schooner was taken delivery from me, by the SSTO Syracuse. The Italian crew was put out, and took their place the British crew. This schooner "GILFREDO" named, is of the P. Empedocle Marine Department, on the 497 Serial Number, gross tonnage 66 Tons, net tonnage 34,24 Tons, Italian CO.GE.NA. N. 39

February 1944 the british navy gave me to the slaves my schooner so the british crew was substitute by the slaves crew (Jugoslavia). My schooner still is on the slave hands.

Somebody told me that "Gilfredo" was seen in Spalata, December the 22nd. 1946.

So the war is over, I beg to inform you that I need my schooner urgentely, because I am a father of mighth sons, I have not work, from two years til' now, I sold all I had before to fooding my big family.

I guess my information willbe satisfactory to locate my positions' schooner, and while I waiting for kind reply please, accept my best tanks.



Sincerely yours

M. Rocco
MULE' ROCCO 905
Via Sperone, vico d'Anna 12
GELA, Sicily

P.S. = I enclude hereby the picture of the Naval message from Lt. A. Gallegos R.N.V.R.

1294

S 1320

(OV180) WL 1039/ETWA, SOCM Page 7/OL II & S. Ltd. II-9306

NAVAL MESSAGE.

For use in Signal Department only						
Originator's Instructions (Indication of Priority, Intercept Group, etc.)	Codress/Plaindress	No. of Groups				
TO: <i>Signor Nucleo Rocco, Syracuse</i>			FROM: <i>Lt. A. Gallegos R.N.V.R.</i>			
W R I T E	M A C H I N E	S E C R E T	C O D E	G R O U P	P A G E	
					5	
					10	
					15	
					20	
					25	
					30	
					35	
					40	
<p><i>This is to certify that I am today taking delivery of the Auxiliary Schooner "Giffredo" in accordance with certificate from S.S.T.O. Syracuse dated 8th August 1943.</i></p> <p><i>Claim for compensation will have to be put in by you to the Claims Commission.</i></p> <p style="text-align: right;"><i>A Gallegos Lt. R.N.V.R.</i></p> <p style="text-align: right;"><i>for S. Topographical Unit</i></p>						
System	P/L Code or Cipher	Time of Receipt	Time of Despatch	Operator	F.O.O.W.	Date
						<i>10/18/43</i>

1295

3 March 1947

IN-41/W/77

From: Naval Sub-Section, Italian Military Affairs Section.
 To: The Ministry of Mercantile Marine.
 Subject: Schooner GILFREDO.
 Reference: (a) Ministry of Mercantile Marine's ltr. 36285 dated 13 November 1946.
 (b) Navy Sub-Commission, Allied Commission's ltr. NSC/5871 dated 15 January 1947.

1. In reply to reference (a) and in continuation of reference (b), it is regretted that the exhaustive enquiries which have been made in Jugoslavia in an effort to trace the schooner GILFREDO have failed to achieve their purpose.

2. The vessel should therefore be considered lost and it is understood that a certificate to this effect has been forwarded to you by the Flag Officer Liaison Italy.

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

File 3/3

4 MAR 1947

304

*0311-40/3
178
2150*

*Previous correspondence in
HSC file 184-11*

1296

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-11/W/30

21 April 1947

Subject: " M/V MARIA GABRIELLA ".
To: SOCIETA' ANONIMA COMMERCIALE INDUSTRIALE RECOARO.
Reference: (a) Societa' Anonima Commerciale Industriale Recoaro ltr.
dated 14 March 1947 addressed to Allied Command, Rome.

1. In reply to reference (a), which has been referred to this Branch, you are advised to direct correspondence concerning the matter to:

The Director of Navy Contracts,
Admiralty (Contract Department),
Block "B", Foxhill Hutments,
Bath, Somerset,
England.

This Branch is not prepared to take any action in the matter.

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

Copy to:
Mr. Arderio Perla,
Via Alessandro Poerio No. 127,
Rome.

*211000/4
770*

303

21 APR 1947

21-4-

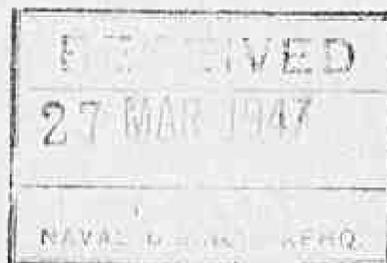
From: S.A.C.I.P. Co., Recoraro.
To : Allied Command, Rome.
Date: 14th March, 1947.

The S.A.C.I.P. Company, owners of the M/V "MARIA
GEMELLI" registered No. 351 of Venice, which has been aground
off Tobruk since the 28th July, 1942, requests this Command for
the return of the above craft and binds itself to advance, even
in the form of security, any eventual salvage expenses or any
other expenses, such as repair, which the Allied Command may
claim.

For any correspondence, the above Company has appointed
as its representative Mr. Ardorio Perla, of 127, Via Alessandro
Pezzo, Rome.

(Sgd.) For THE S.A.C.I.P. Co.

JLW/g
26.



302

SOC. ANON. COMMERCIALE INDUSTRIALE RECOARO

DIREZIONE:
RECOARO - TERME
(VICENZA)
TELEFONO N. 23

S.A.C.I.R.
CAPITALE SOCIALE L. 1.050.000

SEDE SOCIALE:
MILANO
VIA CARLO POERIO N. 39
TELEF. 21-755

Recoaro 14 Marzo 1947

On. Comando Alleato
Via Veneto - Roma

La sottoscritta, S.A.C.I.R., Armatrice-Proprietaria della
M/n. "MARTA GABRIELLA" iscritta la n. 331 delle Matricole di Vene-
zia, rimasta arenata nelle acque di Tobbuk dal 28 Luglio 1942, chie-
de a codesto On. Comando di poter riavere detta Unità e s'impegna
di corrispondere, anche anticipatamente a titolo di cauzione, ogni
e qualsiasi spesa per l'eventuale recupero e di rimessa in efficien-
za e per quant'altro, codesto On. Comando, ~~potrà~~ di stabilire.

Per qualsiasi comunicazione, la Sottoscritta Società s'elege
il suo domicilio in Roma alla Via Alessandro Poerio 127, presso il
Mag. Arderio Farle che la rappresenta.

Con osservanza

AL SIG. COMANDANTE MILITARE
VIA VENETO 100
ROMA
Mag. Arderio Farle

981

1299

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

18 April 1947

IRN-11/N/89

Subject: TUG "BELRORIE" - CERTIFICATE OF UTILIZATION.
 To: MINISTRY OF MERCANTILE MARINE (MARITIME TRAFFIC SECTION).
 Reference: (a) Ministry of Mercantile Marine (Maritime Traffic Section) ltr. 164 of 8 March 1947.
 (b) Naval Sub-Section, Italian Military Affairs Section ltr. IRN-11/N/140 dated 15 March 1947.

1. By authority of Commander-in-Chief Mediterranean, it is hereby certified that the tug BELRORIE was continuously employed by the Allies from 16 May 1945 to 12 November 1946.

H. W. ZIROLI,
COMMODORE, U. S. NAVY,
POB REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH

Copy to:
CinMedSta
FOLI.

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FAR
11-1-47

300

21 APR 1947

Previous correspondence
in NSE files.
-IRN-11.

THE FLAG OFFICER LIAISON, ITALY,
Rome.

16th April, 1947.

No. FOLI/1110/23.

THE DIRECTOR,
ITALIAN NAVAL BRANCH,
ALLIED FORCES HEADQUARTERS.

TUG BELRORIE.

With reference to paragraph 1 of the
Commander-in-Chief, Mediterranean Station's Minute I
No. Med.47/56/11/1, dated 3rd April, 1947, the issuing
of a certificate as requested by the Ministry of
Marine is concurred in.

W. Blackburn

for REAR-ADMIRAL.

RECEIVED
17 APR 1947
NAVA HEADQUARTERS

899

TUG BETRORIE - UTILIZED BY THE ALLIES.

(Italian Military Affairs Section's letter No. IMA-
11/W/140 dated 15th March, 1947.)

II

Med. 47/56/11/1

DIRECTOR OF ITALIAN NAVY BRANCH OF ALLIED FORCES HEADQUARTERS.

(Copy to:-

Flag Officer Liaison, Italy.)

Paragraph 4 of Minute I is approved subject to
the concurrence of Flag Officer Liaison, Italy.

2. BETRORIE fell into Allied hands upon German
surrender in the Dodecanese on 9th May, 1945 and was employed
by the Royal Navy on harbour clearance from 16th May, 1945
until her transfer to the British Military Administration
on 31st January, 1946 by whom she was employed until the end
of August. Delay in returning vessel to owners was due to
the failure of the Italian Ministry of Marine to place
contract for the salvage of Italian wrecks in the Dodecanese
in time.

MEDITERRANEAFF.
3rd April, 1947.

[Signature]
for ADMIRAL



1302

IRM-11/N/ 140

15 March 1947.

From: Naval Sub-Section, Italian Military Officers Section.
 To: Commander-in-Chief, Mediterranean Station.
 Subject: Tug "BELRORIE", utilized by the Allies.
 Reference: (a) SMOPEC signal timed 301350Z July 1946 to Navy Sub-Commission.
 (b) NIGC TRIESTE signal timed 121545 November 1946 to Commander-in-Chief, Mediterranean.

1. This Sub-Section has been requested by the Italian Ministry of Mercantile Marine to furnish a certificate of utilization of the a/m vessel by the Allies.

2. Reference (a) certifies that the BELRORIE was employed in salvage work in the port of Rhodes from 1 February 1946. Reference (b) states that the vessel was returned to the owner, D. Tripovich Company of Trieste, on 12 November 1946. This appears to regularize the status of the vessel as being employed by the British Military Administration in the period 1 February 1946 to 12 November 1946.

3. From information furnished by the Italian Ministry of Mercantile Marine, based upon declaration of the Captain of the tug and extracts from the ship's log, it appears that it was utilized by the Royal Naval Authorities from 16 May 1945 to 31 January 1946. It is stated that the Belrorie was in Leros, Greece, at the time of the Armistice, and on 16 May 1945 began salvage work in the port of Leros on orders of the British Harbourmaster. Further, it is stated that the crew was paid by the Royal Navy Paymaster office of Rhodes during the period 16 May to 15 December 1945.

4. Authority is requested in view of the information in paragraphs 2 and 3 above, to furnish the Italian Ministry of Mercantile

1303

IRM-11/H/140

15 March 1947.

Subject: Tug "BELFORIE", utilized by the Allies.

Marine with a certificate that the Tug "BELFORIE" has been continuously employed by the Allies from 16 May 1945 to 12 November 1946.

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

18 MAR 1947

Handwritten: MAR 17-3-47

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MB

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1304

IRM-IR/W/ 139

15 March 1947.

From: Naval Sub-Section, Italian Military Affairs Section,
To: Ministry of Mercantile Marine (Maritime Traffic Section).

Subject: Tug REBORTE, utilized by the Allies.

Reference: (a) Ministry of Mercantile Marine (Maritime Traffic Section) ltr. 182 dated 8 March 1947.

1. In reply to reference (a) you are advised that Commander-in-Chief, Mediterranean Station has been furnished the information contained therein, in order that permission may be given for the issuance of certificate of utilization.
2. His decision will be communicated to you upon receipt.

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

1717 0/13
1717

18 MAR 1947

534

From: MINISTRY OF MERCANTILE MARINE (Maritime Traffic Section).
 To : N.S.S. - I.M.A.S. - A.S.H.S. - Rom.
 Date: 8th March, 1947.
 Ref.: 124.

Subject: Tug BELORIE, utilized by the Allies.

Further to letter 38786, dated 17th December 1946, forwarded for information, are the following documents, which demonstrate that the tug BELORIE was employed by the British Military Authorities until 16th May 1945:

1) Extract from "BELORIE" log from the 9th May 1945 to 18th November 1946.

2) Declaration made to the notary Giovanni Iviani, of Trieste, by the skipper Luigi Nicolini, master of the tug BELORIE, regarding the tug's activity on behalf of the Allies.

The date 1st February 1946, already mentioned by the I.M.A.S. as the date of utilization of the tug, therefore refers to the commencement of the employment of the "BELORIE" by the British Military Administration (Schooner Control Office).

For administrative purposes, and in order to regularise the vessel's position under hired status, it is necessary that the Ministry of Mercantile Marine should receive a declaration of the formal utilization of the tug BELORIE, containing the date on which the vessel was first employed by the Allies after the Armistice of the 8th September 1945.

From the enclosed documents it appears clearly that the tug BELORIE was utilized by the Allied Authorities almost immediately after the landing of the British Navy at Leros, on the 16th May 1945, the date when it began salvage work in the port of Leros at the order of the British Harbourmaster.

From the enclosed documents it also appears that the tug has from then on worked uninterruptedly on behalf of the British Navy, so much so that the crew was paid by the S.S. Paymaster Office of Rhodes, during the period 16th May to 15th September 1945.

After this date the tug was administered by the S.M.A. (Schooner Office).

In view of the above, therefore, you are requested to send, as soon as possible, the above-mentioned declaration regarding the date of commencement of the utilization of the tug BELORIE by the Allied Authorities, which therefore includes the period when it was at the direct dependence of the British Navy, in the Aegean Islands.



THE MINISTER.

HIP/G
 12.

1308

TUC BELGORIE.
(CO. GE. NA.'s letter No. 1188/5/12, dated 10th
February, 1947).

II.

No. F.O.L.I. 1110/23.

THE NAVY SUB-SECTION,
ITALIAN MILITARY AFFAIRS SECTION,
A.F.H.Q.

Referred. It is understood that
the Navy Sub-Section is already dealing with
the case of the "BELGORIE".

S. N. Stackhouse

ROME,
4th March, 1947.

For REAR-ADMIRAL.

RECEIVED
8 MAR 1947
NAVAL SUB SECTION

894

From: CO. GE. NA.
To : F.O.L.I. - Rome.
Date: 10th February, 1947.
Ref.: 118/S/12.

Subject: Tug BELGORIE.

1. A copy is enclosed of letter No. 13518/Segr/12, addressed by CO. GE. NA. to the British Ministry of Transport on the 27th December, 1946, and of the answering letter No. 5184/329, dated 14th January, 1947, received for information from the Senior Sea Transport Officer, Padua.
2. As it is necessary to settle the hire of the tug BELGORIE with the D. Tripicovich Company of Trieste, for the tug's services on behalf of the British Authorities in Greece, F.O.L.I. is requested to approach the Commander-in-Chief, Mediterranean Station to obtain all possible information regarding the period of utilisation of the vessel in question.
3. We thank you in anticipation of your answer.

for THE PRESIDENT

(Sgd.) A. T. MARINA

JLE/G
18.



893

From: CO. GE. MA. - Rome.
To : British Ministry of Transport, Rome
Attention G.A. Bell, Esq.
Date: 27th December, 1946.
Ref.: 13518/Segr/12.

Subject: Tug BELRORE.

1. The Tripovich Company of Trieste has informed the Ministry of Marine that on the 12th November, last, it took possession of its tug BELRORE in accordance with orders given to the skipper of the tug, by the Allied Authorities in Greece.

2. The tug BELRORE was in Greece at the time of the armistice and, as far as is known, it was employed by the Allies, first for clearance work in Greek ports, and later was transferred to Alexandria.

3. The skipper has also stated that his tug was at the orders of the British Navy from the 16th May, 1945, to the 31st January, 1946, and from the 1st February, 1946, onwards at the orders of the British Military Administration, through the Schooner Control Office of Rhodes.

4. As the Italian Government, through this Committee, must now regulate the hire terms with the owners of the tug BELRORE, the British Ministry of Transport is requested to apply to the appropriate British authorities for a declaration of utilization of the vessel in question, with the date of commencement of service and any other detail which may have a bearing on the hire contract which is to be stipulated with the D. Tripovich Company.

5. An acknowledgment is therefore awaited, and we thank you in anticipation.

For THE PRESIDENT

(Sgd.) A.T. MARINA.

JLF/G.
18.



= C O P I A =

FROM : Senior Sea Transport Officer, Padua. G.L.Q., C.M.T.

DATE : 14th January, 1947. Ref. 5184/329

TO : MINISTRY OF TRANSPORT, ROME

Copy to: CO. GE. NA., ROME



Subject:- Tug "BELTORIE"

Reference your letter GAB/1253/46 dated 30th December 1946. The above mentioned tug was solely under the orders of C. in C Med and it is regretted that no records as to her movements are held in MY office.

The only information I have is that the tug was handed back to Tripicovich Trieste on the 12 November 1946, copy of signals enclosed.

P. to Illeggibile
COMMANDER, R.N.R.
S.S.T.O. PADUA.



C O P I A

MEXS V MEDY

GV/20/T S MALTA 46/44

14

2114 B G

PIL

FREEDOM CASERTA

PASS TO SSTS PADUA FROM C IN C MED MALTA

TO SEHO (G) INTO POLI SNOEX SSTS PADUA

NOIC TRIESTE RESTRICTED ROUTING ITALIAN

SALVAGE TUG BELGORIE IS TO BE RETURNED TO

HER OWNER TRIPCOVICH AT TRIESTE POLI 091015

NOT TO ALL REPERS

1418144

530

= C O P I A =

SMC NO: 4832

SLIP MESSAGE CONTROL

SIGS NO : 5042

GHQ CMP

CIPHER NO : 4525

ROUTINE

INCOMING MESSAGE



SECRET

FROM

: MALTA

TO FOR ACTION

: S5TO PADUA

REF NO

: 130904A

13 Nov 46 (130904A)

FOLLOWING IS NOIC TRIESTE 121545

BEGINS :

C IN C MED INFO FOLI SBNO GREECE SNO DODECANESE
S5TO PAUDA. YOUR 141814 OCTOBER SALVAGE OF TUG BELORIE
RETURNED TO TRIPCOVICH TODAY ENDS.

APHQ CASERTA PASS PLAIN LANGUAGE TO S5TO PAUDA.

RRR

1312

Roma, 3 Marzo 1947

Ministero
della Marina Mercantile
Servizio Navigazione e Traffico
Marittimo

Commissione Alleata
Navy Sub - Commission

R O M A

Direzione I.P.T. Sec. I
Prot. N. 174 Allegati 2

Proposta di Fregata del
Dio Sec. N. 2

OGGETTO rimorchiatore BELRORIE utilizzato dagli alleati.

A seguito della lettera 38786 del 17 dicembre s.a., si allegano in visione i seguenti documenti, dai quali risulta che il rimorchiatore BELRORIE fu utilizzato dalle Autorità Militari Britanniche fino dal 16 maggio 1945:

- 1) Estratto del giornale di bordo del rim. BELRORIE per il periodo dal 9 maggio 1945 al 12 novembre 1945;
- 2) Dichiarazione resa davanti al notaio Giovanni Iviani di Trieste da parte del cap. Luigi Nicolini, comandante del rimorchiatore BELRORIE, relativa all'attività svolta dal suddetto rimorchiatore per conto degli Alleati.

La data del 1° febbraio 1946, già indicata da codesta Commissione alleata quale data di utilizzazione della nave, si riferisce per tanto all'inizio dello impiego del BELRORIE sotto le dipendenze della British Military Administration (Schooner Control Office)

Agli effetti amministrativi e per regolarizzare la posizione della nave sotto forma di noleggio, è però necessario che venga inviata a questo Ministero una dichiarazione della formale utilizzazione del rimorchiatore BELRORIE contenente la data in cui la nave è stata utilizzata per la prima volta dagli Alleati, dopo lo armistizio dell'8 settembre 1943.

Ora, dagli acclusi documenti risulta chiaramente che il rimorchiatore BELRORIE è stato utilizzato dalle Autorità Alleate quasi

... British Maritime Administration & Forces & ...

Divisione I P.T. Sez. I
Prot. N. 184 Allegati 2

Proposta al Regio del
Dir. Sec. 212

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Ora, dagli acclusi documenti risulta chiaramente che il rimorchiatore BELRORIE è stato utilizzato dalle Autorità Alleate quasi subito dopo lo sbarco della Regia Marina Britannica a Leros e precisamente il giorno 16 maggio 1945, quando cioè, per ordine dell'harbour-master britannico, cominciò a eseguire lavori di ricupero nel porto di Leros.

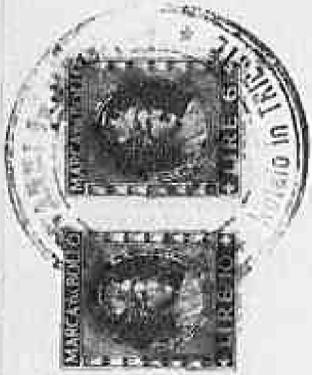
Dagli acclusi documenti si rileva pure che il rimorchiatore BELRORIE da allora ha ininterrottamente lavorato agli ordini e per conto della British Royal Navy, tanto è vero che l'equipaggio ricevette le paghe a cura del paymaster office della R.N. in Rodi per il periodo dal 16 maggio al 15 settembre 1945.

Dopo tale data il rimorchiatore BELRORIE venne amministrato dalla B.M.A. (Schooner office).

Premesso quanto sopra, si prega di voler inviare con cortese sollecitudine la richiesta dichiarazione circa la data di inizio della utilizzazione del rimorchiatore BELRORIE da parte delle Autorità Alleate, comprensiva cioè anche del periodo da esso trascorso alle dirette dipendenze della British Royal Navy, nelle isole egee.

IL MINISTRO





In nome della legge

N. di Rep. 40657

N. della racc. 5867

D I C H I A R A Z I O N E

L'anno millenovecentoquarantasette, mese di febbraio
giorno di giovedì tredici in Trieste, nel mio studio
in Via S. Caterina da Siena N. 7.-----

Davanti a me Giovanni Iviani, notaio residente in
Trieste ed iscritto nel ruolo dei distretti notarili
riuniti di Trieste e Capodistria, è comparso il si-
gnor Luigi Nicolini di Manlio nato a Trieste, domici-
liato in Trieste, Via Udine N. 22, capitano marittimo,
della cui identità personale io notaio sono certo e
senza l'assistenza dei testimoni, per espressa sua
rinunzia, consentente me notaio, mi richiede di rice-
vere nei miei atti la seguente dichiarazione, pronto
a confermarla con giuramento, dinanzi a qualsiasi
autorità.-----

Io sottoscritto Luigi Nicolini, capitano marittimo,
nella mia qualità di comandante del rimorchiatore
"Belrorie" di proprietà della "D. Tripovich & C."
società anonima di navigazione, rimorchi e salvataggi
in Trieste, dichiaro che il rimorchiatore "Belrorie"

887

D I C H I A R A Z I O N E

L'anno milnovecentoquarantasette, mese di febbraio
giorno di giovedì tredici in Trieste, nel mio studio
in Via S. Caterina da Siena N.7.-----

Davanti a me Giovanni Iviani, notaio residente in
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Io sottoscritto Luigi Nicolini, capitano marittimo,
nella mia qualità di comandante del rimorchiatore
"Belrorie" di proprietà della "D. Tripovich & C."
società anonima di navigazione, rimorchi e salvataggi
in Trieste, dichiaro che il rimorchiatore "Belrorie"
al mio comando si trovava nel porto di Leroc alla
data del 9 maggio 1945 quando l'isola di Leroc, occu-
pata dai tedeschi, si arrese alle Forze Alleate.-----

Il giorno 11 maggio 1945 un ufficiale inglese, che
poi occupò il posto di Harbour Master, venne a bordo
del rimorchiatore "Belrorie" a prendere i dati della nave.

Nel pomeriggio, per ordine ricevuto, dovetti consegnare alle Autorità Inglesi tutte le carte marine e gli strumenti nautici.

La sera del 14 maggio 1945 ebbi l'ordine di abbandonare la nave con tutto l'equipaggio; il giorno successivo mi veniva ordinato di riprendere l'imbarco della nave.

Il 16 maggio 1945, col tramite di un piantone tedesco, mi venne ordinato di tappare alcuni fori di mitragliatrice su una chiatte che stava per affondare.

Il 21 maggio 1945 ebbi l'ordine di recuperare il pannello "Lucia" affondato a Portolago; l'operazione di recupero ebbe termine il giorno successivo.

Il 26 maggio 1945, per ordine del Harbour Master, ebbi a provvedere alla sistemazione di una motopompa del rimorchiatore "Belrorie" in un pozzo a Portolago per rifornimento idrico.

Il 27 maggio 1945 ebbi l'ordine di recuperare nella

del rimorchiatore "Belrorie" a prendere i dati della nave.-----

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La sera del 14 maggio 1945 ebbi l'ordine di abbandonare la nave con tutto l'equipaggio; il giorno successivo mi veniva ordinato di riprendere l'imbarco della nave.-----

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Il 21 maggio 1945 ebbi l'ordine di recuperare il panfilo "Lucia" affondato a Portolago; l'operazione di recupero ebbe termine il giorno successivo.-----

Il 26 maggio 1945, per ordine del Harbour Master, ebbi a provvedere alla sistemazione di una motopompa del rimorchiatore "Belrorie" in un pozzo a Portolago per rifornimento idrico.-----

Il 27 maggio 1945 ebbi l'ordine di recuperare nella baia Parteni (Leros) due mine e di gettarle in alto fondale.-----

Il 1 giugno 1945 mi fu ordinato di caricare a Parteni

delle munizioni e di gettarle in mare in alto fendale e successivamente di prendere a rimorchio una bottolina da Parteni a Portolago.-----

Dall' 11 al 22 giugno 1945 ebbi l'ordine di coadiuvare la H M S Punnet nel lavoro di rimozione degli sbarramenti della baia di Portolago.-----

Dal 3 al 16 luglio 1945 partecipai ai lavori di ricupero della corvetta 3 P I 72.-----

Tutti gli ordini per i lavori suddetti mi furono sempre dati a voce dagli ufficiali della British Navy, da cui dipendevo.-----

In data 4 luglio 1945 il tenente della polizia inglese J.L. Doody, di fronte alle lagnanze mosse dallo equipaggio che non era stato fino allora pagato, assicurò i marinai che lo stipendio sarebbe stato loro corrisposto quanto prima a cura della British Navy.

Il 18 luglio 1945 ebbi l'ordine di trasferirmi con la nave a Rodi, dove giunsi il giorno successivo.-----
 Il 25 luglio 1945 ebbi l'ordine dal Harcour Master di Rodi, capitano di corvetta E.W. Spence, di iniziare le operazioni di ricupero della nave Sebastiano Caboto, operazioni che ultimai in data 9 agosto, rimor-

na da Parteni a Portolago.-----
Dall'11 al 22 giugno 1945 ebbi l'ordine di coadiu-
re la H M S Punnet nel lavoro di rimozione degli
sbarramenti della baia di Portolago.-----

Dal 3 al 16 luglio 1945 partecipai ai lavori di ri-
cupero della corvetta 3 F I 72.-----
Tutti gli ordini per i lavori suddetti mi furono sen-
pre dati a voce dagli ufficiali della Britishch Navy.
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di Rodi, capitano di corvetta E.W. Spence, di inizia-
re le operazioni di recupero della nave Sebastiano
Caboto, operazioni che ultimai in data 9 agosto, rimor-
chiando la nave in una baia dell'isola di Simi e
incagliandola colà.-----

In data 13 agosto 1945 per ordine dello stesso Har-

bour Master, capitano di corvetta E.W. Spence, iniziate le operazioni di ricupero del piroscafo Pomezia, operazioni che furono ultimate in data 2 settembre 1946.-----

In data 10 settembre l'equipaggio del rimorchiatore "Belrorie" secondo la promessa avuta in data 4 luglio, ricevette dalla British Navy un anticipo sulla paga e infine il giorno 8 ottobre 1945 fu regolato il saldo a cura dell'ufficiale commissario della Royal Navy per tutto il periodo dal 16 maggio al 15 settembre 1945.-----

Il 31 gennaio 1946 il rimorchiatore Belrorie cessò di dipendere amministrativamente dalla Royal Navy e passò alle dipendenze della British Military Administration-Schooner Control Office.-----

Nei giorni 10, 11 marzo 1946 fu eseguito il salvataggio della motovedetta inglese 2283.-----

Il 18 settembre 1946 ebbi l'ordine di partire da Rodi e di dirigermi per Trieste, dove arrivai in data 8 novembre 1946 e dove in data 12 novembre 1946 la nave venne restituita alla Società Armatrice.-----

Richiesto io notaio ho assunto questo atto e lettolo



le operazioni di ricupero del piroscafo Pomezia,
operazioni che furono ultimate in data 2 settembre
1946.-----

In data 10 settembre l'equipaggio del rimorchiatore
"Belrorie" secondo la promessa avuta in data 4 luglio,
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novembre 1946 e dove in data 12 novembre 1946 la na-
ve venne restituita alla Società Armatrice.-----

Richiesto io notaio ho assunto questo atto elettolo
al comparere esso da me espressamente interpellato
lo approva nell'intero suo tenore e quindi assieme
a me lo sottoscrive.-----



1322

Scritto da persona di mia fiducia questo atto su
due fogli per quattro pagine e quindici righe.-----
Fto.Cap. Luigi Nicolini -----
L.S. Fto. Giovanni IVIANI - notaio - -----

Registrato a Trieste, li 18 feb. 1947 al N. 3356 Mod.
I vol. 64 Esatte L. 66.10 Lire sessantasei e 10 cent.
di cui L. 22.50 per Cassa Not.-----
L.S. Il Procuratore Superiore Fto. Campagna -----

Copia conforme all'originale -----
Trieste, li venti febbraio milienovecentoquarantaset-
te.-----



Giovanni IVIANI
Notario



Visto per la legalizzazione della firma del
signor Giovanni IVIANI notaio in Trieste

Trieste, 20/2/47
Il Cancelliere Delegato

883



1323

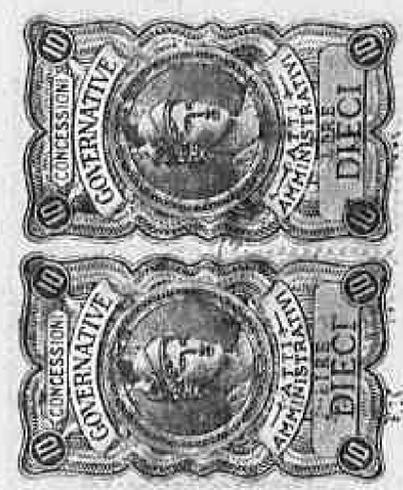
due fogli per quattro pagine e quindici righe.-----
 Fto.Cap. Luigi Nicolini -----
 L.S. Fto. Giovanni IVIANI - notaio -----

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 Copia conforme all'originale.-----
 Trieste, il venti febbraio millenovecentoquarantaset-
 te.-----



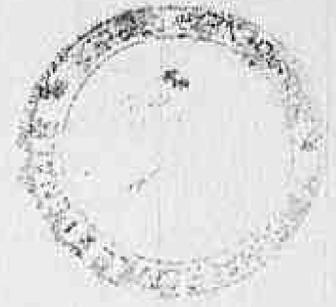
Giovanni Iviani
Notaio



Visto per la legalizzazione della firma del
 signor Giovanni Iviani notaio in Trieste
 Trieste, 20/2/47

Il Cancelliere Delegato

Giovanni Iviani



833



E S T R A T T O

del giornale Nautico, Libro Primo, Giornale Generale e di Contabilità, del rimorchiatore "BELTORIE" di Fonn. 78, iscritto al N. 125 di Matricola del Compartimento Marittimo di Trieste, comandato dal Cap. LUIGI NICCOLINI, armatrice "D. TRICCOVICH & C." Società Anonima di Navigazione, Rimorchi e Salvataggi, Trieste.-

Leggesi da Pag. 123 a pag. 195:

mercoledì 9.5.45 - L'isola di Leròs si è arresa alle 12.30, tempo locale ora estiva, entrano le prime motovedette inglesi.- O M I S S I S -----
venerdì 11.5.45 - Un ufficiale inglese prende i dati della nave. Verso sera mi vengono ritirate le carte nautiche.- O M I S S I S -----

lunedì 14.5.45 - Rassetto nave. Verso sera un ufficiale tedesco, con scorta armata, mi intima di abbandonare la nave assieme al mio equipaggio, altrimenti sarebbe costretto a far uso della forza.- O M I S S I S -----

martedì 15.5.45 - Alle 11.45 mi si comunica che nel pomeriggio potevo risalire sul BELTORIE col mio equipaggio.- O M I S S I S -----

del giornale nautico, Mare Rosso, Giornale Generale
le e di Contabilità, del rimorchiatore "BELLORIE"
di Tonn. 78, iscritto al N. 125 di Matricola del
Compartimento Marittimo di Trieste, comandato dal
Cap. LUIGI NICOLINI, armatrice "D. TRICOVICH & CI."
Società Anonima di Navigazione, Rimorchi e Salvatag-
gi, Trieste.-

Leggesi da Pag. 123 a pag. 195:

mercoledì 9.5.45 - L'isola di Teros si è appesa al-
le 12.30, tempo locale ora estiva, entrano le prime
motovedette inglesi.- O M I S S I S -----

venerdì 11.5.45 - Un ufficiale inglese prende i de-
ti della nave. Verso sera mi vengono vittimate le
carte nautiche.- O M I S S I S -----

domedì 14.5.45 - Rassetto nave. Verso sera un uffi-
ciale tedesco, con scorta armata, mi intima di ab-
bandonare la nave assieme al mio equipaggio, altri-
menti sarebbe costretto a far uso della forza.- C-
M I S S I S -----

534

martedì 15.5.45 - Alle 11.45 mi si comunica che
nel pomeriggio potevo risalire sul BELLORIE col mio
equipaggio.- O M I S S I S -----

mercoledì 16.5.45 - Rassetto nave - Verso sera si
tappano alcuni buchi prodotti da proiettili di mi-

tragliatrice a una meche. - O M I S S I S -----

lunedì 21.5.45 - Si fa movimento e si va a Portolago ove si inizia ricupero yacht "Inucia".-

martedì 22.5.45 - Si recupera il profilo "Inucia".-

O M I S S I S -----

giovedì 24.5.45 - Si fa movimento e si cambia posizione ad una bca senza ancora. - O M I S S I S -----

sabato 26.5.45 - Si sistema una nostra motopompa in un pozzo a Portolago per rifornimento idrico.

domenica 27.5.45 - Alle 10.00 si parte dalla baia di Portolago diretti alla baia di Parteni ove si

arriva alle 11.45. Il palombaro inglese recupera una mina che si prende a bordo; si prende a bordo pure

una mina giacente sul molo: ambedue mine inglesi.

Alle 13.15 si parte dalla baia Parteni, ci si reca in fondoale di 130 metri, si effondano le mine e si

ritorna a Portolago ove si arriva alle 15.15.-

O M I S S I S -----

venerdì 1.6.45 - Alle 8 si parte da Portolago ed alle 10 si arriva a Parteni. Si caricano munizioni

che devono essere distrutte mediante getto. Alle

16.30 si parte da Parteni. Dal traverso di Punta

Marcello si gettano a mare le munizioni (circa

tragliatrice a una meane.- O M I S S I S
lunedì 21.5.45 - Si fa movimento e si va a Portola-
 go ove si inizia ricupero yacht "Lucia".-
martedì 22.5.45 - Si recupera il naufrigo "Lucia".-
 O M I S S I S
giovedì 24.5.45 - Si fa movimento e si cambia posi-
 zione ad una boa senza ancora.- O M I S S I S
sabato 26.5.45 - Si sistema una nostra motononpa
 in un pozzo a Portolago per rifornimento filtrico.
domenica 27.5.45 - Alle 10.00 si parte dalla baia
 di Portolago diretti alla baia di Perteni ove si
 arriva alle 11.45. Il palombero inglese recupera una
 mina che si prende a bordo; si prende a bordo pure
 una mina giacente sul molo: ambedue mine inglesi.
 Alle 13.15 si parte dalla baia Perteni, ci si reca
 in fondole di 130 metri, si affondano le mine e si
 ritorna a Portolago ove si arriva alle 15.15.-
 O M I S S I S
venerdì 1.6.45 - Alle 8 si parte da Portolago ed
 alle 10 si arriva a Perteni. Si caricano munizioni
 che devono essere distrutte mediante getto. Alle
 16.30 si parte da Perteni. Dal traverso di Punta
 Marcello si gettano a mare le munizioni (circa
 tonn. 2). Alle 18.45 si arriva a Portolago. Da Parte-
 ni a Portolago si rimorchia una bottolina. OMISSIS

lunedì 11.6.45 - Assieme alla nave ausiliaria inglese "Punnet" si inizia il lavoro di togliere ed affondare al largo gli sbarramenti retali della baia di Fortolego.-

martedì 12.6.45 - Si lavora agli sbarramenti.-

mercoledì 13.6.45 - Si lavora agli sbarramenti.-

giovedì 14.6.45 - Si imbarcano tonn.25 carbone.-

venerdì 15.6.45 - Si lavora agli sbarramenti.-

O M I S I S -----



martedì 3.7.45 - Il palombaro recupera una corvetta già una volta recuperata e poi lasciata polverire su basso fondale.-

mercoledì 4.7.45 - L'equipaggio si rifiuta di lavorare perchè senza paga. Le autorità inglesi assicurano che lo stipendio verrà corrisposto quanto prima.-

giovedì 5.7.45 - L'equipaggio riprende il lavoro.

Si cerca di render stagna e pronta per essere rimorchiata ad Alessandria la corvetta 3 P.I. 72 già recuperata e poggiata su basso fondale. OMISSIS

mercoledì 16.7.45 - Alla 7.30 sul "SEBORON" e sul

"TITAN" si alza la bandiera italiana. Alle 8 si scosta diretti a Rodi, scortati da una vedetta. - OMISSIS

553

affondare al largo gli sbarramenti restati dalla
baia di Portolego.-

martedì 12.6.45 - Si lavora agli sbarramenti.-

mercoledì 13.6.45 - Si lavora agli sbarramenti.-

giovedì 14.6.45 - Si imbarcano tonn.25. carbone.-

venerdì 15.6.45 - Si lavora agli sbarramenti.-

C M I S I S -----



martedì 3.7.45 - Il palombaro ispeziona

una corvetta già una volta recuperata e poi lascia-
ta poggiare su basso fondale.-

mercoledì 4.7.45 - L'equipaggio si rifiuta di lavo-
rare perchè senza paga. Le autorità inglesi assi-
curano che lo stipendio verrà corrisposto quanto
prima.-

giovedì 5.7.45 - L'equipaggio riprende il lavoro.

Si cerca di render stagne e pronte per essere ri-
morchiata ed Alessandria la corvetta 3 P.I. 72 già
recuperata e poggiata su basso fondale. OMITISS

mercoledì 18.7.45 - Alle 7.30 sul "PERCOTE" e sul

"TITAN" si alza la bandiera italiana. Alle 8 si scosta
diretti a Rodi, scortati da una vedetta. - OMITISS

giovedì 19.7.45 - Alle 8.30 si arriva a Rodi e si
da fondo a Levante del Monte S.Nicola.-

583

venerdì 20.7.45 - Omisiss - Nel pomeriggio ormeggio

si BEIRORIE nel Mandracchio affiancato alla R.N.

Ausiliaria SEBASTIANO CABOTO, affondata ed emer-
te.- O M I S S I S -----

mercoledì 25.7.45 - Si riceve ordine di recuperare

la R.N. Aus. SEBASTIANO CABOTO.- O M I S S I S -

giovedì 9.8.45 - Ore 6 preparativi per la partenza.

Alle 9.30 si scosta la R.N. Aus. SEBASTIANO CABOTO

dall'ormeggio, aiutati da altro rimorchiatore. Alle

8.30 si sistema il rimorchio con M 150 di cavo d'ac-

ciaio da cm 10 di circonferenza. Rimorchio soddisfa-

cente senza sollecitazioni. Il timone della CABOTO

leggermente a sinistra rende la nave del tutto tra-

quilla. O M I S S I S - Alle 18 la R.N. Aus. SEBASTI-

ANO CABOTO è incastrata su sabbia con fondale

che variano da M 2.40 a M 5.- O M I S S I S

lunedì 13.8.45 - Inizio salvataggio pfo. POEZIA.-

lunedì 8.10.45 - Il personale viene pagato dal Co-
mando Inglese dal 16/5 al 15/9/45.- OMISSIS -----

venerdì 9.11.45 - Si viene chiamati per una visita

allo scafo del motoveliero "SAINT JOHN" giacente

sugli scogli dell'insegnatura antistante il Mandrac-

chio, di fronte il palazzo del Governo.- OMISSIS -

mercoledì 14.11.45 - Si era il paranco fino a notte-

il BRIGATIE nel Mandracchio affiencato ella R.N.

Ausiliaria SEBASTIANO CABOTO, affondate ed emergente.- C M I S S I S -----

Mercoledì 25.7.45 - Si riceve ordine di recuperare

la R.N. Aus. SEBASTIANO CABOTO.- C M I S S I S -

giovedì 9.8.45 - Ore 6 preparativi per la partenza.

Alle 9.30 si scosta la R.N. Aus. SEBASTIANO CABOTO

dall'ormeggio, aiutati da altro rimorchiatore. Alle

8.30 si sistema il rimorchio con il 150 di esvo d'ac-

cio da cm 10 di circonferenza. Rimorchio soddisfa-

cente senza sollecitazioni. Il timone della CABOTO

leggermente a sinistra rende la nave del tutto tran-

quilla. C M I S S I S - Alle 18 la R.N. Aus. SEBA+

STIANO CABOTO è incastrata su sabbia con fondale

che variano da m 2.40 a m 5.- C M I S S I S

Lunedì 13.8.45 - Inizio salvataggio pro. POEZIA.-

Lunedì 8.10.45 - Il personale viene pagato dal Co-

mando Inglese dal 15/5 al 15/9/45.- CMISSIS -----

venerdì 9.11.45 - Si viene chiamati per una visita

allo scafo del motoveliero "SAINT JOHN" giacente

sugli scogli dell'inseratura antistante il Mandrac-

chio, di fronte il palazzo del Governo.- CMISSIS -

mercoledì 14.11.45 - Si ala il paranco fino a vompe-

re. La carena del veliero, sotto lo sforzo si specca.

Viene deciso di abbandonare il veliero.-



O M I S S I S

venerdì 15.11.42 - Si concede giornata festiva all'equipaggio al posto della domenica precedente.

Del pomeriggio l'equipaggio viene pagato dal 16

settembre al 15 novembre 1943. - O M I S S I S .-

domenica 10.3.45 - Inizio salvataggio vedetta inglese 2203 gettata dal mare sulla spiaggia antistante Albergo delle Rose. - O M I S S I S .-

lunedì 11.3.46 - O M I S S I S - Si mette la nave sui vasi e con l'aiuto di speciale autocarro la si ala sulla spiaggia in posizione sicura. Alle 18 la nave è fuori pericolo. -

lunedì 2.9.46 - Il Comando del Porto, dopo mia assicurazione che sopra lo scafo del FOMEZIA ci sono 12 piedi di acqua, decide di considerare finito il

lavoro. - O M I S S I S -

mercoledì 9.10.46 - Alle 10 del Comando del Porto, si riceve l'imbarico del salvataggio del motoveliero francese IDEROS, sede Lorient, portata tonn. 150, peso scafo, dichiarato dal Comandante tonn. 250. - OMISSIS. -

sabato 12.10.46 - Si disarma l'apparacchiatura del salvataggio del m/v IDEROS. Vengo chiamato dal Comandante del Porto che mi comunica che devo parti-

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1334
Declassified E.O. 12356 Section 3.3/NND No. 785020

L'equipaggio al porto della domenica precedente.

Nel pomeriggio l'equipaggio viene pagato dal 15 settembre al 15 novembre 1945. - O M I S I S . -
domenica 10.3.45 - Inizio salvataggio vedette inglese 2283 gettate dal mare sulla spiaggia antistante Albano delle Rose. - O M I S I S . -

lunedì 11.3.46 - O M I S I S - Si mette la nave sui vasi e con l'aiuto di speciale autocarro la si ala sulla spiaggia in posizione sicura. Alle 18 la nave è fuori pericolo. -

lunedì 2.9.46 - Il Comando del Porto, dopo mia assicurazione che sopra lo scafo del POMAZI ci sono 12 piesi di acqua, decide di considerare finito il lavoro. - O M I S I S -----

mercoledì 9.10.46 - Alle 10 del Comando del Porto, si riceve l'incarico del salvataggio del motoveliero francese IDUCOS, sede l'orient, portata tonn. 150, presso scafo, dichiarato dal Comandante tonn. 250. - OMISSIS. -

sabato 12.10.46 - Si disarmo l'apparecchiatura del salvataggio del m/v IDUCOS. Vengo chiamato dal Comandante del Porto che mi comunica che devo partire per Trieste col BELCORIE. - O M I S I S -----
venedì 16.10.46 - Alle 16.30 partenza per Ieros.

082

Tempo Uomo. - O M I S S I S -----
 venerdì 8.11.46 - Navigazione regolare. Alle 12.45
 si arriva a Trieste e si dà fondo nel porto seco-
 ndo istruzioni. - O M I S S I S -----
 martedì 12.11.46 - Alle 15 il BERGONZI viene re-
 stituito all'Armatore, D. Trincovich & Ci, Trieste.
 Si lascia la Sacchetta e si prende posto al Molo
 I. - O M I S S I S -----

Nota copia conforme!

Trieste, 6.11.2.47

[Handwritten signature]



1336

10 February 1947

IRN-11/W/ 25

From: Naval Sub-Section, Italian Military Affairs Section.
To: Ministry of Marine.

Subject: M/V "EBE".

Reference: (a) Ministry of Marine ltr. 7354 dated 19 December 1946.
(b) Navy Sub-Commission ltr. NSC/ 4917 dated 16 April 1946.

1. In reply to reference (a) instructions and information contained in reference (b) still apply.

(Sgd) G. L. WARREN

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

10/11/50-2
W

11 FEB 1947

851

*Previous correspondence in
NSC files - IRN-11*

1337

IRM-12/W/47

19 February 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: Captain J. WYBRANIEC, Hodgemoor Camp,
Nr. Amersham Bucks, England.

Subject: M.F.V. ENVIDE.

Reference: (a) Letter from Captain J. Wybraniec to Commander-
in-Chief Mediterranean dated 30 September 1946.

1. Further to your letter, reference (a), addressed to the Commander-in-Chief, Mediterranean Station, requesting assistance in tracing the a/m vessel, you are advised that this Sub-Section has instituted inquiries concerning its whereabouts.

2. As a result, we have been advised that the Italian Navy has had no news of the "ENVIDE" since 8 September 1943 and that they consider her lost through war action.

3. At the same time, exhaustive inquiries were made by the Senior British Naval Officer Greece, who states that no trace of this vessel can be found in Greece.

4. The Commander-in-Chief, Mediterranean Station has been so advised.

Handwritten: 30/2

Handwritten: 20/10/47
1788

REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAAS.

Handwritten: 0311

Copy to: Commander-in-Chief, Mediterranean Station.
Senior British Naval Officer, Greece.

20 FEB 1947

Handwritten: Prime Intelligence in
IRM-11 - NSC files.

1338

24 February 1947.

IRM-11/N/54

From: Naval Sub-Section, Italian Military Affairs Section,
 Comitato Italiano Gestione Navi (CO.GE.NA.)

To:

Subject: Steam Tug DADA.

Reference: (a) CO.GE.NA. ltr. 1393/S/12 dated 15 February 1947.

1. In reply to enquiries in reference (a) the following information is forwarded:

- (a) The date and cause of the first sinking of subject craft can only be approximated as during the period between 23 July 1943 and 15 July 1944 and it appears to be because of deterioration of the hull. There is no record available to indicate that it was sunk due to war action.
- (b) Salvage was effected by the United States Navy at some date just prior to 15 July 1944.
- (c) Subject craft again sank on 14 August 1944 apparently due to hull deterioration. She was raised and returned to use about 2 August 1945.

H

24/2

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

8.9

24/27/2/2
170

25 FEB 1947

*Previous correspondence in
 NSC files - IRM-11*

From: CC. GS. MA. - Rome.
To : H.S.S. - I.M.A.S. - A.E.H.Q. - Rome.
Date: 15th February, 1947.
Ref.: 1393/S/12.

Subject: Steam Tug DADA.

1. Reference is made to your letter No.NSC/3118, dated 2nd August, 1945, addressed to the Ministry of Marine on the subject of the above tug, employed by the Commandant, U.S. Navy Operating Base, Palermo, from the 23rd July, 1943, to the 6th September, 1945.

2. As it is known that during the above period the "DADA" was sunk twice, in order to settle hire terms with the owner, it is requested that the Navy Sub-Section should inform us whether it is in possession of, or can obtain, the following information:-

- (a) The date and the cause of the first sinking, and whether it was due to war or other causes.
- (b) The date of salvage and resumption of efficiency.
- (c) The cause of the second sinking as well as the date of resumption of duty for the Allies.

3. An acknowledgement is therefore awaited, and we thank you in anticipation.

for THE PRESIDENT

(Sgd.) A.T. MARENA.

JHX/G
18.



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

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

PROT. N. 1203 /3/12ROMA, 15 Febbraio 1947
VIA DE' CESTARI N. 3 ac/mm

OGGETTO : Steam Tug "DADA"

A : Navy Sub-Section
A.F.H.Q. -- Italian Military Affairs Section (I.M.A.S.)
R O M E

1. Si fa riferimento alla lettera n. NSC/3118 del 2/8/1945, diretta dalla Navy Sub-Commission al Ministero della Marina Italiana in merito al rimorchiatore in oggetto, utilizzato dal Commandant U.S. Naval Operations Base di Palermo nel periodo dal 23/7/43 al 6/9/45.

2. Poichè è noto che durante il suddetto periodo d'impiego del "Dada" lo stesso ebbe a subire due affondamenti, al fini del regolamento dei rapporti di noleggio con l'armatore, si prega compiacersi di far conoscere se consti nella pratica in possesso di codesta Navy Sub-Section o se siano comunque ottenibili i seguenti elementi:

- a) La data del primo affondamento e la causale, cioè se in conseguenza di azione di guerra o per fatto ordinario.
- b) La data del ricupero e rimessa in pristino.
- c) La causale del secondo affondamento, nonchè la data del rientro in servizio con gli Alleati.

3. Si resta pertanto in attesa di riscontro in merito, ringraziando anticipatamente.

P. IL PRESIDENTE
d'ordine
(A.T. Marena)
Manua

877

1341