

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

ACC

10000/124/284 MAS/18

10000/124/284 INAS/IRN-11(3)/N

FRENCH SHIPS, AND
NAVAL MATERIALS
MAR 45 - AUG 47

1 3 4 4

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11(3)/N/202

4th July 1947

Subject: FRENCH BARCE "IDOLAIRE" EX "KORNICSEK".

To: THE SECRETARY OF THE ADMIRALTY.
(Copy to: The Commander-in-Chief, Mediterranean Station.)

Reference: (a) Admiralty's letter M.L. 2532/47 dated 21st May 1947
addressed to the Commander-in-Chief, Mediterranean
Station.

Enclosure: (A) Italian Naval Branch, Allied Force Headquarters' letter
IRM-11(3)/N/202 dated 4th July 1947.
(B) Copy of the translation of the French Mercantile Marine
Mission in Italy's letter I.428 dated 10th October 1946.
(C) Copy of the Navy Sub-Commission, Allied Commission's
letter NSC/5555 dated 18th October 1946.
(D) Copy of translation of Italian Ministry of Mercantile
Marine's letter No. 35640 dated 16th November 1946.

H
4/5

1. Enclosure (A) is forwarded for the information of Their Lordships with regard to reference (a).
2. Enclosures (B) (C) and (D) are also forwarded for information in connection with the French demand for the payment of hiring charges.

7 - JUL 1947

(Sgd) G. L. WARREN

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

1136

1345

ALLIED FORCE HEADQUARTERS
ITALIAN NAVAL BRANCH
APO 794

IRM-11(3)/N/201

4 July 1947

Subject: FRENCH BARGE "IDOLATRE" EX "KOENIGSBERG".

To: THE CHIEF OF THE FRENCH MERCANTILE MARINE MISSION IN ITALY.
(Through: The French Representative to the Allied Military
Authorities in Italy.)

1. With reference to your letter No. 1178 dated 7th August 1946 and subsequent correspondence concerning your claim for payment of hiring charges in connection with the employment of the barge IDOLATRE ex KOENIGSBERG, I have been instructed to convey to you the British Admiralty's decision on the matter.

2. The Admiralty are of the opinion that in view of the information furnished by the Compagnia Marittima in their letter dated 28th January 1947, copy of which is enclosed, any contention by the French Authorities that this vessel has earned profits during the course of trading operation appears to be clearly erroneous. Moreover, as the vessel was requisitioned out of prize for service with the Allied Commission (on which the French Authorities were represented and which operated in the general Allied interest) no grounds whatever would appear to exist for payment of any hiring charges to the French Government. In any event, the amount due to the Admiralty to meet the cost of salvage services and essential repairs rendered to the IDOLATRE ex KOENIGSBERG, is considered to be a French liability in accordance with the terms of the Liberated Ships Memorandum. In this connection the Admiralty stress furthermore, that no question of set-off of hiring charges can be contemplated.

3. In view of the dissolution of this Branch after ratification of the Peace Treaty, it is requested that any further correspondence on this subject be conducted by the "Office Nationale de la Navigation" direct with the British Admiralty through diplomatic channels.

7 - JUL 1947

1135

REAR ADMIRAL,
DIRECTOR ITALIAN NAVAL BRANCH.

"KOENIGSBERG".

(Admiralty's letter No.N.L.2532/47, dated
21st May, 1947).

III.

No.FOLI/975/5.

THE DIRECTOR OF ITALIAN NAVAL BRANCH,
A.F.H.Q.

Forwarded with the request that the
French Naval Mission may be informed of Their
Lordships' decision.

ROME,
10th June, 1947.

Ed. Haun

REAR-ADMIRAL

1134

RE	VED
12 JUN 1947	
NAVAL BRANCH	



* Any further communication should be addressed to—

The Secretary of the Admiralty,
London, S.W.1.

quoting "M.L. 2533/147."

L.P.—No. 8

Admiral S.W.1.

21st May 1947

Commander-in-Chief, Mediterranean.

I am to refer to your Submission No. 445 Med. 47/218/3/1 dated 13th February, 1947 and earlier submissions, concerning the claim made by the French Naval Mission for payment of hiring charges in connection with the employment of the barge KOMIGBERG.

2. In view of the information now furnished by the Compagnia Marittima in their letter dated 13th January, 1947, any contention by the French Authorities that this vessel has earned profits during the course of trading operations, appears to be clearly erroneous. Moreover, as the vessel was requisitioned out of prize for service with the Allied Commission (on which the French authorities are represented and which operates in the general Allied interest) no grounds whatever would appear to exist for payment of any hiring charges to the French. In any event the amount due to the Admiralty to meet the cost of salvage services and essential repairs rendered to the KOMIGBERG must be accepted as the financial responsibility of the French authorities in accordance with the terms of the Liberated Ships Memorandum. In this connection it must be stressed that no question of set-off of hiring charges can be contemplated.

3. Enquiries made of H.E. Procurator General have elicited the fact that he agreed to the release of this vessel in October, 1946. As, however, service of the Writ in Prize had not then been effected, the Registrar of the Prize Court was not then prepared to make an Order for

/release.

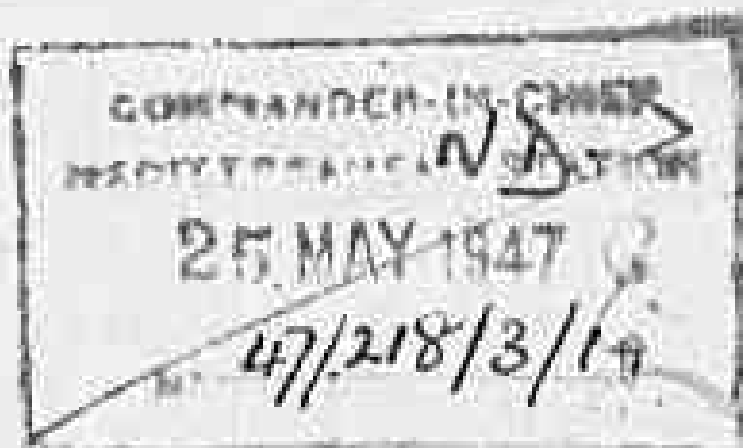
release. The service of the writ has now been effected
and the vessel has been handed over to the French. See
A.M. 051523/May.

BY COMMAND OF THEIR LORDSHIPS

Luanna.

II.

Med. 47/218/3/1.
FLAG OFFICER LIAISON, ITALY.



NAVAL MESSAGE

TO:

FROM...CINCPAC

RESTRICTED.

Request you will reply to LHM 051523 concerning "ROSENBERG".

DTG.....27 1524/10y.....

PL: 0-6 to 16 10y
 NOTE: EMPTY 105 1000 1000

DISPATCH

CINCPAC

FOR

A.M.

28th

ID

29/5/47

1182

Previous correspondence
 in NSC files. — IRN 11(3).

H.F.A.

FWF

1350

NAVAL MESSAGE

FROM

TO ADMIRAL (E) CINC MED, POLI.

FROM D.I.N.B.

Restricted.

A.M. 051923. Compagnie Maritime transferred Idolatre ex-Koenigsberg to French at Genoa on 14th May.
2. No expenses incurred.

.....19 1724B/May.....

REF: Admiralty's authority for release.

DEST: C-6, 10, 16, Log.

ITALCANT.

CRYPTO.

P.M. 19th.

DGS.

19/5/47.

1131

TELEGRAMMI: MARINESE - ROMA

GENOVA
PIAZZA PORTELLO, 6
TELEGRAMMI: MARINESE - GENOVA
TELEFONI: 26-424 - 26-795

UFFICIO DI ROMA, 15th. May 1947.

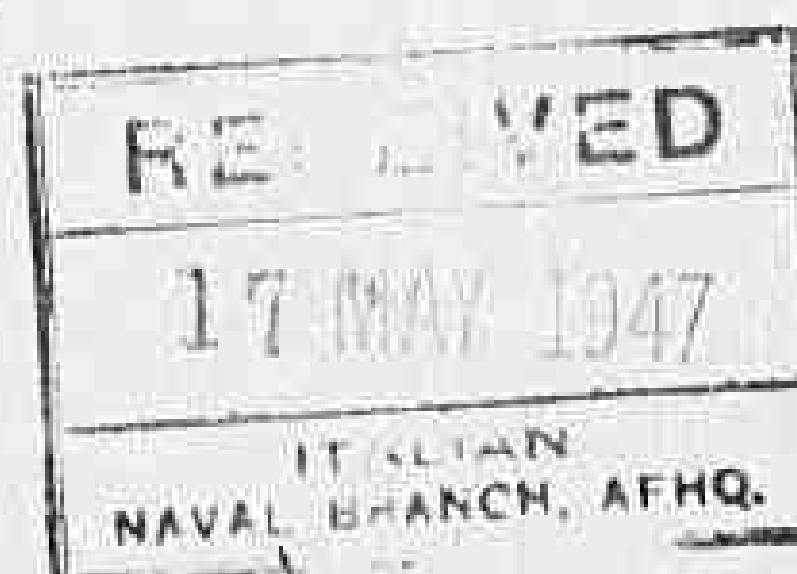
Allied Force Headquarters,
Italian Naval Branch,
R o m e .

" IDOLATRE " ex " KOENIGSBERG " .

1. We beg to acknowledge receipt of your letter IRN=11=(3)-N/17 and note that the British Admiralty has authorized the release of the above mentioned barge to the French Government and has directed that she be handed over to the French Naval authorities forthwith.
2. In compliance with the above we beg to state that the barge " IDOLATRE " ex " KOEIGSBERG " has been delivered by us yesterday, 14th. inst. to the French Naval Authorities at Genoa, whither we took the barge in accordance with Cmdr. SEPTIS' request and free of charge.

Yours faithfully.

Handwritten signature: *Handwritten*



1 3 5 2

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

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

12 May 1947

IRM-11(3)/N/125

Subject: "IDOLATRE" EX "KOENIGSBERG".
To: COMPAGNIA MARITTIMA, ROME.
Reference: (a) The Chief of the French Mercantile Marine Mission in Italy's ltr. I.730 dated 23 December 1946, to the Navy Sub-Commission, Allied Commission.
(b) The Compagnia Marittima, Rome's ltr. dated 26 January 1947, to the Navy Sub-Commission, Allied Commission.

1. In reply to the ultimate paragraphs of references (a) and (b), the British Admiralty have authorized the release of the barge "IDOLATRE" ex "KOENIGSBERG" to the French Government, and have directed that the barge be handed over to the French Naval authorities forthwith. H 12/5

2. It is requested therefore, that necessary action may be taken in order to effect this transfer without delay, and that I may be informed of the date when this has been done.

FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

Copies to:

The Italian Ministry of Mercantile Marine.
The Chief of the French Mercantile Marine Mission in Italy, Rome.
(Through the French Representative to the Allied Military Authorities, in Italy)

12 MAY 1947

NAVAL MESSAGE

CINC MEO INFO TOTE

FROM.....ADMTY.

RESTRICTIONS.

ADMTY MARSHAL. LONDON STATES COURT HAS AUTHORIZED RELEASE OF KONTIGBERG.
 VESSEL IS TO BE HANDLED OVER TO FRENCH PORTSMOUTH.
 2. PLEASE NOTIFY AHEAD OF ANY EXCESSIVE TROUBLE.

DTG.....05 1523/MAY.....

Dist: 0-6 16 16 Log.

PRINCIPAL

CHIEF

FOR A.M. 6th:

RF

6/5/61

1128

Commander-in-Chief, Mediterranean.

No. 500	Med. 17/118/3/4	Date	10th April, 1947.
		Subject	

RECEIVED ON 10/11/47

Formers

Enclosures

Director, Italian Naval Branch, Allied Force Headquarters, Letter No. 112/11(3)/N/13 dated 26th March, 1947, with enclosing thereto.

The Secretary of the Admiralty

(Copies to:-

Director, Italian Naval Branch.

1127

Forwarded for the consideration of their Lordships in continuation of Commander-in-Chief, Mediterranean's submission No. 207/Med. 11/218/3/4 dated 26th March, 1947.

1355

RECEIVED ON 12/22/43

Partners

Enclosures

Director, Italian Naval Branch, Allied Force Headquarters' letter No. IBI-11(3)/N/13 dated 26th March, 1947, with enclosure thereto.

1127

The Secretary of the Admiralty
(Copies to:-

Director, Italian Naval Branch).

Forwarded for the consideration of their Lordships in continuation of
Commander-in-Chief, Mediterranean's despatch No. 337/Med. 17/248/3/1 dated
26th March, 1947.

Sgd. P.S. SMITH

Mr. A. B. E. R. A. L.

FILED	2 MAY 1947	MAILED
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1356

Commander-in-Chief, Mediterranean.

No. 307 Med. 47/218/3/1 Date 26th March, 1947.

Subject

LAGUNA DOLORE or KONIGSBURG.

Formor.

Enclosures

Director, Naval Sub-Section, Italian Military Affairs Section, Allied Force Headquarters' letter No. IMH-41(3)/N/140 dated 10th March, 1947 with enclosures thereto.

The Secretary of the Admiralty

(Copy to:-

Director of Italian Navy Branch,
Allied Force Headquarters).

Forwarded for the consideration of their Lordships in continuation of
Commander-in-Chief, Mediterranean's No. 445/Med. 47/218/3/1 dated 13th February, 1947.

4 1220

1357

Former

Enclosures

Director, Naval Sub-Section, Italian Military Affairs Section, Allied Force Headquarters' letter No. IRN-11(3)/N/110 dated 10th March, 1947 with enclosures thereto.

422P

The Secretary of the Admiralty

(Copy to:-

Director of Italian Navy Branch,
Allied Force Headquarters).

Forwarded for the consideration of their Lordships in continuation of
Commander-in-Chief, Mediterranean's No. 445/Med. 47/218/3/1 dated 13th February, 1947.

Sgt. P. S. SMITH

for ADMIRAL

V.L.H.	
10	1947

MAJAL JAVAN

ADMIT INFO CINC HED DEND AFHQ

FROM.....WOLF.

RESTRICTED.

Writ served yesterday 4th April and sealed original being returned
through office of CINC HED. 15 031549 refers.

.....05 1234E/April...

Ref: Memorandum
Dist: O-6 10 16 21-108

17422045

CRYPTO

200 P.M. 5th:

MR

6/4/17 1135

TO CINC MED (R) HULL,

FROM D.L.N.B., AFHQ.

Restricted.

Cancel by 011720Z. POLY's 031549Z reverse.

00003 1552B/april 00000

REF: (1) Army hasten release of IMOLATRE (ex Koenigsberg).
(2) Unit to be served Friday.

RELCABLE.

CMSTO.

P.M. Jrd.

DCS.

5/4/47.

1124

1360

TO ADMIRALTY (P) D.I.N.B., ADHO, CINC PAC.

FROM POLI.

Declassified.

Correct 031652B/April. Date Time Group should read 031549B/April.

.....M.F.T.

REF: Koenigsberg.

DIST: 0-6, 10, 16, 24, Log.

UTAHGATE.

P/L

A.M. 15th

DGB.

5/4/47.

1133

NAVY MESSAGE

TO AMEMBASSY (N) D. L. N. H., AFRL, CINC NED.

FROM FOLT.

Restricted.

CINC NED's OFFICE. Expect to arrive next tomorrow Friday. Further signal
will be made.

03 1652D/AJZDL.....

REF: R. W. R. B. B. B.
REF: 0-6, 10, 16, 21, 102.

PAIDABOE.

CRISTO.

R. M. M.

ETS.

5/4/7.

1432

NAVAL MESSAGE

FOLI INFO ADAPT

FROM GINC HND.

URGENT RESTRICTED.

A.M. 281533/march 1st passed for action with reference to LBS
17/218/3/1 dated 22nd March no FOLI only.

.....01 0900A/April.....

Diat: 0-6 10 16 18
Ref: Ebnigsberg.

REAL CABLE

CLOUT

TOR. A.R. 2nd

RE 3/4/47

1121

CHIC MED

FROM.....ADMTY.

RESTRICTED.

Admiralty Marshal London enquiring whether writ in prize forwarded to you about a week ago served of "KONIGSBERG" Request you report position.

.....28 1533A/March...

Dist: O-5 10 16 log.

ITAL CARGO

CRYPTO

TOR A.M. 2nd:

RF

3/4/47

1120

TO CINC MID (R) FOLI.

FROM I.N.B., A.P.H.Q.

Restricted.

It would be appreciated if Admiralty could now be hastened for decision requested in your submission No. 218/144.47/218/3/1 of 21st January 1947 observing that French Merchantile Marine Mission here are now pressing for early release of DOLATRE (ex-~~COMMUNIST~~). Last paragraph of Enclosure (A) to U.S.S.'s letter I.R.N. 11(3)/N/3 of 14th February 1947 also refers.

...01 17205/April.....

DIST: 0-6, 10, 16, Log.

ITALCABLE.

CRYPTO.

P.M. 1st.

DGS.

3/1/47.

NAVAL MESSAGE

ADMTY (INFO) CIRC LMD

FROM.....FOLI (5)

RESTRICTED.

A.M. 041443. KOENIGSBERG normally employed by Italian COMPAGNIA
MARTINA carrying coal between Civitavecchia and Piumicino is now
under repair at Piumicino.

.....18 1532B/Arch.....

Ref: Request present whereabouts of barge Koenigsberg.
Dist: O-6 10 14 Log.

FINAL CABLE

CECTO

TOD P.M. 18th:

RF

18/5/47

1118

NAVAL MESSAGE

FROM

TO CHICAGO (R) DOLL.

FROM ADSTY.

Restricted.

Reagent present whereabouts of Mary Speilberg. Undetected with in prize
 not report not served in consequence of which registrar of prize court has
 not repeat not seen any clear to order release of vessel. Admiralty has had
 London brokers to arrange for service forthwith.

cc:cc: 1/23 HANCOCK

DEST: 9-6, 10, 14, Log.

LTAICABLE.

CRYPTO.

P.M. 5th.

DGS.

7/5/47.

1111

From: FRENCH MESSINIER MARINE MISSION IN ITALY.
To: S.S.S. - I.M.A.S. - A.F.H.Q. - Rome.
Date: 18th March, 1947.
Ref.: 2.050
Encl: Copy of letter C.N.P. No. 7323 dated 5th March, 1947.

Subject: French Barge "IDOLARE".

Further to our discussion of today, forwarded, enclosed, is a copy of the letter received from the "Office National de la Navigation" on the subject of the French Barge "IDOLARE" (ex "KOTICBERG").

(Sd) A. JOLY

ASSISTANT TO THE CHIEF OF THE
FRENCH MESSINIER MARINE MISSION IN ITALY.

RECEIVED

20 MAR 1947

JHE/c
20.

1110

From: OFFICE NATIONAL DE LA NAVIGATION.
To : The French Mercantile Marine Mission in Italy, Rome.
Date: 8th March, 1947.
Ref.: M/M.

Subject: Barge "EDOLAHUE".

According to information reaching me from the Mercantile Marine, the Prize Court of London is entirely in agreement regarding the definite release of the barge "EDOLAHUE". It desires to know however, the whereabouts of the barge so that certain formalities can be carried out on board.

I have stated that the "EDOLAHUE" has been employed on behalf of U.M.S.P.A. by the "Compagnie Maritime" and that you could supply, at any time, information on the exact whereabouts of the vessel.

I trust that under these conditions you will keep informed of the question and inform me of its developments.

(Sgd.) For the Director of the
"Office National de la Navigation".

MINISTÈRE
DES
TRAVAUX PUBLICS
ET DES TRANSPORTS

SECRETARIAT GÉNÉRAL
DE LA
MARINE MARCHANDE

MISSION MARINE MARCHANDE
EN ITALIE

REPUBLIQUE FRANÇAISE

Adresser la correspondance :
French Headquarters, R. A. A. C.
Piazza Venezia

Tel. 66.292 (Chef Mission)
66.256 (Secrétariat)

Ref. N° 2.050
Dr. IO
MLS

ROME, le 18 Mars 1947

NOTE POUR

" ITALIAN MILITARY AFFAIRS SECTION "
(Navy Sub-Section)
=====

O b j e t : Barge française " IDOLATRE "
P. Jointe : Copie certifiée conforme de la lettre O.N.N. N° 7323
du 8 Mars 1947 .

-:-

Comme suite à notre entretien de ce jour, je vous prie de
vouloir bien trouver ci-inclus copie de la lettre reçue de l'OFFICE
NATIONAL DE LA NAVIGATION au sujet de la barge française " IDOLATRE "
(ex- KOENIGSBERG) .

L'Adjoint au Chef de la Mission Marine Marchande en
Italie,
Lieutenant de vaisseau de réserve

A. JOLY (C.L.C.)



COPIE

MINISTERE
DES TRAVAUX PUBLICS

REPUBLIQUE FRANCAISE

PARIS le, 8 Mars 1947

OFFICE NATIONAL
de la NAVIGATION

Le Directeur de l' Office National
de la Navigation

Ref. IM/MA

à LA MISSION MARINE MARCHANDE en
I T A L I E

R O M ES.N.R. N° 7323

OBJET : Bateau " IDOLATRE "

Suivant renseignements qui me parviennent de la Marine Marchande, la Cour des Prises de LONDRES serait entièrement d'accord pour accorder la relaxe définitive du bateau " IDOLATRE ". Elle désirerait savoir toutefois où se trouve le bateau afin que certaines formalités puissent être accomplies à son bord.

J'ai indiqué que l' IDOLATRE " était exploité pour le compte de l' U.N.R.R.A. par la Compagnie MARITTIMA, et que l'on pouvait trouver en tout temps auprès de vous d'utiles renseignements pour situer exactement le bateau.

Je pense que dans ces conditions vous ne tarderez pas à être saisi de la question et je vous demande de vouloir bien me tenir au courant de son développement.

Pour le Directeur de l' Office National
de la Navigation
Le Chef du Service

signé : illisible

Copie certifiée conforme.*Rome le 18 Mars 1947**[Signature]*

Allied Force Headquarters
ITALIAN NAVAL BRANCH
AIG 794

IRN-11(3)/N/13

24 March 1947.

Subject: FRENCH BARGE "IDOLATRE".

To: COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.

Reference: (a) Ministry of Marine's ltr. 10306 dated 26th February 1947.
(b) Naval Sub-Section, Italian Military Affairs Section's ltr. IRN-11(3)/N/110 dated 10th March 1947.

Enclosure: (A) Translation of report of work carried out on French barge IDOLATRE, (ex Koenigsberg) by the firm of Odero-Terni-Orlando, Leghorn.
(B) Translation of list of material supplied by Odero-Terni-Orlando, while repairing the IDOLATRE.

1. Enclosures (A) and (B) referred to in sub-paragraphs (b) and (c) respectively of paragraph 1 of the enclosure to reference (a), which was transmitted to the Commander-in-Chief, Mediterranean Station under cover of reference (b), are forwarded.

2. The omission of these enclosures from reference (b) is regretted.

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

26 MAR 1947

1 3 7 2

IRM-11(3)/N/113

10 March 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: The Commander-in-Chief, Mediterranean Station.
(Copy to: Flag Officer Liaison Italy.
Reference: FOL 975/5 dated 5th December 1946).

Subject: Lighter *INOLATAS* (EX *ROHMIGSBURG*).

Reference: (a) The Commander-in-Chief Mediterranean's letter Med. 46/
218/3/1 dated 14th November 1946 to the Flag Officer
Liaison Italy.
(b) Naval Sub-Section, Italian Military Affairs Section's
letter IRM-11(3)/N/3 dated 4th February 1947.

Enclosure: (A) Translation of Ministry of Marine's letter 10306 dated
26th February 1947 and enclosures.

1. Enclosure (A) is forwarded herewith in accordance with
reference (a) and in continuation of reference (b).

H
14/3
JEF
11/3/47

(S) **E. W. ZIRGARTEN**
COMMODORE, U. S. NAVY,

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

10/1630/3
JEF

12 MAR 1947

1111

~
The Previous correspondence in
NSC files IRN-11(3).

From: MINISTRY OF MARINE (Maristat).
To : N.S.S. - I.M.A.S. - A.P.H.Q. - Rome.
Date: 26th February, 1947.
Ref.: 10306. Encl. No.3

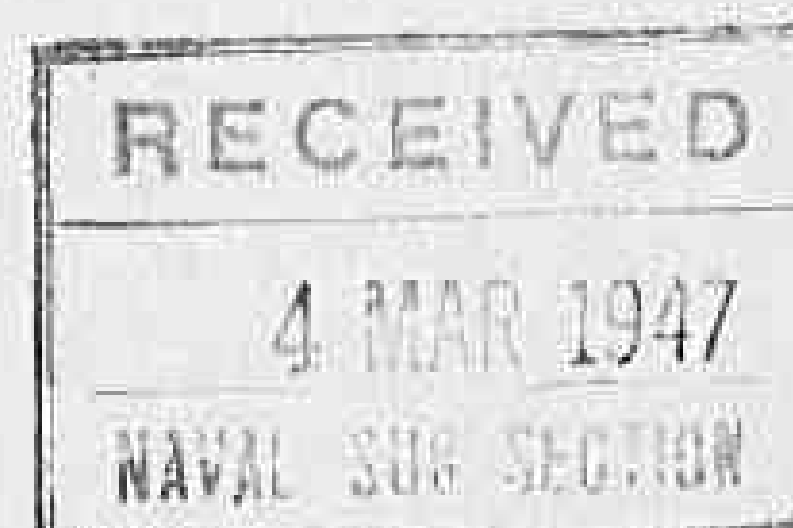
Subject: Lighter IDCLATRE (EX KOENIGSBERG).

With reference to your letter No. NSC/5759, dated 11th December, 1946.

A copy is forwarded of letter No. 344, dated 5th February, 1947, from the Italian Naval Salvage Office of Leghorn, and its enclosures, to answer your request in paragraph 2 of the letter in question.

THE CHIEF OF NAVAL STAFF.

JLE/G
4.



3 1 1 0

From: Italian Naval Salvage Office - Leghorn.
To : Ministry of Marine (Maricost - Salvage Division) - Rome.
Date: 5th February, 1947.
Ref.: 344

Subject: Repair of the ex German Lighter KOENIGSBERG.

With reference to your letter 79569, dated 11th January, 1947.

1. According to information from the OTO Company, the following are the expense items for repair work carried out on the lighter in question :-

- a) - dry docking
- hull repair work
- overhaul of machinery
- reconstruction of electric plant

b) Attached is a summary report of the work which has been carried out, and for which approximately 3160 working days have been required. It has not been possible to work out the cost of labour, as the dockyard workmen were, at that time, paid directly by the British Authorities.

c) The OTO Company has supplied some of the material for the above repairs, and for which the attached invoices, totalling 325,579.20 lire, were paid for by the British Authorities.

2. The OTO Company is unable to establish how much British material was supplied for the execution of the work as the material was drawn from British stores by means of a delivery note from the officers supervising the repairs.

The Direction of the Italian Naval
Salvage Office - Leghorn

(Sgd). Cavallini, Lt. Cdr.(E).

1109

JIE/C

4.

ENCLOSURE (A)

Depreciation of _____ % carried out on the 1st Jan 1980.

• *Proclima* (L. Br.) 1.3.

102

1376

ENCLOSURE (R)

Invoices prepared by the G.T.C. Company for supplies required for repair work on the barge Koenigsberg.

a) <u>Ball repairs</u>	1,036	lire
Iron plating 36 kgs. x 16.5	4,195.9	"
Iron bottom 245 kgs. x 13.0	765	"
Iron nails 7 kgs. x 15	1,500	"
Carbide 30 kgs. x 50	4,320	"
Welding rods 3/8 in. No. x 8	520	"
Paint 2500 kgs. x 200	12,114.50	lire
b) <u>Engine repairs</u>	12,876	lire
Iron plating 696 kgs. x 18.50	5,752.50	"
Angle iron 235 kgs. x 13.50	3,402	"
Welded steel 140 kgs. x 24.30	3,721	"
Welded steel bars 400 kgs. x 18.50	2,510	"
Iron bars 15 kgs. x 32.00	1,100	"
Weld bars 10 kgs. x 110	75,620	"
Welding rods 950 kgs. x 76	236	"
Iron lined plating 10 kgs. x 50.50	121	"
Copper sheeting	10,746	"
Iron tubing 350 kgs. x 27	3,625	"
Brass tubing 25 kgs. x 140	2,725	"
Turned iron bolts 35 kgs. x 90	1,202.50	"
Flat iron for supports 45 kgs. x 18.50	6,195	"
Iron flanges 65 kgs. x 20	1,425	"
Iron nuts 10 kgs. x 22	720	"
Iron screws 4 kgs. x 180	4,250	"
Iron nails 50 kgs. x 35	1,500	"
Electromagnet with brass core 3 in. No. x 500	280	"
Gauges 1 1/2 in. No. x 400	950	"
Gauges 100 2 in. No. x 400	2,000	"
Speedometer 1 in. No. x 2700	26,000	"
Steel propeller 1 in. No. x 26,000	6,000	"
Cast iron centrifugal pump 1 in. No. x 6000	4,000	"
Cast iron oil cooler 1 in. No. x 4000	1,200	"
Cast iron separator 1 in. No. x 1200	2,800	"
Excelsior pump 1 in. No. x 2200	240	"
Shaft 1 in. No. x 120	1,680	"
Sheet iron oil tank 1 in. No. x 1680	2,200	"
Sheet iron fuel tank 1 in. No. x 2200	840	"
Brass taps 1/4 1 in. No. x 200	350	"
Ditto 1/2 1 in. No. x 350	3,250	"
Ditto 1 1/2 1 in. No. x 350	5,750	"
Cast iron padlock 50 15 kgs. x 100	5,000	"
Brass padlock 30 15 kgs. x 200	200	"
Brass valve 1/4 1 in. No. x 200	1,000	"
Steel valves 1 1/2 6 kgs. x 100		"

1107

Steel valves 1/2" 5 kps. x 170	9.0	lire
Brass valve 40 in. x 230	2,300	"
Brass valve 1" 2 in. x 230	260	"
Trapezoidal Selt 180 mm. 1 in. x 310	310	"
Cotton waste 10 kps. x 60	600	"
Heavy cloth 10 in. x 27	270	"
Brass sockets with tap 2 1/2 kps. x 320	800	"
Sockets 1/2 gas 2 in. x 25	75	"
Corner joint 1 in. x 3800	5,200	"
Support with small iron flywheel 1 in. x 360	360	"
Small cast iron flywheel 1 in. x 120	120	"
Small steel cable 0.237 kg. x 100	30	"
Tallow grease 2 lbs. x 3	176	"
Red lead 2 in. x 200	400	"
Iron gauge 0.400 sq. m. x 160	16	"
Brass gauge 0.500 sq. m. x 250	125	"
Asbestos cord 15 meters x 37.50	2,062.50	"
Asbestos fibre 10 kps. x 250	2,500	"
Wax 16 kps. x 55	880	"
Steel wire 0.300 kg. x 120	96	"
String 0.200 sq. x 250	75	"
Fibre sheathing 1 kg. x 250	250	"
Red card board 10 sq. m. x 7	370	"
Glass tubing 15 l. m. x 105	330	"
Heavy gauge 0.200 kg. x 450	45	"
Circle wood 0.025 sq. m. x 4500	111.25	"
Iron hook 0.030 kg. x 100	32.50	"
Flannel 1 sq. m. x 580	580	"
Lead paint 10 kps. x 300	2,000	"
Sheet metal welding 1 kg. x 30	300	"
Electrodes 1200 in. x 5	5,600	"
Iron wire 6 kps. x 78.50	471	"
Cast-iron bar 1300 kps. x 97.50	25.25	"
Brass wire 1.500 kg. x 175	262.50	"
Barax 0.200 kg x 250	200	"
	237,670	lire

G) Electrical repairs

Rotating tin interruptors 7 in. No. x 280	1,995	lire
Lever tin interruptors 1 in. No. x 750	750	"
Complete tin plugs 6 in. No. x 360	2,160	"
3-circuit tin distributors 2 in. No. x 3500	7,000	"
Tin distribution boxes 6 in. No. x 395	2,370	"
Watts 5 in. No. x 175	1,875	1106
0/2 type tin lamps 14 in. No. x 555	7,770	"
Cable 2 in. No. x 1 Pa m. 415 x 14.50	5,602.50	"
Cable 2 in. No. x 5 Pa m. 21 x 14.7.50	3,037.50	"
Cable 2 in. No. x 2 Pa 44 m. x 106.80	1,174.80	"
Cable 2 x 1 Pa m. x 31	505	"
Galvanized steel 400 in. No. x 5.30	2,360	"
Galvanite 1 kg. x 575	575	"
Voltmeter 0-7 in. No. x 1000	1,000	"

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- 3 -

Supermotor 30 1 in No. x 900
 Red glass for lights 1/1 1 in No. x 150
 Lamp battery accumulators 2 x 12,000
 Yellow glass for lights 1 in No. x 125
 Blue glass for lights 1 in No. x 125
 Iron screws 6 x 10 450 in No. x 0.85
 Iron screws 6 x 15 60 in No. x 1
 Iron screws 6 x 20 10 in No. x 1.20
 Iron screws 6 x 35 10 in No. x 1.70
 Iron screws 6 x 40 10 10 No. x 1.80
 Brass screws 6 x 40 4 in No. x 5.20
 Self-threading screws 6 x 15 75 in No. x 1.40
 Nuts and bolts 6 x 30 4 in No. x 4.60
 Nuts and bolts 6 x 20 20 in No. x 4.50
 Brass speaking tube 7 in No. x 10
 Terminals 7 in No. x 25
 Iron working tool 4 in No. x 60
 Carbon brushes 4 in No. x 75.50
 Lead bath 35 in No. x 40
 Lead bars 0.112 cu m. x 4,100
 Blue 0.200 kg. x 650
 Glass paper 2 in No. x 15
 Iron checks 2.00 kg. x 40
 Iron tubing 1.500 kg. x 27
 Putty 1 kg. x 75
 Grease 0.400 kg. x 38
 Iron tank 0.200 kg. x 150
 Iron piping 6 kg. x 10.50
 Angle iron 10 kg. x 19.50
 Electrodes 120 in No. x 5
 Tin soldering metal 0.200 kg. x 190
 Carbide 1 kg. x 50

	lire
900	"
150	"
24,000	"
125	"
125	"
382.50	"
60	"
12	"
17	"
19	"
12.20	"
94.40	"
18.40	"
90	"
656	"
265	"
272	"
314	"
1,575	"
459.20	"
170	"
30	"
112.50	"
121.50	"
75	"
44	"
30	"
111	"
195	"
960	"
70	"
50	"
72,594.70	lire

Grand Total - Lire, 323, 579, 20

(Sgd.) The Director of the Naval Salvage Office -
 Leghorn.
 S. Cavallini (Lt. Col. (R) I.N.)

1103

Mod. 40

Roma 26 FEB 1947

Stato Maggiore della Fl. Marina

Reg. M.D.S.

M. E.D.

NAVAL SUB-SECTION
I.M.A.S.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Ind. 10306

ARGOMENTO: Chiatta Idolatre, ex "KONIGSBERG".

Riferimento foglio NSC/5759 del 11 Di
cembre 1946.

Si rimette copia del foglio 344 del 5
febbraio 1947 dell'Ufficio Ricupero della
Marina Militare in Livorno e relativi al-
legati, in risposta a quanto richiesto al
comma 2 del foglio in riferimento.

p. IL CAPO DI STATO MAGGIORE

Per 1104

MARINA MILITARE
Ufficio Ricupero Navi
LIVORNO

COPIA

Livorno, li 5/2/1947

Prot.n. 344

AL MINISTERO DELLA MARINA

- Maricost Divisione Ricupero -

R O M A

ARGOMENTO: Riparazione della ex chiatte tedesca Koenisberg.

Riferimento al dispaccio n. 79569 in data 11 gennaio c.e.

- 1) - Dalle informazioni assunte presso la Società OTO è risultato quanto segue in merito alle spese sostenute per i lavori di riparazione eseguiti alla chiatte in argomento :
- a) - alla chiatte sono stati eseguiti i sottoelencati lavori :
- immissione in bacino
 - lavori di scafo
 - sistemazione apparato motore
 - ricostruzione impianto elettrico.
- b) - in allegato si trasmette una sommaria descrizione dei lavori per la esecuzione dei quali, da un computo approssimativo, è risultato che sono state impiegate n. 3160 giornate operative. Non è stato possibile appurare la spesa sostenuta per la manodopera in quanto le maestranze in quell'epoca erano direttamente pagate dalle Autorità inglesi.
- c) - per l'esecuzione dei suddetti lavori la Società OTO ha fornito del materiale.
- Per dette forniture sono state emesse le allegate fatture, per un importo complessivo di lire 323.579,20 che è stato regolarmente pagato dalle Autorità inglesi.
- 2) - La Società OTO non è in grado di poter stabilire quanto materiale britannico è stato fornito per la esecuzione del lavoro in quanto detto materiale veniva ritirato dai Depositi Britannici verso consegna dei buoni di prelievo rilasciati dagli Ufficiali addetti ai lavori. =

R C M A

ARGOMENTO: Riparazione della ex chiatte tedesca Koefisberg.

- Riferimento al dispaccio n. 79569 in data 11 gennaio c.e.
- 1) - Delle informazioni essunte presso la Società OTO è risultato quanto segue in merito alle spese sostenute per i lavori di riparazione eseguiti alla chiatte in argomento:
 - a) - alla chiatte sono stati eseguiti i sottoelencati lavori:
 - immissione in bacino
 - lavori di scalo
 - sistemazione apparato motore
 - ricostruzione impianto elettrico.
 - b) - in allegato si trasmette una sommaria descrizione dei lavori per la esecuzione dei quali, da un computo approssimativo, è risultato che sono state impiegate n. 3160 giornate operative. Non è stato possibile appurare la spesa sostenuta per le opere in quanto le maestranze in quell'epoca erano direttamente pagate dalle Autorità inglesi.
 - c) - Per l'esecuzione dei suddetti lavori la Società OTO ha fornito del materiale. Per detta fornitura sono state emesse le allegate fatture per un importo complessivo di lire 323.579,20 che è stato regolarmente pagato dalle Autorità inglesi.
 - 2) - La Società OTO non è in grado di poter stabilire quanto materiale britannico è stato fornito per la esecuzione del lavoro in quanto detto materiale veniva ritirato dai Depositi Britannici verso consegne dei buoni di prelevamento rilasciati dagli Ufficiali addetti ai lavori. =



IL MAGGIORE DEL GENIO NAVALE
Dirigente Ufficio Ricupero Navi LIVORNO
P.to CAVALIERI

Descrizione dei lavori eseguiti alla Chiatta Koenigsberg.

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-a) Immissione in bacino - Giornate operaie n. 290

-b) Lavori di scafo

Raddrizzate le parti contorte scaldando con fiaccola ossidrica, forgiate rovesce di rinforzo applicandole mediante saldatura elettrica alle ossature del fasciame con relativi spezzoni di attacco al corrente con rinforzi di ferro a U - Riparato e saldato un tratto di guardamano.
Giornate operaie n. 180

-c) Lavori di Macchina

Tirata la lenza della linea d'asse per la costruzione della nuova base di sostegno del motore. Costruita in posto la base, prelevato il motore della cisterna Cristina, allineato con la linea d'assi con manconi e chiavette e sistemato in posto. Costruito ed aggiustati in posto gli spessori di calettaggio del motore, forato il basamento e fissato il motore con nuovi bulloni. Registrata la frizione del motore, costruita una leva ed una bielletta per l'inversione di marcia. Costruita la manovella e maniglia per la pompa dell'olio. Costruita e sistemata in posto la tubolatura di scarico gas; inserito un giunto di rame e coibentata la tubolatura, costruita la base di sostegno e sistemata in posto una pompa centrifuga con trasmissione a cinghie. Sistemato in posto un nuovo raffreddatore d'olio ed un separatore - Costruite le staffe di sostegno e fissata in posto una pompa a mano Excelsior. Sistemata in posto una cassa per acqua ed una per olio complete di accessori. Costruite le tubolature acqua, olio, nafta, aria compressa, tubolatura spughi e sentina. Sistemate in posto le nuove valvole e rubinetti, guarnite le tubolature, costruite le staffe di sostegno e fissate. Costruite completamente nuovo il pagliolato di macchina. Smontata da posto l'elica esistente e sostituita con una di acciaio. Smontate le prese dal mare, rettificata e rimontate, costruita una leva di ferro per girare il motore. Costruiti due imbuti di lamiera di ferro - Sostituita la rete metallica ai filtri olio motore.
Giornate operaie n. 2550.

-d) Lavori elettrici

Eseguito l'impianto di luce e forza.
Costruito un armadio per batteria accumulatori.
Giornate operaie n. 140.

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1102



IL MAGGIORE DEL GENIO NAVALE

Dirigente Ufficio Tecnico Navale - LIVORNO

(Unità Tecnica Navale)

di ferro a U - Riparato e saldato un tratto di guardamano.
Giornate operaie n. 180

-c) Lavori di Macchina

Tirata la lenza della linea d'asse per la costruzione della nuova base di sostegno del motore. Costruita in posto la base, prelevato il motore della cisterna Cristina, allineato con la linea d'assi con manconi e chiavette e sistemato in posto. Costruito ed aggiustati in posto gli spessori di calettaggio del motore, forato il basamento e fissato il motore con nuovi bulloni. Registrata la frizione del motore, costruita una leva ed una bielletta per l'inversione di marcia. Costruita la manovella e maniglia per la pompa dell'olio. Costruita e sistemata in posto la tubolatura di scarico gas; inserito un giunto di rame e coibentata la tubolatura, costruita la base di sostegno e sistemata in posto una pompa centrifuga con trasmissione a cinghie. Sistemato in posto un nuovo raffreddatore d'olio ed un separatore - Costruite le staffe di sostegno e fissate in posto una pompa a mano Excelsior. Sistemata in posto una cassa per acqua ed una per olio complete di accessori. Costruite le tubolature acqua, olio, nafta, aria compressa, tubolatura spurgii e sentina. Sistemate in posto le nuove valvole e rubinetti, guarnite le tubolature, costruite le staffe di sostegno e fissate. Costruite completamente nuovo il pagliolato di macchina. Smontata da posto l'elica esistente e sostituita con una di acciaio. Smontate le prese dal mare, rettificata e rimontata, costruita una leva di ferro per girare il motore. Costruiti due imbuti di lamiera di ferro - Sostituita la rete metallica ai filtri olio motore.

Giornate operaie n. 2550.

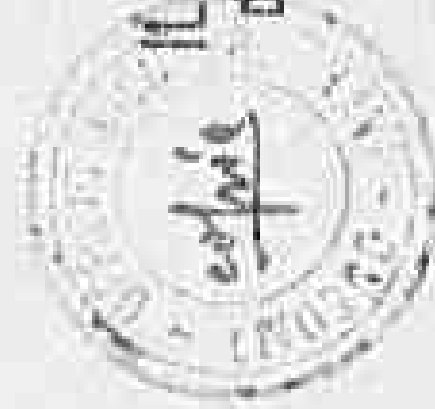
-d)

Lavori elettrici

Eseguito l'impianto di luce e forza.
Costruito un armadio per batteria accumulatori.
Giornate operaie n. 140.

1102

-----000-----



IL MAGGIORE DEL GENIO NAVALE

Ufficiente Ufficio Ricovero Navi - LIVORNO

(M. G. G. G. G.)

Al. G. G. G. G.

Fatture emesse dalla Società OTQ per la fornitura di materiale occorso per lavori di riparazione eseguiti alla chiatte Koenigsberg.

-a) Lavori di scafo

Lamiere di ferro Kg. 56 x 18,50
 Profilati di ferro Kg. 215 x 19,50
 Chiodi di ferro Kg. 9 x 85
 Carburio Kg. 30 x 50
 Elettrodi n. 540 x 8
 Pittura Kg. 2,500 x 200

£. 1.036
 " 4.193,50
 " 765
 " 1.500
 " 4.320
 " 500

£fre 12.314,50

-b) Lavori di macchina

Lamiere di ferro Kg. 696 x 18,50
 Angolari di ferro Kg. 295 x 19,50
 Angiaio Aq. 42 forgiato Kg. 140 x 24;30
 Barra acciaio Aq. 42 Kg. 400 x 24,30
 Barre ottone Kg. 25 x 92,40
 Barre muntz Kg. 10 x 110
 Lamiere striate Kg. 995 x 76
 Lamiere ferro piombata Kg. 10x33,60
 Lastra rame

£. 12.876
 " 5.752,50
 " 3.402
 " 9.721
 " 2.310
 " 1.100
 " 75.620
 " 336
 " 121

Tubo ferro Kg. 308 x 27
 Tubo rame Kg. 25 x 145
 Bolloni ferro toniti Kg. 35 x 95
 Ferro piatto per staffe Kg. 65 x 18,50
 Flange di ferro Kg. 65 x 95
 Dadi di ferro Kg. 15 x 95
 Viti di ferro Kg. 4 x 180
 Chiodi di ferro Kg. 50 x 85
 Termometri con guaina ottone n. 3x500
 Manometri Ø 80 n. 2 x 400
 Manometri Ø 100 n. 2 x 490
 Tachimetro n. 1 x 2000
 Elica acciaio n. 1 x 26.000
 Pompa centrifuga in ghisa n. 1 x 6000
 Raffreddatore olio in ghisa n. 1 x 4000
 Separatore ghisa n. 1 x 1200
 Pompa Excelsior n. 1 x 2200
 Ingrassatori Stauffer n. 2 x 120
 Cassa lam. ferro per olio n. 1 x 1680
 Cassa lam. ferro per nafta n. 1 x 2200
 Rubinetti bronzo 1/4 n. 3 x 280
 Idem c.s. 1/2 n. 1 x 350
 Idem c.s. 18 n. 8 x 380
 Saracinesca ghisa Ø 60 Kg. 15 x 180
 Saracinesca bronzo Ø 90 Kg. 18 x 280

£. 10.746
 " 3.625
 " 3.325
 " 1.202,50
 " 6.195
 " 1.425
 " 720
 " 4.250
 " 1.500
 " 800
 " 980
 " 2.000
 " 26.000
 " 6.000
 " 4.000
 " 1.200
 " 2.200
 " 240
 " 1.680
 " 2.200
 " 840
 " 350
 " 3.040
 " 2.700
 " 5.010

1101

Chiodi di ferro Kg. 9 x 85
 Carburio Kg. 30 x 50
 Elettrodi n. 540 x 8
 Pittura Kg. 2,500 x 200

£fre 12.314,50

-b) Lavori di macchina

Lamiere di ferro Kg. 696 x 18,50
 Angolari di ferro Kg. 295 x 19,50
 Angiaio Aq. 42 forgiato Kg. 140 x 24,30
 Barra acciaio Aq. 42 Kg. 400 x 24,30
 Barre ottone Kg. 25 x 92,40
 Barre muntz Kg. 10 x 110
 Lamiere striate Kg. 995 x 76
 Lamiere ferro piombata Kg. 10x33,60
 Lastra rame
 Tubo ferro Kg. 398 x 27
 Tubo rame Kg. 25 x 145
 Bolloni ferro toniti Kg. 35 x 95
 Ferro piatto per staffe Kg. 65 x 18,50
 Piange di ferro Kg. 65 x 95
 Dadi di ferro Kg. 15 x 95
 Viti di ferro Kg. 4 x 180
 Chiodi di ferro Kg. 50 x 85
 Termometri con guaina ottone n. 3x500
 Manometri Ø 80 n. 2 x 400
 Manometri Ø 100 n. 2 x 490
 Tachimetro n. 1 x 2000
 Elica acciaio n. 1 x 26.000
 Pompa centrifuga in ghisa n. 1 x 6000
 Raffreddatore olio in ghisa n. 1 x 4000
 Separatore ghisa n. 1 x 1200
 Pompa Excelsior n. 1 x 2200
 Ingrassatori Stauffer n. 2 x 120
 Cassa lam. ferro per olio n. 1 x 1680
 Cassa lam. ferro per nafta n. 1 x 3200
 Rubinetti bronzo 1/4 n. 3 x 280
 Idem c.s. 1/2 n. 1 x 350
 Idem c.s. 18 n. 8 x 380
 Saracinesca ghisa Ø 60 Kg. 15 x 180
 Saracinesca bronzo Ø 90 Kg. 18 x 280
 Valvola bronzo da Ø 3/4 n. 1 x 280
 Valvole acciaio da 1" Kg. 6 x 180
 Valvola acciaio da 1/2" Kg. 3 x 180
 Valvola bronzo Ø 40 Kg. 10 x 280
 Valvola bronzo da 1" n. 2 x 280
 Cinghia trapezoidale mm/ 1800 n. 1x316
 Cascame di cotone Kg. 10 x 60
 Tela smeriglio n. 10 x 27
 Raccordi bronzo con rub. Kg. 2½x320

£. 12.876
 " 5.752,50
 " 3.402
 " 9.721
 " 2.310
 " 1.100
 " 75.620
 " 336
 " 121
 " 10.746
 " 3.625
 " 3.325
 " 1.202,50
 " 6.195
 " 1.425
 " 720
 " 4.250
 " 1.500
 " 800
 " 980
 " 2.000
 " 26.000
 " 6.000
 " 4.000
 " 1.200
 " 2.200
 " 240
 " 1.680
 " 2.200
 " 840
 " 350
 " 3.040
 " 2.700
 " 5.040
 " 280
 " 1.080
 " 540
 " 2.800
 " 560
 " 316
 " 600
 " 270
 " 800

- 2 -

Raccordi ϕ 1/2 gas n. 3 x 25	75	£.
Giunto di rame n. 1 x 5200	5.200	"
Supporto con volantino ferro n. 1 x 360	360	"
Volantino ghisa n. 1 x 120	120	"
Cavetto di acciaio Kg. 0,200x150	30	"
Grasso giallo Kg. 2 x 88	176	"
Matteo di minio n. 2 x 200	400	"
Rete di ferro mq. 0,100 x 160	16	"
Rete di ottone mq. 0,500x250	125	"
Cordone di amianto m. 55x37;50	2.062,50	"
Fibra di amianto Kg. 10 x 250	2.500	"
Stracci Kg. 16 x 55	380	"
Filo di acciaio Kg. 0,800 x 120	96	"
Spago Kg. 0,300 x 250	75	"
Lastre fibra Kg. 1 x 250	250	"
Cartone rosso mq. 10 x 57	570	"
Tubo vetro ϕ 16 m. 1 x 165	330	"
Pasta smeriglio Kg. 0,200 x 230	46	"
Legno circolo mc. 0,025 x 4450	111,25	"
Bullette di ferro Kg. 0,350x150	52,50	"
Flanella mq. 1 x 560	560	"
Pittura minio Kg. 10 x 200	2.000	"
Saldatura stagno Kg. 1 x 353	350	"
Elettrodi n. 1200 x 8	9.600	"
Filo ferro Kg. 6 x 78,50	471	"
Filo ottone Kg. 1500 x 175	262,50	"
Barre ghisa Kg. 0,300 x 97,50	29,25	"
Borace Kg. 0,800 x 250	200	"
	£ire	237.670

1100

-c) Lavori elettrici

Interruttori stagni rotativi n. 7 x 285	£.	1.995
Interruttori stagni a leva n. 1 x 750	"	750
Spine stagne complete n. 6 x 360	"	2.160
Centralini stagni a 3 circuiti n. 2x3500	"	7.000
Cassette derivazione stagne n. 6x395	"	2.370
Idem n. 5 x 375	"	1.875
Fanali stagni tipo U/2 n. 14x555	"	7.770
Cavo n. 2x1 PA m. 115x84,50	"	9.602,50
Cavo n. 2 x 5 PA m. 21x147,50	"	3.097,50
Cavo n. 2 x 2 PA mt. 11x106,80	"	1.174,80
Cavo F 2 x 1 G m. 5 x 81	"	405
Gaffe moletta zincata n. 400x5;30	"	2.360
Bachelite Kg. 1 x 575	"	575
Volto metro 0+70 n. 1 x 1000	"	1.000
Amperometro 30-0-30 n. 1 x 900	"	900
Batterie accumulatori al piombo 2x120000 "	"	22.000

Cavetto di acciaio Kg. 0,200x150	30
Grasso giallo Kg. 2 x 88	176
Matico di minio n. 2 x 200	400
Rete di ferro mq. 0,100 x 160	16
Rete di ottone mq. 0,500x250	125
Cordone di amianto m. 55x37;50	2.062,50
Fibra di amianto Kg. 10 x 250	2.500
Stracci Kg. 16 x 55	880
Filo di acciaio Kg. 0,800 x 120	96
Spago Kg. 0,300 x 250	75
Lastra fibra Kg. 1 x 250	250
Cartone rosso mq. 10 x 57	570
Tubo vetro Ø 16 m. 1 x 165	330
Pasta smeriglio Kg. 0,200 x 230	46
Legno circolo mc. 0,025 x 4450	111,25
Bullette di ferro Kg. 0,350x150	52,50
Planella mq. 1 x 560	560
Pittura minio Kg. 10 x 200	2.000
Saldatura stagno Kg. 1 x 350	350
Elettrodi n. 1200 x 8	9.600
Filo ferro Kg. 6 x 78,50	471
Filo ottone Kg. 1500 x 175	262,50
Barre ghisa Kg. 0,300 x 97,50	29,25
Borace Kg. 0,800 x 250	200
	Σire 237.670

-c) Lavori elettrici

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Interruttori stagni a leva n. 1 x 750	"	750
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Centralini stagni a 3 circuiti n. 2x3500	"	7.000
Cassette derivazione stagne n. 6x395	"	2.370
Idem n. 5 x 375	"	1.875
Fanali stagni tipo U/2 n. 14x555	"	7.770
Cavo n. 2x1 PA m. 115x84,50	"	9.602,50
Cavo n. 2 x 5 PA m. 21x147,50	"	3.097,50
Cavo n. 2 x 2 PA mt. 11x106,80	"	1.174,80
Cavo F 2 x 1 G m. 5 x 81	"	405
Gaffe moietta zincata n. 400x5;30	"	2.360
Bachelite Kg. 1 x 575	"	575
Voltmetro 0+70 n. 1 x 1000	"	1.000
Amperometro 30-0-30 n. 1 x 900	"	900
Batterie accumulatori al piombo 2x1200000	"	24.000
Vetri rossi per fanali U/1 n. 1 x 150	"	150
idem gialli n. 1 x 125	"	125
idem blue n. 1 x 125	"	125
Viti ferro 6 x 10 n. 450 x 0,85	"	382,50
Viti ferro 6 x 15 n. 60 x 1	"	60
Viti di ferro 6 x 20 n. 10 x 1,20	"	12
Viti ferro 6 x 35 n. 10 x 1,70	"	17
Viti ferro 6 x 40 n. 10 x 1,90	"	19
Viti ottone 6 x 40 n. 4 x 3,20	"	12,80

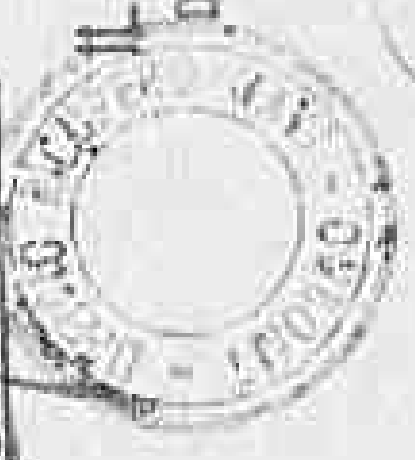
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Viti autofilettate 6 x 15 n. 70 x 1,40
 Bulloni con dado 8 x 30 n. 4 x 4,60
 Bulloni br. con dado 6 x 20 n. 20 x 4,50
 Passaparatie ottone n. 7 x 88
 Terminali n. 7 x 35
 Passaponti ferro n. 4 x 68
 Spazzole carbone n. 4 x 78,50
 Boccole piombo n. 35 x 45
 Tavole abete mc. 0,112x4100
 Colla Kg. 0,200 x 850
 Carta vetro n. 2 x 15
 Spessori ferro Kg. 2,500x45
 Tubo ferro Kg. 3,500 x 27
 Stucco Kg. 1 x 75
 Grasso Kg. 0,500x88
 Bullette ferro Kg. 0,200x150
 Lamiera ferro Kg. 6 x 18,50
 Angolari ferro Kg. 10 x 19,50
 Elettrodi n. 120 x 8
 Saldatura stagno Kg. 0,200 x 350
 Carburant Kg. 1 x 50

L.	98,00
"	18,40
"	90
"	616
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"	314
"	1.575
"	459,20
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"	44
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"	960
"	70
"	50

— Lire 73.594,70

TOTALE - Lire, 329, 579, 20

Opina

 IL MAGGIORE DEL REGIO NAVALE
 Dirigente Ufficio Tecnico Nautico - LIVORNO
 (Ambasciata Superiore)
At Cavallotti

1039

1389

IPW-11 (3)/M/ 23

11 February 1947

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

Subject: Return of River Barge IDOLATRE (Ex KOENIGSBERG).

Reference: (a) Navy Sub-Commission's ltr. HSC/5759 dated
11 December 1946.

1. It would be appreciated if the information required by reference (a) could now be forwarded to the Naval Sub-Section, IMAS.

W. F. SCHUMANN
Comdr. USNR
For REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS.

14 FEB 1947

1938

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1946

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

IRN-11(3)/N/ 3

4 February 1947.

From. Director, Naval Sub-Section, Italian Military Affairs
Section.
To: The Commander-in-Chief, Mediterranean Station.
(Copy to: The Flag Officer Liaison Italy, reference
No. FOLIT. 975/5 dated 12 November 1946).
Subject: Return of River Barge TOGLATRE (Ex KOENIGSEITZ).
Reference: (a) The Commander-in-Chief, Mediterranean's letter
Med. 46/218/3/1 dated 28 October 1946 to the
Flag Officer Liaison Italy.
(b) Navy Sub-Commission, Allied Commission's letter
MSC/5866 dated 13 January 1947.
Enclosure: (A) Compagnia Marittima's letter dated 13 January 1947.

1. Enclosure (A) is forwarded herewith in accordance with
reference (a) and in continuation of reference (b).

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

7 FEB 1947

1937

04-1705/v
1947

COMPAGNIA MARITTIMA

GENOVA

PIAZZA PORTELLO, 6

TELEGRAMMI MARINESE - GENOVA

TELEFONI 26-424 - 26-795

TELEGRAMMI - MARINESE - ROMA

Codici: New Bee - Bee

Scott's 10th edition

A. B. C. - Bentley's

UFFICIO DI ROMA, 28th. January 1947.

CORSO D'ITALIA, 19

Telefoni: 80-161 - 841-627

Navy Sub Commission,
Headquarters Allied Commission,
Rome.

Release of the French River Barge "IDOLATRE" ex "KONIGSBERG"

With reference to the letter MSC/5662 of the 18th. November last we beg to state that it has not been possible to derive any financial profit from the exercise of this river barge. Accounts up to the end of December last show a substantial loss which, according to the conditions of her assignment, has to be borne by us whereas an eventual profit would also have been for our account.

There are many reasons for this poor result amongst which :

- 1/ the cost of repairs prior to her delivery which, according to dispositions of the Italian COGEMA, we have had to pay.
- 2/ her bad state at the delivery which has necessitated continuous repairs and the endless trouble with the motor, which in fact is not her motor but that of the river barge "MALENTE" and is by no means fit for her, giving her at the exceptional moments of full efficiency a ridiculous speed so that she could hardly be used otherwise than as a dumb barge.
- 3/ her special characteristics not corresponding to what we had been told and which render her absolutely unsuitable for our sea-traffic Civitavecchia/Fiumicino.
- 4/ the exceptionally heavy cost of her exercise.

We therefore beg to confirm our previous written request and our numerous verbal demands and beg again to be allowed to return this craft to the Allied authorities. We shall highly appreciate an immediate decision as it is absolutely impossible for us to operate this craft any longer.

Yours faithfully.

1946

COMPAGNIA MARITTIMA

Copy to : MINISTERO della MARINA MERCANTILE.
Divisione III - Sez. I - Rome.

Copy to : CO.GE.NA. Rome.

Further correspondence in
VSS file IRN-11(3)/N

Mercantile
From: MINISTRY OF MARINE.
To : N.S.C. - H.Q., A.C.
Date: 29th January, 1947.
Ref.: 1667.

Subject: Landing Craft IDOLATRE ex KOENIGSBERG.

In answer to your letter No.NSC/5865, dated 13th inst., you are informed that the Ministry of ~~Marine~~, having made the necessary inquiries, has discovered that the vessel in question has passed, since the 21st October, 1945, and with the approval of the Transportation Sub-Commission, under the management of the Compagnia Marittima, 19, Corso d'Italia, Rome, which has employed the vessel for the transport of coal and other goods. The information required by the Navy Sub-Commission and requested in letter No.NSC/5662, dated 18th November last, was therefore requested from the above Company which alone can provide it, on the 3rd December 1946 and hastened on the 17th of the same month.

The above company was again hastened today and further communications will therefore be made.

THE MINISTER.



JLF/G
3.

Antonia nph

*Ministero
della Marina Mercantile*

Roma 29 GEN 1947

II COMMISSIONE ALLEATA
Navy Sub Commission

Direzione III *Div.* 1
Prot. N° 1667 *Allegato*

ROMA

Oggetto: Motozattera "IDOLATRE" ex "KOENIGSBERG"

In risposta al foglio NSC/5865 del 13 corrente si comunica che questo Ministero, assunte le necessarie informazioni, ha accertato che l'unità in argomento fin dal 21/10/1945 è passata, per disposizione della Transportation Sub Commission, sotto la gestione della Compagnia Marittima, Corso d'Italia 19, Roma, che ha impiegato il natante in trasporti di carbone ed altre merci. Le notizie che interessano codesta Navy Sub Commission, e di cui alla richiesta contenuta nella lettera NSC/5662 del 18 novembre scorso, sono state pertanto richieste alla predetta Compagnia, che sola può fornirle, fin dal 3 dicembre passato, e sollecitate il 17 detto mese.

In pari data s'interessa nuovamente detta Società a rispondere d'urgenza, e si fa riserva quindi di ulteriori comunicazioni.

IL MINISTERO

Ball

1394

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

NSC/5855
13 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Mercantile Marine.
Subject: Return of River Barge IDOLAIRE (ex KOENIGSBERG).
Reference: (a) Navy Sub-Commission's ltr. NSC/5662 dated 18 November 1946.

1. It is requested that the information required by reference (a) may now be forwarded.

W. H. ZIMMER,
DEPUTY CHIEF OF STAFF, NAVY.
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

14 JAN 1947

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Commander-in-Chief, Mediterranean.

No.	218	Med.	17/208/5/1	Date	24th January, 1947.
-----	-----	------	------------	------	---------------------

Subject

REPORT ON NAVY'S PROPOSED REGULATIONS RE KORNATUBING.

Formers

Enclosures

Navy Sub-Commission, Headquarters Allied Commission, Rome's Letter No. NCC/5856 dated 13th January, 1947 with enclosure thereto.

1092

The Secretary of the Admiralty

(Copies to:-

Flag Officer Liaison, Italy.

Navy Sub-Commission, Headquarters Allied Commission, Rome).

Forwarded for the consideration of Their Lordships in continuation of the Commander-in-Chief, Mediterranean's submission No. 3672/Mod. 16/218/5/1 dated 27th December, 1946. It is requested that an early decision on this matter may be given.

11

Findings

Henry Club-Continued, Henderson-Allen Allied Commission, Page's Letter No. 889/5866 dated 13th January, 1947 with enclosure thereto.

23

The Secretary of the Admiralty

(continued)

Plus d'information, allez sur www.leseditions.com

Navy Sub-Committee, Headquarters Allied Commission, Rome.

Forwarded for the consideration of Their Lordships in continuation of the so-called in-Chief, Mediterranean's submission No. 3674/1966-46/218/3/4 dated 27th December, 1966. It is recommended that an early decision on this matter may be given.

Sept. 1935: 5000 ft.

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CLEP 1047

Navy Sub-Commission

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NSC/5856
13 January 1947

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

Subject: Return of River Barge IDOLATRE (ex KOENIGSBERG).

Reference: (a) Navy Sub-Commission's ltr. NSC/5602 dated 29 October 1946.
(b) Navy Sub-Commission's signal timed 051029 December 1946.

Enclosure: (A) Translation of the Chief of the French Mercantile Marine Mission in Italy's ltr. I.540 dated 4 November 1946.
(B) Translation of the Chief of the French Mercantile Marine Mission in Italy's ltr. I.730 dated 23 December 1946.

1. Enclosures (A) and (B) are forwarded herewith in amplification of references (a) and (b) respectively.

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

14 JAN 1947

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NSC/5864
13 January 1947

From: Navy Sub-Commission, Headquarters Allied Commission.
To: The Chief of the French Mercantile Marine Mission in Italy.
(Through the French Representative to the Allied Commission).
Subject: Return of River Barge IDOLATRE (ex KOENIGSBERG).
Reference: (a) Chief of the French Mercantile Marine Mission in
Italy's ltr. No. I.730 dated 23 December 1946.

1. In reply to reference (a) the Chief of the French Mercantile Marine Mission in Italy is informed that the Commander-in-Chief, Mediterranean has already been requested to consider the early release of the river barge in question pending financial settlement, on the 5th December 1946, and that the Commander-in-Chief, Mediterranean has referred the matter to the British Admiralty from whom a reply is awaited.

2. The Admiralty's decision will be communicated to the Chief of the French Mercantile Marine Mission in Italy as soon as it is received.

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

14 JAN 1947

1030

1412101
1947

Commander-in-Chief, Mediterranean.

No.	Date	Mod.	Date	37th December, 1946.
5072.	46/21/3/1.			

Subject

SUBMARINE INCIDENTS ON "COMMUNIST"

Forwards

Enclosures

1. Navy Sub-Commission, Headquarters Allied Commission's letter No. 688/5162 dated 12th December, 1946, with enclosures thereto.
2. Navy Sub-Commission, Headquarters Allied Commission's signal class 051022 A 26 October, 1946.
3. Commander-in-Chief, Mediterranean's letter No. 3054. 46/21/3/1 dated 24th October, 1946.

1039

The Secretary of the Admiralty

(Caption to:-

Navy Sub-Commission, Headquarters Allied Commission, Rome,
King Officer Liaison, Italy.)

Forwarded for the early consideration of their Lordships.

2. Commander-in-Chief, Mediterranean's submission No. 3054. 46/21/3/1 dated 12th October, 1946, refers.

1400

Forwards

Enclosures

1. Navy Sub-Commission, Headquarters Allied Commission's letter No. 185/1/62 dated 12th December, 1945, with enclosure thereto.
2. Navy Sub-Commission, Headquarters Allied Commission's original since 051003 A 12 October, 1945.
3. Commander-in-Chief, Headquarters Allied Commission's letter No. 185/1/62 dated 12th December, 1945.

1059

The Secretary of the Admiralty

(Copy to:-

Navy Sub-Commission, Headquarters Allied Commission, Rome.
Flag Officer Malta, Italy.)

Forwarded for the early consideration of their Lordships.

2. Counter-4/-File; Headquarters' Commission No. 3052, 185/1/62/21/3/1 dated 12th December, 1945, and on.

Sgd. 185/1/62/21/3/1

RECEIVED

6-1-45

Navy Sub-Commission

185/1/62/21/3/1

NAVAL MESSAGE

CHIEF

FROM NEC ROME.

Untransmitted.

Can't reply now be given to NAV Sub Com signal 051929A/Dec.

..... 28 1140A/13 C.

Date: 2-6 10 15 16 21 Log.
Ref: Release of EDOLATRE (Ex Koenigsberg)

CNR

P/L

200 A.M. 28th:

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1008

RÉPUBLIQUE FRANÇAISE

REPRÉSENTATION FRANÇAISE

A LA
COMMISSION ALLIÉE
EN ITALIE

Re 6 27 Décembre 1946

Monsieur le Chef de la Navy S/Commission
A.C.

N. 3138/28

BORDEREAU D'ENVOI

Designation des pieces	Nombre	
1 Lettre, de la Mission Marine Marchande en Italie du 25 Décembre 1946 portant le No 1750 et relative à la barge fluviale "IDOLATRE" (ex Koenigsberg)	1	Pour attribution

1057

Le Capitaine de Vaisseau HERON DE VILLEMORENE
Représentant Français auprès de la Commission
Alliée.P.O. Le Capitaine de Frégate B. YBERT
Adjoint "MARINE"

V.S.L. Hnt

From: French Mercantile Marine Mission in Italy.

To : H.S.C. S.C.

Date: 23rd December, 1946.

Ref.: L.730 to MS/MES.

Subject: Return of River Barge IDOLATRE (ex KOENIGSBERG).

1. The discussions on the return of the French barge IDOLATRE have lasted more than a year.

2. Everybody is agreed that the "IDOLATRE" is French and that it must be returned to France.

3. The reasons which prevent the return are simple financial ones:

- The "Allied Commission's" demand for repayment of repair work to the craft.
- French Demand for compensation for more than a year's use of the "IDOLATRE".

4. The "IDOLATRE" continues to work for the benefit of the Italian "Compagnia Marittima" which :

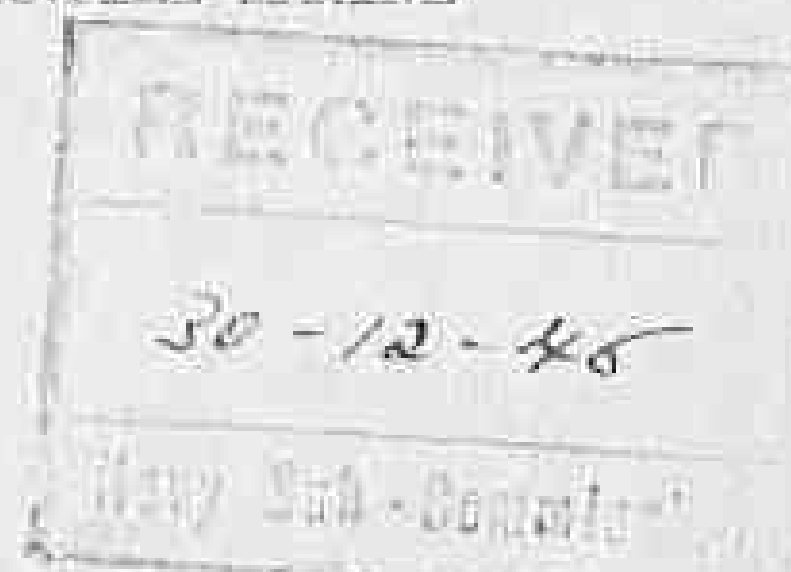
- (a) Pays no fee for use of the vessel.
- (b) Gains considerably by this fact, and this is detrimental to the French owner.
- (c) Uses her for a coastal traffic to which the river barge is not suited and risks causing severe damage to her.

In consideration of this, the French Mercantile Marine Mission in Italy is therefore demanding, in the name of the French Government, that the "IDOLATRE" should be placed at its disposal as soon as possible. The difficulties which are merely financial, will have to be settled in due course.

THE CHIEF OF THE FRENCH MERCANTILE MARINE
MISSION IN ITALY.

(Signed) R. GENTIL.

JLP/G
30.



MINISTÈRE
DES
TRAVAUX PUBLICS
ET DES TRANSPORTS

SECRETARIAT GÉNÉRAL
DE LA
MARINE MARCHANDE

MISSION MARINE MARCHANDE
EN ITALIE

REPUBLIQUE FRANÇAISE

Adresser la correspondance :
French Headquarters, R. A. A. C.
Piazza Venezia

Tel. 66.292 (Chef Mission)
66.256 (Secrétariat)

Ref. N.º
De

Enregistré, le 27 Dec. 1946 sous le n.º 6109/28

Reçu, le 23 Décembre 1946

Pour la Commission Mixte (Se-commission locale)

Se-couvert de M. le Capitaine de vaisseau HENRI V. LAFONT
Représentant du Gouvernement Français auprès de la Commission
Mixte, etc.

Objet : Restitution de la barge fluviale " LOUIS "
(ex-10016 1946).

:-

I/ Les documents relatifs à la restitution de la barge française
" LOUIS " furent envoyés aux autorités italiennes.

II/ Pour le monde est d'accord pour reconnaître que la " LOUIS "
est bien un bâtiment français, qui doit être restitué à la France.

III/ Les raisons qui s'opposent à la restitution sont les suivantes :

- Demande au côté " allied Commission " du remboursement des travaux
de remise en état du navire
- Demande au côté " allied Commission " d'une indemnité de location
pour usage de la barge " LOUIS " pendant plus d'un an.

IV/ La " LOUIS " est assignée au service d'une société
italienne, l' " ITALIA " S. R. L., qui :

- a) ne paie aucune location pour son usage ;
- b) utilise les bénéfices de son activité de transport, et ceci en détri-
ment des intérêts de la France ;
- c) l'utilise sur un trafic côtier maritime qui ne correspond

- 2 -

sur son installation normale (bâtiment civil) et rien de
lui faire subir de graves déformations .

En ces conditions, la Mission Marine Marchande Française
en Italie demande, au nom du Gouvernement Français, de
" l'Etat " soit remis à sa disposition le plus tôt possible,
les dimensions, qui se sont plus actuellement sous d'ordre fines-
sier, devant être réglées par la suite .

L'Administrateur en Chef de l'Administration Maritime,
Chef de la Mission Marine Marchande Française en Italie :

Destinataire : M. le Commissaire
R. P. S. : Archives (2)

1406

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

NSC/5762
12th December 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Commander-in-Chief, Mediterranean Station.

Subject: Salvage and Repair of "KOENIGSBERG".

1. With reference to the Commander-in-Chief, Mediterranean Station's signal timed 101952 December 1946, forwarded herewith is a copy of Navy Sub-Commission letter NSC/5602 dated 29 October 1946 together with enclosures.

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

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MSC/5602
29 October 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Commander-in-Chief, Mediterranean Station.
Subject: Release of French River Boat IDOLATRE, ex KOENIGSBERG
- Additional information regarding.
Reference: (a) Navy Sub-Commission ltr. MSC/5370 of 13 August 1946,
enclosing copy of Chief of French Merchant Navy Mission
ltr. 1178 of 7 August 1946.
(b) CinCMed ltr. Med.46/218/3/1 of 28 August 1946.
Enclosure: (A) Copy of Transportation Sub-Commission ltr. AC/37/44/Tn6
of 27 September 1945.
(B) Copy of Compagnia Marittima ltr. of 3 December 1945.
(C) Copy of Compagnia Marittima ltr. of 4 December 1945.

1. By reference (a) the Navy Sub-Commission forwarded to the Commander-in-Chief a copy of a letter from the Chief of the French Merchant Navy Mission in Italy in which the French Mission requested reimbursement for a reasonable hiring charge for the use of the IDOLATRE, ex-KOENIGSBERG, during the time that vessel was employed by the Compagnia Marittima to carry coal between Civitavecchia and Fiumicino.

2. By reference (b) the Commander-in-Chief approved the principle of reimbursement for hiring charges for use of the IDOLATRE, and directed that any adjustment concerning proceeds of hire charges be a matter for direct settlement between the Allied Commission, the Charterers, and the French Navy Mission.

3. It has now developed that this vessel was originally assigned to the Compagnia Marittima by authority of the Transportation Sub-Commission of the Allied Commission in their letter to that company of 27 September 1945, enclosure (A), copy of which is forwarded herewith.

4. The Compagnia Marittima addressed a letter to the Transportation Sub-Commission, Allied Commission, dated 3 December 1945, in which the company stated that they had been informed that the French authorities wished restitution of the aforementioned vessel and furthermore the company had no objection to the release of the aforesaid barge to the French authorities. Copy of this letter is enclosed herewith as enclosure (B)

NSC/5602
29 October 1946

Subject: Release of French River Boat IDOLATRE, ex KOENIGSBERG
- Additional information regarding.

5. The Compagnia Marittima further addressed a letter to the French Merchant Navy Mission on 4 December 1945, in which the company informed the French Navy Mission of their willingness to release the IDOLATRE, enclosing a copy of the letter they had addressed to the Transportation Sub-Commission on the same subject. Copy of this letter is enclosed herewith as enclosure (C).

6. None of the above three letters had been available to the Navy Sub-Commission until recently when a representative of the Compagnia Marittima made them available.

7. In view of the fact that as it now develops, the IDOLATRE was originally made available to the Compagnia Marittima by the Transportation Sub-Commission of the Allied Commission (September 1945) and the Compagnia Marittima, as outlined above, expressed their willingness both to the Transportation Sub-Commission and the French Navy Mission to turn over the IDOLATRE to the French authorities, it seems questionable that the French Merchant Navy Mission would have basis for claim for hiring charges during the period that the aforementioned vessel was in the employ of the Compagnia Marittima. In view of this the Commander-in-Chief's instructions and comments are respectfully requested.

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

HEADQUARTERS ALLIED COMMISSION
APO394
TRANSPORTATION SUB-COMMISSION

ACA/avm
27 September 1945

Tel. 394
Ref. AC/37/44/Tn6

Subject: Motor Vessel "Koenigsberg"
To: Compagnia Marittima
Rome

1. The following is an extract from letter dated 22 September 1945, received from Director of Harbor Craft:

"Koenigsberg" has been allocated by the Mediterranean Shipping Board to Allied Commission for the Civitavecchia/Fiumicino/Rome coal service. Your confirmation is requested, therefore, that Allied Commission will assume full control and responsibility for the "Koenigsberg" and that the craft will be operated in the above coal service as soon as possible.

In view of the report that the "Koenigsberg" has engine defects, it has been arranged that the MWT Surveyor, Leghorn, will proceed to Piombino and make an examination of the craft. A copy of the survey report will be forwarded to you in due course."

2. Therefore, we confirm to you the allocation of this craft to the Civitavecchia/Fiumicino/Rome coal service operated by your Company and you are hereby authorized to operate her accordingly and in conformity with the conditions applying to other craft operated by you on behalf of Allied Commission.

3. For your information and requisite action, we attach hereto a list of equipment and stores submitted by the Master of the vessel, observing, as we are informed by D.M.W.T.R., Leghorn, that these materials can be obtained from the British Naval authorities in Leghorn, provided you make written request for same and arrange for payment therefore.

FRANK UPMAN, Jr.
Director
Transportation Sub-Commission

Attachment:
As stated in para 3.

1031

COMPAGNIA MARITTIMA
GENOVA

3rd December 1946

To Allied Commission,
Transportation Sub-Commission,
Ports & Warehouse Division,
Rome.

m/barge "KOENIGSBERG".

Being informed that the French authorities wish to obtain the restitution of the French motorbarge "KOENIGSBERG" recently assigned to us by A.C. to be operated on the Civitavecchia/Fiumicino coal run, we beg to state that we have no objection against the release of this barge nor do we consider that this would affect our efficiency in the exercise of the above mentioned service.

Yours faithfully.

(s) Francesco Camali

This is certified to be a true and correct copy of the original.

R. Vandenbulcke, Mgr.

1050

COMPAGNIA MARITTIMA
GENOVA

4 December 1946

Monsieur le Commandant BONIS.
Base Francaise,
Corso Vittorio Emanuele.
R O M E.

Nous avons l'avantage de vous remettre avec la presente
copie de la lettre que nous envoyons ce jour a l'ALLIED COMMISSION,
Transportation Sub-Commission, pour appuyer votre demande de restitution
du "KOENIGSBERG".

Veuillez agreer, Monsieur le Commandant, l'assurance de
notre consideration distinguee.

This is certified to be a true and correct copy of the original.

R . VANDENEULCKE Mgr.

1079

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S. 13204.
(Established - May, 1910)
(Revised - June, 1914)

TO NEC, FOLI.

FROM CIRCO MED.

Unclassified.

Your 051022A. Request copy of NRG 5602 dated 29th October original not received.

.....10 1952A/D40.....

REF: French authorities request release of IDOLATRE (ex-KOENIGSBERG) pending financial settlement in prize court.

DIST: 0-6, 10, 15, 16, 21, Log.

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NSC/5759
11 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission,
To: Ministry of Marine,
Subject: Salvage and Repair of Ex-German "KONIGSBERG".

1. The Admiralty have requested details of the total cost of salvage and repair of the French barge "KONIGSBERG" that was salvaged at San Stefano.

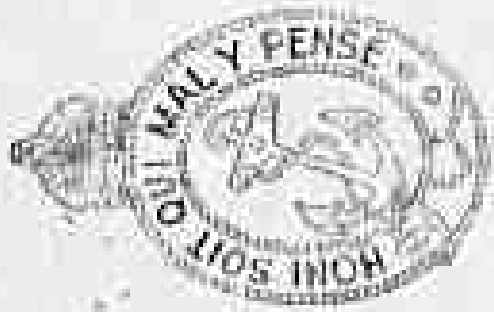
2. It is known that payment was made to the firm of Cooperativa Lavori Marittimi e Recupero for the salvage and temporary repair of this craft to the extent of 310,000 lire. This barge was, however, permanently repaired by the firm of Odero-Terni Orlando, Leghorn under the supervision of the Base Construction Officer of that port and it is desired to obtain details of what work was carried out by that firm together with a summary of payments made by the Base Supply Officer, Leghorn including overheads and, if British material was supplied, quantities and description of each item.

3. It is requested that the Ministry of Marine obtain this information from the firm of Odero-Terni Orlando, Leghorn with the least possible delay in order that it may be transmitted to the Admiralty.

W. W. ZIEGLER,
COMMANDER IN CHIEF, NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

1077
12 DEC 1946

RECEIVED 1020
9-12
~~42-9~~ 46
Navy Sub-Co. Mission



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

Ref. 45/240/3/1.
FLAG OFFICER LIAISON, ITALY.

SALVAGE AND REPAIR OF EX-GERMAN "ROSE-THOMAS" X

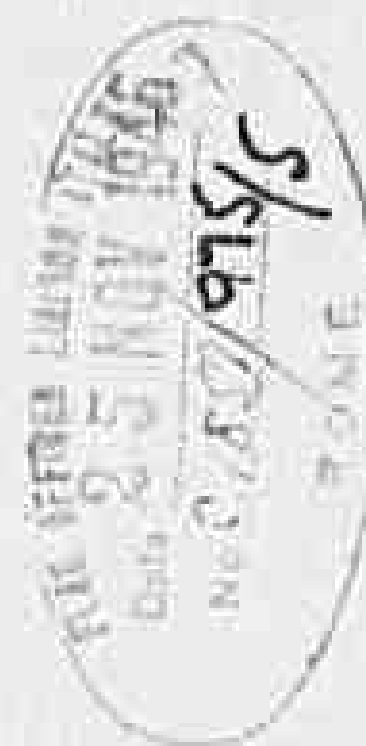
X The Admiralty have requested details of the total cost of salvage and repair of the French barge "ROSE-THOMAS" that was salvaged at San Stefano.

2. It is known that payment was made to the firm of Cooperativa Lavori Marittimi e Recuperi for the salvage and temporary repair of this craft to the extent of 340,000 lire. This barge was, however, permanently repaired by the firm of Gero-Toni Orlando, Leghorn under the supervision of the Base Construction Officer of that port and it is desired to obtain details of what work was carried out by that firm together with a summary of payments made by the Base Supply Officer, Leghorn including overheads and, if British material was supplied, quantities and description of each item. X

3. It is requested that you will obtain this information for transmission to Admiralty by the Commander-in-Chief, Mediterranean.

Admiral

For Admiral.



1000

1017 08371 11/44 20,000A C/D 28/144 67 5349

S. 13204
 (all items - May, 1940)
 (all items - June, 1944)

GINS MED INFO POLI

FROM.....NAV SUB COM.

Unclassified.

A further representation has been made by the French authorities requesting the release of the Idolatre (De-Koenigsberg) pending financial settlement in Berlin Court. Nav Sub Com letter 5602 of 29th Oct: and your 46/213/3/ of 29th Oct: refer. Recommend the request be approved.

DEBT: 0-6 10 15 16 21 Loge

OSW

R/L

TGD

A.M. 5th:

RF

5/12

1074

From: MINISTRY OF MERCANTILE MARINE
To : N.S.C. - A.C. - Rome
Date: 16th November 1946
Ref.: 35640

Subject: French river barge "IDOLATRE", ex "Koenigsberg"

Reference is made to your letters NSC/5498 and NSC/5555, dated 1st October ~~1945~~ and 18th October respectively.

The craft in question, which used to ply between Portigliotti and Pionbino under the name of "OLIVIERO", as communicated on 25th July 1945 by the Ministry of War Transport, Mediterranean Representative, is a vessel 40 m. long, 5 m. broad and of about 200 tons capacity, equipped with a Diesel 105 H.P. engine, 2 hatchways, and has a crew of 7 men.

The "IDOLATRE" at the order of the Ministry of War Transport of Leghorn, was brought under the management of the CO.GE.NA. which provided for the engagement of the crew and the efficient running of the vessel.

On 21st October 1945, at a further order from the Transportation Sub Commission, the barge was transferred, with an appropriate receipt, to the management of the "Compagnia Marittima" of Rome which employs it at present on the condition that the CO.GE.NA. is reimbursed of all the expenses which it sustained during the period of its own management of the craft.

Finally, with reference to the request contained in the latter part of your letter NSC/5555 of 18th October, we inform you that for loans made by the Ministry of Mercantile Marine, the aggregate monthly fee for an auxiliary sailing vessel of 200 tons capacity, is 122,000 lire.

for THE MINISTER

ME/P.
18

Navy Sub-commission, No. 29.2
18 NOV 1946

Roma, 19 NOV 1948

Ministero
della Marina MercantileLA COMMISSIONE ALLEATA
Sottocommissione Navale

ROMA

Direzione III N. Sec. 1^a

Prot. N. 35640 Allegato

Risposta al Foglio del
D. n. 340

OGGETTO Battello fluviale francese "IDOLATRE" ex "Koenigsberg".

Si fa riferimento alle lettere NSC/5498 ed NSC/5555 in data 1^o e 18 ottobre u.s.

L'unità in argomento, già destinata al traffico tra Portiglioni e Piombino sotto il nome di "OLIVIERO", come da comunicazione in data 25 luglio 1945 del Ministry of War Transport Mediterranean Representative, è un galleggiante lungo m.40, largo m.5, della portata di circa 200 tonn. munito di motore Diesel da 105 HP, con due boccaporti ed armato con 7 persone di equipaggio.

L' "IDOLATRE", su disposizione del Ministry of War Transport di Livorno, fu assunto in gestione dal Co.Ge.Na., che pertanto prevede all'ingaggio del personale e alla messa in efficienza dell'unità. Il 21 ottobre 1945, per successiva disposizione della Transportation Sub Commission, il battello passò, con regolare verbale, sotto la gestione della Compagnia Marittima di Roma, che tuttora lo detiene, previo il rimborso al Co.Ge.Na. di tutte le spese da esso sostenute durante la propria gestione.

In relazione infine alla richiesta contenuta nell'ultima parte della lettera NSC/5555 del 18 ottobre, si comunica che per i noleggi fatti da questo Ministero il compenso globale mensile per un motore di 200 tonn. di portata è di L. 122.000.

IL MINISTRO.

Maddaloni

OCCETTO Battello fluviale francese "IDOLATRE" ex "Koenigsberg".
Proposta al Foglio del
Per *W.P.*

Si fa riferimento alle lettere NSC/5498 ed NSC/5555 in data 10 e 16 ottobre u.s.

L'unità in argomento, già destinata al traffico tra Portiglioni e Piombino sotto il nome di "OLIVIERO", come da comunicazione in data 25 luglio 1945 del Ministry of War Transport Mediterranean Representative, è un galleggiante lungo m.40, largo m.5, della portata di circa 200 tonn. munito di motore Diesel da 105 HP, con due boccaporti ed armato con 7 persone di equipaggio.

L' "IDOLATRE", su disposizione del Ministry of War Transport di Livorno, fu assunto in gestione dal Co.Ge.Na., che pertanto provvede all'ingaggio del personale e alla messa in efficienza dell'unità. Il 21 ottobre 1945, per successiva disposizione della Transportation Sub Commission, il battello passò, con regolare verbale, sotto la gestione della Compagnia Marittima di Roma, che tuttora lo detiene, previo il rimborso al Co.Ge.Na. di tutte le spese da esso sostenute durante la propria gestione.

In relazione infine alla richiesta contenuta nell'ultima parte della lettera NSC/5555 del 18 ottobre, si comunica che per i noleggi fatti da questo Ministero il compenso globale mensile per un motovelivolo di 200 tonn. di portata è di L. 122.000.

IL MINISTRO,
Matthew

1420

Declassified E.O. 12356 Section 3.3/NND No. 185020

WSC/5662
18 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Mercantile Marine.
Subject: Release of the French River Barge "IDOLATRE" ex "KONTIGSBERG".
Reference: (a) Navy Sub-Commission Ltr. WSC/5555 of 18 October 1946
to the Ministry of Marine.

1. In connection with the proceedings in the Prize Court in London to secure the release of the subject craft the Admiralty has asked that the extent of the profits accrued by the "KONTIGSBERG" in trading operations be reported.

2. It is requested that the Ministry of Mercantile Marine provide the Navy Sub-Commission with this information.

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

20 NOV 1946

1031

THE FLAG OFFICER LIATSON, ITALY,
Rome.

12th November, 1946.

No. P.O.L.I. 975/5.

THE NAVY SUB-COMMISSION,
H.Q. ALLIED COMMISSION.

USE OF "ROSENBERG" (JULIETTE) FOR
TRADING.

In connection with proceedings in the Prize Court in London to secure the release of the above craft, the Admiralty has asked that the extent of profits accrued by the "ROSENBERG" in trading operations be reported. It is requested that you will obtain this information and forward it in due course.

J. N. Blackburn

for REAR-ADMIRAL.

Navy Sub-commission, Hq. AC20

15 NOV 1946

*The info requested by
C in C in Ref. 46/208/3/1 of
28/10/46.*

From: French Mercantile Marine Mission in Italy
To : N.S.C. - A.C.
through Capt. HERON de VILLEFOSSE,
French Representative on the Allied Commission
Date: 4th November 1946
Ref.: I.540

Subject: Barge "IDOLATRE" (ex KOENIGSBERG)

After having taken note of your letter NSC/5602, dated 29th October 1946, we inform you herewith of our views on the subject :

1. The fact that the "IDOLATRE" was assigned to the "Compagnia Marittima" by the Transportation Sub Commission on 27th September 1945 is evidence of the responsibility of the Allied Commission, which should have given orders to the "Compagnia Marittima" for its return as soon as it was known that she was of French ownership. This fact was signified numerous times, and for the first time in the letter of 30th November 1945, of which a copy is enclosed.
 2. The fact that the "Compagnia Marittima" has offered to return the "IDOLATRE" to the French Mercantile Marine Mission, is valueless as its return has not taken place owing to the Allied Commission not having given the necessary orders.
 3. It is, nevertheless, a fact that the "IDOLATRE" is still in the hands of the "Compagnia Marittima" which is continuing to make commercial use of the vessel and benefiting from it to the detriment of the French owner.
- It is therefore evident that the latter has a right to be compensated, at least from the date on which the barge was first claimed to be of French ownership in the letter to the Allied Commission, on 30th November 1945.

The Chief of the French Mercantile Marine Mission
in Italy
(Signed) R. SEITIS

1059

JLE/P.

6

Navy Sub-commission, Hq. AC

7 NOV 1946

Enregistré, le 5 Novembre 46
sous le n° 6003.

MINISTÈRE
DES
TRAVAUX PUBLICS
ET DES TRANSPORTS

SECRETARIAT GÉNÉRAL
DE LA
MARINE MARCHANDE

MISSION MARINE MARCHANDE
EN ITALIE

REPUBLIQUE FRANÇAISE

Adresser la correspondance :

Palazzo Vidoni

Corso Vittorio Emanuele 116

Téléphone : Nos 478.433
478.865

ROME, le 4 Novembre 1946

Ref. N°
Dr. 10

NOTE

pour l'Allied Commission (Allied Sub-Commission)
s. couvert de M. le Capitaine de vaisseau HERON DE VILLEPOISSE
Représentant du Gouvernement Français auprès de la Commission
Alliée.

O b j e t : Barge " EDOLAGGER " (ex-KOENIGSBERG)

Après avoir pris connaissance de la note NSC 5602 du
29 Octobre 1946, nous avons l'honneur de vous faire connaître
ci-dessous notre point de vue :

- I/ Le fait que l' " EDOLAGGER " ait été assigné à la COMPAGNIE MARITTIMA par autorité de la Transportation Sub-Commission le 27 Septembre 1945 met simplement en évidence la responsabilité de l'Allied Commission qui aurait dû donner des ordres pour que cesse l'assignation à la COMPAGNIE MARITTIMA quand elle a eu connaissance de la propriété française. Celle-ci lui a été signifiée à plusieurs reprises, et pour la première fois par la lettre du 30 Novembre 1945 dont ci-joint copie.
- II/ Le fait que la COMPAGNIE MARITTIMA a offert de remettre l' " EDOLAGGER " à la disposition de la Mission Marine Marchande Française a été en définitive sans valeur et sans effet, puisqu'il ne l'a pas été, faute à l'Allied Commission d'avoir donné les ordres voulus.
- III/ Quoiqu'il en soit, et c'est une question de fait; l' " EDOLAGGER " est toujours entre les mains de la COMPAGNIE MARITTIMA qui continue à l'exploiter à des fins commerciales et à réaliser des bénéfices au détriment du propriétaire français. Il est donc

.../.....

- 2 -

évident que ce dernier a droit à être indemnisé, au moins depuis la date à laquelle le navire a été réclamé en tant que propriété française pour la première fois à l'Allied Commission le 30 Novembre 1945 .

L'Administrateur en Chef de l'Inscription Maritime,
Chef de la Mission Marine Marchande en Italie :



The block contains a handwritten signature in dark ink, which appears to be "R. Sennisome". Below the signature is a circular official stamp. The text within the stamp is partially legible and includes "MARSHALL ISLANDS" at the top, "KOROR" on the left, and "R. SENNISOME" at the bottom. The stamp is crossed out with a diagonal line.

1067

FRENCH MERCHANT MARINE MISSION
IN ITALY

ROME, November 30th, 1945

N° 351
Dr IO
C.V.F/TD

COPIE

From : Captain G.J. BONIS
French Navy - Merchant Marine Mission

To : Transportation Sub-Commission
Warehouses & Ports Direction
Allied Commission Headquarters,
ROME

Subject : Barge " ROMANINA " .

I beg to request, as I officially asked during the Salvage Committee Meeting of November 28th, that the motor-barge " ROMANINA " , actually chartered by Allied Services from the COMPAGNIE MARITTIME, be restored to us for final identification and taking possession of her, in compliance with the offer made by Captain RIPPON (R.N.V.R.), President of the Salvage Committee .

Subject to your approval, the Compagnie Marittima would agree to direct this barge to GENOA, where French Services would take responsibility of her .

I would greatly appreciate if you urgently ask for any useful instructions from C-in-C Med., and let me know his decision.

Captain BONIS (French Navy)

Copy to : Flag Officer Italy and Liaison
Captain RIPPON
DEMARMI GENES
C.N.N.

1056

NSC/5602
29 October 1946.

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Commander-in-Chief, Mediterranean Station.
Subject: Release of French River Boat IDOLATRE, ex KOENIGSBERG
- Additional information regarding.
Reference: (a) Navy Sub-Commission ltr. NSC/5370 of 13 August 1946,
enclosing copy of Chief of French Merchant Navy Mission
ltr. 1178 of 7 August 1946.
(b) CinCMed ltr. Med.46/218/3/1 of 28 August 1946.
Enclosure: (A) Copy of Transportation Sub-Commission ltr. AC/37/44/Tn6
of 27 September 1945.
(B) Copy of Compagnia Marittima ltr. of 3 December 1945.
(C) Copy of Compagnia Marittima ltr. of 4 December 1945.

1. By reference (a) the Navy Sub-Commission forwarded to the Commander-in-Chief a copy of a letter from the Chief of the French Merchant Navy Mission in Italy in which the French Mission requested reimbursement for a reasonable hiring charge for the use of the IDOLATRE, ex-KOENIGSBERG, during the time that vessel was employed by the Compagnia Marittima to carry coal between Civitavecchia and Fiumicino.

2. By reference (b) the Commander-in-Chief approved the principle of reimbursement for hiring charges for use of the IDOLATRE, and directed that any adjustment concerning proceeds of hire charges be a matter for direct settlement between the Allied Commission, the Charterers, and the French Navy Mission.

3. It has now developed that this vessel was originally assigned to the Compagnia Marittima by authority of the Transportation Sub-Commission of the Allied Commission in their letter to that company of 27 September 1945, enclosure (A), copy of which is forwarded herewith.

4. The Compagnia Marittima addressed a letter to the Transportation Sub-Commission, Allied Commission, dated 3 December 1945, in which the company stated that they had been informed that the French authorities wished restitution of the aforementioned vessel and furthermore the company had no objection to the release of the aforesaid barge to the French authorities. Copy of this letter is enclosed herewith as enclosure (B).

1065

30 OCT 1946

1427

MSC/5602

29 October 1946.

Subject: Release of French River Boat IDOLATRE, ex KOENIGSBERG
- Additional information regarding.

5. The Compagnia Marittima further addressed a letter to the French Merchant Navy Mission on 4 December 1945, in which the company informed the French Navy Mission of their willingness to release the IDOLATRE, enclosing a copy of the letter they had addressed to the Transportation Sub-Commission on the same subject. Copy of this letter is enclosed herewith as enclosure (C).

6. None of the above three letters had been available to the Navy Sub-Commission until recently when a representative of the Compagnia Marittima made them available.

7. In view of the fact that as it now develops, the IDOLATRE was originally made available to the Compagnia Marittima by the Transportation Sub-Commission of the Allied Commission (September 1945) and the Compagnia Marittima, as outlined above, expressed their willingness both to the Transportation Sub-Commission and the French Navy Mission to turn over the IDOLATRE to the French authorities, it seems questionable that the French Merchant Navy Mission would have basis for claim for hiring charges during the period that the aforementioned vessel was in the employ of the Compagnia Marittima. In view of this the Commander-in-Chief's instructions and comments are respectfully requested.

R. W. ZIGOLL,
COMMANDER IN CHIEF, NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A. C.

*Complete copy sent to
Capt. Kinsey for info.* ||

30 OCT 1946

1004

1428

HEADQUARTERS ALLIED PORT TRUST
APR 1945
TRANSPORTATION SUB COMMISSION

Tel. 399
Ref. 10/20/44/006

ACG/ams
22 September 1945

Subject: Chief of Naval "Koenigsberg"
To: Campaigns Division
Room

1. The following is an extract from letter dated 22 September 1945, received from Director of Harbor Craft:

"Koenigsberg" has been allocated to the Headquarters
Shipping Board of the Allied Commission for the Elbe/Ankara/
Baltic Sea/and other areas. This allocation is requested,
therefore, that Allied Command should assign full control
and responsibility for the "Koenigsberg" and that the craft
will be entered in the above local office as soon as possible.

In view of the report that the "Koenigsberg" has engine
trouble, it has been suggested that the "H.C. Surveyor, Harbor,
Elbe" be assigned to take an examination of the craft.
If the "H.C. Surveyor" is not available, it will be suggested to you in the
future."

2. Therefore, we advise you the allocation of this craft
to the Elbe/Ankara/Baltic Sea/and other areas is requested for your
and you are hereby authorized to operate her accordingly and in conformity
with the conditions relating to other craft operated by you on behalf of
Allied Command.

3. For your information and guidance, we attach hereto
a list of equipment and other material by the Master of the vessel, observing,
as we are informed by L.H.B.S., London, that these materials can be obtained
from the British Naval authorities in London, provided you make written request
for same and arrange for payment therefor.

FRANK WELLS, Jr.
Director
Transportation Sub Commission

Attachments:
As stated in para 3.

1007

And Foreword 198

in $\mathbb{A}^1_{\text{ét}}$ $H^1(\mathbb{A}^1_{\text{ét}}, \mathbb{Z}) = 0$.

YOUNG, D. 1993.

D. Vandenberg, Var.

COMPTONIA LIMITED
LONDON

1 December 1945

Colonel Le Commandant, M.D.C.,
Base Aeronautique,
Comme M.D.C. D'Armée,
R.O.C.

Nous avons l'honneur de vous remercier avec les sentiments
cordes de la lettre que nous avons ce jour à l'adresse de votre
Transportation Sub-Commission, pour approuver votre demande de restitution
de l'armement.

Veuillez agréer, Monsieur le Commandant, l'assurance de
notre considération distinguée.

This is certified to be a true and correct copy of the original.

S. VANDENBROUCK Mgr.

1031

From: MINISTRY OF MARINE (Maristat)
To : H.S.C.
and for Info. to : Ministry of Mercantile Marine - Rome
Marine - Rome
Date: 23rd October 1946
Ref.: 17133

Subject: Release of French river barge "IDOLATRE", ex "KONIGSBERG"

With reference to your letter NSC/5555, dated 18th inst., we inform you that the Navy Sub Commission's request in letter NSC/5498, dated 1st inst., has been forwarded to the Ministry of Mercantile Marine, which is the competent authority.

REAR-ADMIRAL
Head of Department
F. Vicedomini

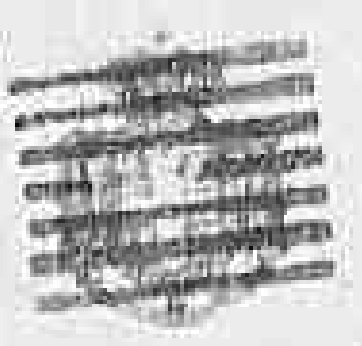
JLP/P.
24

Navy Sub-commission, Hq. AC

24 OCT 1946

1432

23 OTT 1948
23 OTT 1948



Stato Maggiore della R. Marina
UFF. TRAFF. E REQUISIZIONE

SOTTO COMMISSIONE
NAVALE -
p.c. MIN. MARINA MERCANTILE
Div. 3^a ROMA
MARINA U.T. S E D E

Indirizzo TELEGRAMMI MARISTAT - ROMA
Cod. N° 14133 *Allegato*

ARGOMENTO: Rilascio del Battello Fluviale
francese IDOLATRE ex Koenigsberg.

Con riferimento alla nota NCS/5555
del 18 c.m. si comunica per opportuna cono-
scenza che la richiesta di codesta Sotto-
missione Navale di cui alla nota NSC/5498 del
1° detto è stata trasmessa al Ministero della
Marina Mercantile, competente in merito. =

IL CONTRAMIRAGLIO
CAPO UFFICIO
(F. Vicedomini)

1039

1433

785020

NSC/5555
18 October 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine.
Subject: Release of French River Boat IDOLATRE, ex-KOENIGSBERG.
Reference: (a) NSC ltr. NSC/5501 dated 1 October 1946.

1. In accordance with paragraph 3 of reference (a), the Navy Sub-Commission requested the French Navy Mission to make a preliminary survey of a reasonable reimbursement for use of the French river boat IDOLATRE, ex-KOENIGSBERG, during the time that vessel was in the employ of the Compagnia Marittima.
2. The French Mercantile Marine Mission, in reply to the above, has set the sum of 250,000 lire as representing a reasonable figure for the monthly "bare-boat" hire for the IDOLATRE from the date of her lease to the Compagnia Marittima (21 October 1945).
3. The comments of the Ministry of Marine as to the sum mentioned in paragraph 2 above for hire of subject vessel, are requested.

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

19 OCT 1946

1058

From: French Mercantile Marine Mission in Italy.
To : N.S.C. - A.C. - Through Capt. HERON DE VILLEFOSSE
French Representative on the Allied Commission.
Date: 10th October 1946
Ref.: I.428

Subject: Release of French river barge "IDOLATRE" (ex Koenigsberg)
Reference: Your letter NSC/5501, dated 1st October 1946.

In reply to your letter above, I have the pleasure of informing you that I consider it reasonable to fix at 250,000 lire (two hundred and fifty thousand Italian lire), the sum of monthly "bare-boat" hire for the "IDOLATRE" (ex Koenigsberg) from the date of her lease to the "COMPAGNIA MARITTIMA", on the 21st October 1945 by the Allied Commission (Transportation Sub-Commission).

The Chief of the French Mercantile Marine
Mission in Italy

(Sgd.) R. SEFTIS

JLP/P.
14

1057

MINISTÈRE
DES
TRAVAUX PUBLICS
ET DES TRANSPORTS

SECRETARIAT GÉNÉRAL
DE LA
MARINE MARCHANDE

MISSION MARINE MARCHANDE
EN ITALIE

REPUBLIQUE FRANÇAISE

PALAZZO VIDONI
CORSO VITTORIO EMANUELE, 116
Téléphone 478.433. 478.865

Rome, le 10 Octobre 1946

Ref. N° 1.428
Dr. 10
RS/KLS

NOTE

pour la Commission Alliée (Navy Sub-Commission)

S/ couvert de M. le Capitaine de vaisseau HENRI DE VILLEPOSSE
Représentant du Gouvernement Français auprès de la
Commission Alliée

O b j e t : Relaxe du bâtiment fluvial français " BOCA TON "
(ex-KOENIGSBERG)

Référence : Votre lettre MEC/5501 du 1er Octobre 1946

en réponse à la lettre précitée, j'ai l'honneur de vous faire
connaître que j'estime raisonnable de fixer à :

Lit/ 250.000.-- (deux cent cinquante mille Litres ITALIENNES)
le montant de la location mensuelle en cours que de l' " BOCA TON "
(ex-KOENIGSBERG) depuis la date de sa consignation à la COMPAGNIE
ITALIANA, le 21 Octobre 1945 par l'Allied Commission (Transportation
Sub-Commission) .

L'Administrateur en Chef de l'Inscription Maritime,
Chef de la Mission Marine Marchande en Italie :

[Signature]
R. S. 19

1950

Destinataire : Navy Sub-Commission (N.S.C.)
C o p i e s : O.N.V.
Archives(2)

S. 1320d

Revised—June, 1940

MISSION & RITE MARCHING BANDS
(R) NSC, AC, TRANSPORTATION, SUN CO, AC,
MONT AIR-FLIES, MONT RUGBY, MONT REP, AC.

FROM FOLI

Reference KOTENBERG, A writ (number 2123) having been issued the vessel can only be handed over pursuant to order of a Prize Court in LONDON and you requested to inform the British Authorities so that they should for British entry in all relevant proceedings.

014805A/MARCH 1987

2/1/46 2/3/46 2139/1st T.E. 1/3/46
 0044-7-2, 10 18 23(2) 25, used, 21/3/46 2139/1st T.E. 1/3/46
 21/3/46 2139/1st T.E. 1/3/46
 Red, water large 2139/1st T.E. 1/3/46 1035

1437

NSC/5501
1 October 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To: French Representative, Allied Commission.
Subject: Release of French River Boat IDOLATRE, ex-KOENIGSBERG.
Reference: (a) Ltr. 1178 from Chief of French Merchant Navy Mission
in Italy, dated 7 August 1946.

1. The Commander-in-Chief, Mediterranean, has concurred in your request, reference (a), relative to reimbursement for use of the IDOLATRE, ex-KOENIGSBERG, during the time that vessel was engaged in carrying supplies from Civitavecchia to Fiumicino at the disposal of the Compagnia Marittima.

2. The subject claim for reimbursement will be a matter between the Allied Commission, the French Navy Mission and the charterers of the vessel.

3. Pursuant to the above it is requested that the French Navy Mission make a survey of what should be considered a reasonable adjustment of hiring charges for the IDOLATRE during the time engaged by the Compagnia Marittima.

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

100-4(5) 1004

1 OCT 1946

1438

RSC/5498
1 October 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine.
Subject: Release of French River Boat IDOLATRE, ex-KOENIGSBERG.
Enclosure: (A) Copy of ltr. 1178 from Chief of French Merchant Navy Mission in Italy, dated 7 August, regarding release of IDOLATRE.

1. Enclosure (A), in which request is made for a reasonable reimbursement for hiring charges of subject vessel during the period in which it was placed at the disposal of the Compagnia Marittima engaged in carrying coal and wheat from Civitavecchia to Fiumicino, is forwarded for your information.

2. Commander-in-Chief, Mediterranean, has concurred in the request set forth in enclosure (A) regarding a reasonable reimbursement of hiring charges for the use of the IDOLATRE, and further directs that this matter is one for direct settlement between the Allied Commission, the charterers, and the French Navy Mission.

3. Pursuant to the above the Navy Sub-Commission has requested the French Navy Mission to make a preliminary survey of a reasonable reimbursement for use of subject vessel during the time specified.

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

1053
1 OCT 1946



Office of the Commander-in-Chief,
Mediterranean Station.
28th August, 1946.

Hed.46/218/3/1
NAVY SUB COMMISSION,
HEADQUARTERS ALLIED COMMISSION.

RELEASE OF FRENCH RIVER-BOAT "IDOLATRE"
(ex "KOENIGSBERG").

With reference to your letter No.NSC/5370 dated the 13th August, 1946, the request made by the Chief of French Merchant Navy Mission in Italy in his reference 1178 dated the 7th August, 1946, regarding reimbursement of hiring charges for the use of the "IDOLATRE" (ex. "KOENIGSBERG") is considered reasonable and just.

2. Any adjustment concerning proceeds of hire charges, however, is a matter for direct settlement between the Allied Commission, the Charterers and the French Navy Mission.

... 3. On handing over the vessel the attached form of acceptance of liability for salvage and repairs is to be completed and forwarded to the Secretary of the Admiralty.

R. Smith

for ADMIRAL.

1952

SURVIVAL AND REPAIR OF U.S. "TIGLAW" (ex-KM1513)

I, the undersigned being the accredited agent of the
Owners of the vessel U.S. "TIGLAW" (ex-KM1513), hereby
accept full and unconditional liability on behalf of the Owners
for all payments which may become due by them in respect of the
salvage and repair of the said vessel.

Signed

Date

Witness (I)

Witness (II)

DUPLICATE

Office of the Commander-in-Chief,
Mediterranean Station.
28th August, 1946.

MOB.46/213/3/1
NAVY MED COMMISSION,
HEAD QUARTERS ALLIED COMMISSION.

RELEASE OF FRENCH REVER-BONAT "IDOLATRE"
(ex. "REVER-BONAT").

With reference to your letter No. MB/5370 dated the 13th August, 1946, the request made by the Chief of French Dorement Navy Mission in Italy in his reference 1178 dated the 7th August, 1946, regarding reimbursement of hiring charges for the use of the "IDOLATRE" (ex. "REVER-BONAT") is considered reasonable and just.

2. Any adjustment concerning proceeds of hire charges, however, is a matter for direct settlement between the Allied Commission, the Charterers and the French Navy Mission.

...

3. On handing over the vessel the attached form of acceptance of liability for salvage and repairs is to be completed and forwarded to the Secretary of the Admiralty.

Sgd P.S. SMITH

for ADMIRAL. 1960

1 4 4 2

ISC/5370
13 August 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, MEDITERRANEAN STATION.
Subject: Release of French river-boat "IDOLATTE" ex-Koenigsberg.
Enclosure: (A) Chief of French Merchant Navy Mission in Italy
ltr. 1178 dated 7th August 1946.

1. The Commander-in-Chief, Mediterranean's instructions and comments concerning enclosure (A) is respectfully requested.

ASST. C. L. WARRICK
REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION, A.C.
FOR CHIEF COMMISSIONER.

1 RN-11 (3)

16 AUG 1946

10/9

From : Captain R. TIG
 Chief of French Merchant Navy Mission in Italy
 To : H.M.C. - A.C.
 per Captain HENRI DE VILLARVILLE, French Representative, A.C.
 Date : 7th August 1946
 Ref. : 1178

Subject: Release of French river-barge "IDOL-THIE" ex-Commissariat

The Allied Commission is aware of the difficulties relating to the river-barge "IDOL-THIE" ex "COMMISSARIAT". This vessel, the French ownership of which is not now contested by anyone, was sunk near Leghorn and subsequently salvaged by the Salvage which, believing it to be German, hailed it to be Prize-of-War.

After repair the "IDOL-THIE" was employed firstly by C.O.M.A. of Rome, and then subsequently it was placed at the disposal of the "Compagnie Maritime" which is still using it now to carry coal and wheat from Civitavecchia to Fiumicino.

The French Government has presented its case to the Procurator-General of the Prize Court in London, who is ready to order the release of the "IDOL-THIE" on condition that the French Government undertake to reimburse to the British Government the costs borne by the latter for the salvage and repair of the vessel.

If the principle of reimbursement to the British Government would not appear to be a matter for discussion, such is the fact that the "IDOL-THIE" is operating commercially more than a year after its repair.

As a result of this the successive users of the vessel have obtained financial advantages which, in all fairness, should be credited to the ship.

In consequence, I have the honour to request that there may be debited a reasonable hiring charge for the "IDOL-THIE" for the period from the date upon which its use began to the date of its return, which shall not be delayed.

I should be obliged if the Allied Commission would inform me of its views upon this matter at the earliest possible.

Sgt. R. TIG

10/4/46

BEST COPY POSSIBLE

MINISTÈRE
DES
TRAVAUX PUBLICS
ET DES TRANSPORTS

SECRETARIAT GÉNÉRAL
DE LA
MARINE MARCHANDE

MISSION MARINE MARCHANDE
EN ITALIE

REPUBLIQUE FRANÇAISE

PALAZZO VIDONI
CORSO VITTORIO EMANUELE III
Téléphone 473.433

Rome, le 7 Août 1946

Ref. N° II78
Dr. IO
RS/JO

L'Administrateur en Chef de l'Inscription Maritime R. SENTIS
Chef de la Mission Marine Marchande en Italie

à l'Allied Commission Naval Sub-Commission

sous couvert de M. le Capitaine de Vaisseau HERON de VILLEFOSSÉ
Représentant du Gouvernement Français auprès de l'Allied Commission

O b j e t : Relaxe du bâtiment fluvial français "IDOLATRE" ex Koenig

La Commission Alliée est au courant des difficultés
tives au bâtiment fluvial "IDOLATRE" ex "Koenigsberg". Ce Bâtiment
dont la propriété française n'est actuellement contestée par personne
fut coulé près de LIVOURNE, il fut ensuite récupéré par le Salvage
qui, le croyant alors allemand, le considéra comme prise de guerre.

Après réparation, l'"IDOLATRE" navigua tout d'abord pour
compte du CO.GE.NA. de Rome, puis ensuite il passa à la disposition
de la Compagnie Merittima, qui l'utilise encore actuellement pour
transport du charbon et du blé de CIVITAVECCHIA à FIUMICINO.

Le Gouvernement Français a introduit une action
M. le Procureur Général de la Cour des prises à Londres qui a
sée à prononcer la relaxe de l'"IDOLATRE" sous la réserve que
Gouvernement Français prenne l'engagement de rembourser au Gouvernement
Britannique les frais engagés par celui-ci pour la récupération et la
remise en état du bateau.

Si le principe même de la revendication britannique ne pa-
rait pas être mis en discussion, il en est pas de même sur le fait que
l'"IDOLATRE" navigue depuis près d'un an, à des fins commerciales, dès
qu'il fut remis en état.

...../..

Enregistré : 9/8/46
5843

= 2 =

Il en est résulté pour le ou les utilisateurs successifs du navire, des avantages financiers qui, en toute équité, doivent être mis à l'actif du bateau.

J'ai, en conséquence, l'honneur de demander que soit décompté un prix de location raisonnable pour l'"IDOLATRE" depuis la date du commencement de son utilisation jusqu'à celle de sa restitution qui ne serait tardée.

Je serai reconnaissant à la Commission Alliée de me faire connaître son point de vue sur cette question, le plus rapidement possible.

Le Chef de la Mission Marine Marchande en Italie:



R. SENTIS ROME

1046

ALLIED FORCE Headquarters
ITALIAN NAVAL BRANCH
APO 794

2 May 1947

IN-11(3)/4/108

Subject:

TRACING OF SHIPS.

To:

THE FRENCH REPRESENTATIVE TO THE ALLIED
MILITARY AUTHORITIES IN ITALY.

Reference:

(a) French Representative's ltr. 3264/27M dated 4
April 1947.

1. In reply to the request contained in reference (a) for
information on the present position of the vessels: DANDOLO, NICOLA ODERO,
ROSANDRA, TAGLIAMENTO, SAN PIETRO, FORTUNATA, and CAPO PINO, you are advised
to take this matter up with the Italian Government through diplomatic
channels, inasmuch as this Branch is not empowered to deal with this matter.

(signed) S. N. BLACKBURN

For REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

020950/5
MD

1040

3 MAY 1947

From: The French Representative at the A.F.H.Q.
 To : Director of the Italian Naval Branch - A.F.H.Q.
 Date: 4th April 1947
 Ref.: 3264/27A

Subject: Tracing of ships

It would be appreciated if you could communicate the information which you can obtain on the present position of the following vessels :

"DANDOLO" - "NICOLA ODERO" - "ROSANDRA" - "TAGLIAMERIO" -
 "SAN PIETRO" - "FORTUNATA" and "CAPO FINO".

The first six of these ships were captured at sea by the French Navy and declared "Prizes of war" by the Prize Court.

defacto Authority calling itself the Further, applying the terms of the Armistice signed by the Vichy Government, the Italian Authorities ^{demanded} the return of these vessels.

The case of the "Capo Fino", is rather different. A seventh prize must be added to the previous six, the "Capo Olmo", which reached the Allies at Gibraltar about the 20th June 1940 and was incorporated in the Fighting French Navy. The Italian Authorities demanded its replacement by the French ship "Aveyron" which was renamed "Capo Fino" and which was found wrecked at Missolonghi on the 8th September 1943.

(Sgd.) Capt. R. De Villefosse.



1044

JLP/P.
 10

~~COMMISSION XAKKIBEX~~
~~EXXIXXIX~~

Rome, le 4 Avril

1947

LE REPRESENTANT FRANCAIS
AUPRES DES AUTORITES ALLEES
EN ITALIE
~~FRANCOISE~~

NO 3264/27M

Le Capitaine de Vaisseau
L. HERON de VILLEFOSSE

à

Monsieur le Contre-Amiral
Directeur de la Navy Branch
AFHQ

OBJET : Recherche de bâtiments .-

Je vous serais reconnaissant de vouloir bien me communiquer les renseignements que vous pouvez obtenir sur la situation présente des navires suivants :

"DANDOLO" - "NICOLA ODERO" - "ROSANDRA" - "TAGLIAMENTO" -
" SAN PIETRO " - "FORTUNATA" et "CAPO FINO" -

Les six premiers de ces navires avaient été pris à la mer par la Marine Française et déclarés "Prise de guerre" par la Cour des Prises.-

Par la suite, en application de l'Armistice signé par l'Autorité de fait se disant le Gouvernement de Vichy, les Autorités Italiennes exigèrent la remise de ces navires.-

Le cas du "CAPO FINO" est un peu différent. Au six navires précédents s'ajoutait une septième prise le "CAPO OLMO" qui vers le 20 Juin 1940 rallia les Forces Alliées à Gibraltar et fut incorporé dans les FNFL. Les Autorités Italiennes exigèrent du Gouvernement de Vichy la livraison en échange d'un bâtiment Français l'"AVEYRON" qui fut alors rebaptisé "CAPO FINO" et qui se trouvait en avaries à Missolonghi le 8/9/43.-

L. Heron de Villefosse

1043

1450

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

FRENCH MOTOR BARGE "JOYCE" AT TRIPOLI

Chief of the French Mercantile Marine Mission in Italy's
letter 2,048 dated 18th March 1947.

II

IRM-11(3)/N/36

G-5 Section, Allied Force Headquarters.

(Copy to: The Senior Civil Affairs Officer, Venezia Giulia).

Referred for consideration, concurring.

2. The letter referred to in paragraph 1 of minute I has
neither been forwarded to the Chief of the French Mercantile Marine
Mission in Italy by this Branch nor been received..

ROME,
1st April 1947.

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

*Previous correspondence
in NSC files.*

- IRN-11(3)

2 APR 1947

1042

H
7/4

From: French Mercantile Marine Mission in Italy
 To : N.S.S. I.P.A.S. through French Representative on the
 Allied Commission
 Date: 18th March 1947
 Ref.: 2.048

Subject: French motor barge "JOYCE" at Trieste

With reference to : a) our letter 1.811 dated 15/1/47
 b) your letter NSC/5909 dated 30/1/47
 c) our letter 1.994 dated 28/2/47.

You have informed me of the contents of the note sent by the A.F.H.Q., G.5 section A.P.O.512, G.5 : 994.20 to the S.C.A.O. Venezia Giulia and referring to the barge in question.

This note states that G.5 Section considers that if the vessel is in fact the "JOYCE", it would be returned to France, in accordance with the "Liberated Ships Memorandum", France paying to the F.O.M.T. the cost of salvage and repairs; but, if the barge has been reconstructed in such a way that it must be considered a new vessel, the "JOYCE" must be ceded to the F.O.M.T.

Without wishing to criticize the very disputable decision of G.5 Section, the French Mission merely proposes to ask the following simple question : Should the "JOYCE" be recognised as French, France should pay the F.O.M.T. the cost of repairs and salvage, but, if the "JOYCE" is not recognised to be "substantially the same ship", it should simply be returned to the F.O.M.T. Why is the question not raised, of allowing compensation to the French Government for the value of the French materials utilised in the reconstruction of the "JOYCE"?

According to the declarations of the F.O.M.T. itself, the "JOYCE" was reconstructed with materials from the following craft :

- from the French barge "VIRIUS".....	9,310 kgs.
- from the French barge LM 11.....	11,950 "
- from the "JOYCE" itself.....	15,680 "

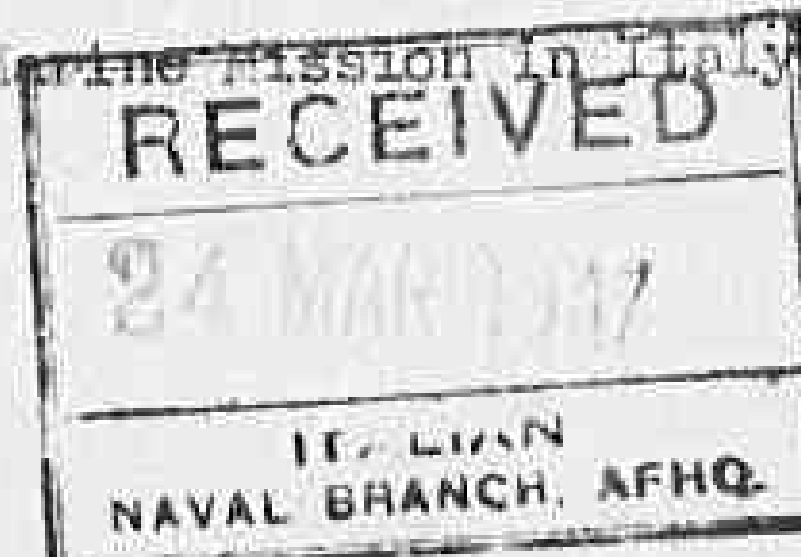
total..... 36,940 kgs.

which represents more than half the weight of the barge.

(Sgd) R.SENTIS.

Chief of the French Mercantile Marine Mission in Italy.

JLP/P.
 24



RÉPUBLIQUE FRANÇAISE

Rome. 6 20 Mars 1947

REPRÉSENTATION FRANÇAISE
AUPRES DES AUTORITÉS
~~AMÉRICAINES~~ DES
MILITAIRES ALLIÉS
EN ITALIE

Monsieur le Rear Admiral,
Chef de la Na., Sub Section
Allied Force Headquarters

N. 3231/28

BORDEREAU D'ENVOI

Description des pièces	N°	Observations
Lettre n° 2.048 10 RS/MLS de la Mission Marine Marchande en Italie en date du 18 Mars 1947, au sujet de la barge automoteur française "JOYCE" à TRIESTE.....2		<u>"Pour Attribution"</u>
Le Capitaine de Vaisseau HERON de VILLEFOSSE Représentant Français auprès des Autorités Militaires Alliées en Italie P.O. Le Capitaine de Frégate YBERT Adjoint "Marine"		

13.5.47

MISSION MARINE MARCHANDE
EN ITALIE

=====

Enregistré le 19 mai 1947
Sous le n° 6233/282.046
IO
RS/ELS

ROME, le 18 mars 1947

N O T E

pour ITALIAN MILITARY AFFAIRS SECTION
(Navy Sub-Section)

=====

Sous-couvert de M. le Capitaine de vaisseau HERON DE VILLEFOSSE
Représentant du Gouvernement Français auprès des autorités alliées en
Italie .-

- O b j e t : Barge automoteur française " JOYCE " à TRIESTE .

Références: a) Notre note N° 1.811 du 13/1/47
b) Votre note N° NSC 5909 du 30/1/47
c) Notre note N° 1.994 du 28/2/47

-:-

Vous avez bien voulu me communiquer le texte de la note
établie par l'Allied Forces Headquarters G.5 Section APO 512
G.5 : 994.20 adressée à SCAG VENEZIA GIULIA et relative à la
barge citée en référence .

Il ressort de cette note que G.5 Section estime, que si
le " JOYCE " est substantiellement le même, il doit être restitué
à la France, en vertu du " Liberated Ships Memorandum ", la
France payant à la P.O.M.T. le coût du sauvetage et des répara-
tions, mais que, s'il a été reconstruit dans des conditions telles
qu'il doit être considéré comme un bateau nouveau, le " JOYCE " ¹⁰³³
doit être livré à la P.O.M.T. .

Sans vouloir apprécier la décision très discutable de
la G.5 Section, la Mission Française se contente de poser la
simple question suivante : Dans le cas où le " JOYCE " est re-

.../....

- 2 -

connu français, la France doit payer à la F.O.M.T. le coût des travaux et du renflouement, mais, dans le cas où le "JOYCE" ne serait pas reconnu être "substantially the same ship" il doit être remis à la F.O.M.T. purement et simplement. Pourquoi n'est-il pas question de régler une indemnité au Gouvernement Français, pour la valeur des matériaux français utilisés dans la reconstruction du "JOYCE" ?

D'après les déclarations de la F.O.M.T. elle-même, le "JOYCE" aurait été reconstruit avec des matériaux français provenant :

- de la barge française "VIRIUS"	9.310 kilogs
- de la barge française LA II	11.950 "
- du "JOYCE" lui-même	15.680 "

soit 36.940 kilog.

qui représentent plus de la moitié du poids du bateau.

L'Administrateur en Chef de 2ème Cl. de l'I.E.
 Chef de la Mission Marine Marchande en Italie :

R. SANTIS

Destinataire : Cdt HERON DE VILLEFOSSE (3 ex.)

Copies : C.M.F.

M.M.GENES

Archives (2)

From: French Mercantile Marine Mission in Italy.
To : H. S. S. - I. M. A. S. - A. F. H. Q. - Rome.
Date: 25th February, 1947.
Ref.: 929/28.

Subject:- French motor barge "JOYCE" at Trieste.

With reference to our letter 1.811, dated 13th January 1947, your letter NHC/5904, dated 30th January 1947, and to letter II ECT. dated 24th February 1947, from the Genoa Office of the French Mercantile Marine Mission in Italy.

In our letter 1.811, dated 13th January 1947, of which a copy is enclosed, I protested against the point of view expressed by the Legal Officer, Headquarters Military Government, Venezia Giulia, regarding a difference over the barge "JOYCE".

You were good enough to send us a copy of your letter to the Senior Officer, Headquarters Military Government, Venezia Giulia, from Admiral E. E. Stone, a copy of which is also enclosed.

It was to be presumed that on receipt of the above letter, the Legal Officer, Military Government, Venezia Giulia, would have altered his opinion, but this was unfortunately not so, and we received from Lieutenant Chaize, who was sent from Genoa to Trieste to settle the questions which were still pending in that case, the letter of which a copy is enclosed and from which it appears that the Legal Officer of Venezia Giulia approached A. F. H. Q. at Caserta in a letter dated 17th February, and of which we have had no information.

It would be appreciated if you could inform A. F. H. Q., Caserta, of our attitude regarding the barge "JOYCE", as ~~their~~ point of view is otherwise in agreement with yours.

There is a similar dispute at Venice, regarding the French barge "ARSENES".

The Italian Ministry of Marine has given orders that the barge should be returned to us, stating that the Italian shipyards should claim the expenses for work carried out on German account, from the A. R. A. R., and not from the French Merchant Marine.

It is curious to notice that even the attitude of the Italian Authorities themselves, does not agree with that of the Legal Officer, Venezia Giulia Government.

103M

RECEIVED

7 MAR 1947
NAVAL SUB SECTION

(Cgd). The Chief of the French
Mercantile Marine Mission in Italy.

(R. Sontis).

JRP/C
6.

RÉPUBLIQUE FRANÇAISE

Rome, le 28 Février 1947

REPRÉSENTATION FRANÇAISE

AUPRES DES AUTORITÉS MILITAIRES ALLIÉES
~~COMMISSION MILITAIRE~~
EN ITALIELe Capitaine de Vaisseau HERON de VILLEFOSSE
Représentant Français auprès des Autorités
Militaires Alliées en Italie

a

Monsieur le Chef de la Navy Sub-Section
Italian Military Affairs Section

N.3229/28

BORDEREAU D'ENVOI

Sommaire des Pièces	no.	Observations
Lettre No. 1.994/10/RS/MS de la Mission Marine Marchande en Italie du 28 Février 1947, au sujet de la Barge Auto- moteur française "JOYCE" a TRIESTE.....1		'POUR ATTRIBUTION'

1037

P.O. Le Lieutenant DUMOLARD

E. Dumolard

MINISTÈRE
DES
TRAVAUX PUBLICS
ET DES TRANSPORTS

SECRETARIAT GÉNÉRAL
DE LA
MARINE MARCHANDE

MISSION MARINE MARCHANDE
EN ITALIE

REPUBLIQUE FRANÇAISE

Adresser la correspondance :
ench Headquarters, R. A. A. C.
Piazza Venezia

Tel. 66.292 (Chef Mission)
66.256 (Secrétariat)

ROME le, 23 Février 1947

Ref. N° I.994
Dr. IO
RS/MLS

NOTE

pour ITALIAN MILITARY AFFAIRS SECTION. -
(Naval Sub-Section)

Sous-couvert de M. le Capitaine de vaisseau HENRI DE VILLEROSSE,
Représentant Français auprès des Autorités Alliées en Italie. -

Sujet : Barge automoteur française " JOYE " à TRIESTE

Références : n/ note N° I.811 du 13/1/47
v/ note N° NSC/5904 du 30/1/47
Note N° II BNF. du 24/2/47 du Bureau de GENES de la
Mission Marine Marchande en Italie.

P. Jointes : Copies des précédentes.

-:-

Par notre note N° I.811 du 13 Janvier 1947, dont copie ci-
jointe, je vous avais saisi d'une protestation contre le point de
vue exposé par le LEGAL OFFICER HEADQUARTERS MILITARY GOVERNMENT
VENEZIA GIULIA, au sujet du différend relatif à la barge " JOYE ".

Vous avez bien voulu nous communiquer copie de la note
adressée au SENIOR OFFICER CIVIL AFFAIRS ALLIED MILITARY GOVERNMENT
VENEZIA GIULIA, par l'Amiral Ellery W. STONE, dont copie également
ci-jointe.

Il était permis de supposer qu'au regard de la note précitée,
le LEGAL OFFICER MILITARY GOVERNMENT VENEZIA GIULIA modifierait son
point de vue.

1036

.../.....

- 2 -

Il n'en est malheureusement rien, et nous venons de recevoir de notre officier-adjoint, le Lieutenant de vaisseau de rés. CHAIZE, qui s'était rendu de GENES à TRIESTE en vue de régler les questions encore pendantes dans cette zone, la note dont copie ci-inclus, d'où il ressort que le LEGAL OFFICER de VENEZIA GIULIA a saisi AFHQ à CASERTA, par une lettre du 17 Février, dont nous n'avons pas communication.

Nous vous serions reconnaissants de vouloir bien intervenir auprès de AFHQ à CASERTA pour que prévale notre manière de voir en ce qui concerne la barge "JOYCE", manière de voir qui est du reste en concordance avec la vôtre.

Nous devons ajouter que nous avons une contestation identique à VENISE au sujet d'une barge française l' "ANNETTE". Le MINISTRE de la MARINE ITALIENNE a donné des ordres pour que cette barge nous soit remise, en précisant qu'il appartenait aux Chantiers Italiens de réclamer le montant des travaux effectués sur l'ordre des Allemands à l'Organisme Italien A.R.A.R. AZIENDA RILIEVO ALIENAZIONE RESIDUATI, et non pas à la MARINE MARCHANDE FRANÇAISE. Il est au moins curieux de constater que le point de vue des Autorités Italiennes elles mêmes, soit en désaccord avec celui du LEGAL OFFICER GOVERNMENT VENEZIA GIULIA.

L' Administrateur en Chef de 2ème Classe de l'Inscription Maritime,
Chef de la Mission Marine Marchande en Italie:


R. SENTIS

Destinataire : Commandant HERON DE VILLEPOSSÉ (3 ex.)
Copie : O.N.N.
Archives (2)

COPIE

I.311
10
RS/MLJ

ROME, le 13 Janvier 1947

M O T E

HEADQUARTERS ALLIED COMMISSION
(Navy-Sub-Commission)

Sous couvert de M. le Capitaine de Vaisseau HERON DE VILLEFOSSE
Représentant du Gouvernement Français auprès de la Commission
Alliés.

O b j e t : Barge automoteur Française " JOYCE " à TRIESTE.

-:-

Nous avons l'honneur d'accuser réception de votre
note NSG/5773 du 17 Décembre 1945 par laquelle vous nous avisez
que la question relative à cette barge a été reportée au " Naval
Officer in Charge TRIESTE " avec mission d'obtenir le point de
vue de la " Legal Division Allied Military Government Venezia
Giulia ".

Nous venons de recevoir du " Legal Officer Headquarters
Allied Military Government Venezia Giulia " les notes dont veuillez
trouver ci-joint copie, et d'où il ressort que cet officier estime
que le différend relatif à la barge " JOYCE " est du ressort des
tribunaux civils italiens.

Nous protestons, respectueusement mais avec la plus
grande énergie, contre cette décision pour les raisons suivantes :

- 1° - Il est contraire à la dignité du Gouvernement Français, repré-
senté en l'occurrence par le Mission Marine Marchande Fran-
çaise en Italie d'être obligé de s'adresser à un tribunal
civil italien pour réclamer la restitution d'un bâtiment
français, dont la qualité française a été reconnue à la fois
par les autorités de la Royal Navy et les Autorités Yougoslaves
- 2° - C'est la première fois qu'une semblable réponse est faite à la
Mission Française qui a déjà récupéré plus d'une centaine de
navires français de tous tonnages amenés en Italie par les
Allemands ou les Italiens.

- 3° - La décision du " Legal Officer " est absolument contraire aux
dispositions du " Liberated Ships Memorandum " qui s'applique

RS/MIS

NOT E
HEADQUARTERS ALLIED COMMISSION
(Navy-Sub-Commission)

Sous couvert de M. le Capitaine de vaisseau HERON DE VILLEFOSSE
Représentant du Gouvernement Français auprès de la Commission
Alliée.

O b j e t : Barge automoteur Française " JOYCE " à TRIESTE.

Nous avons l'honneur d'accuser réception de votre
note NSC/5773 du 17 Décembre 1946 par laquelle vous nous avisez
que la question relative à cette barge a été reportée au " Naval
Officer in Charge TRIESTE " avec mission d'obtenir le point de
vue de la " Legal Division Allied Military Government Venezia
Giulia ".

Nous venons de recevoir du " Legal Officer Headquarters
Allied Military Government Venezia Giulia " les notes dont veuillez
trouver ci-joint copie, et d'où il ressort que cet officier estime
que le différend relatif à la barge " JOYCE " est du ressort des
tribunaux civils italiens.

Nous protestons, respectueusement mais avec la plus
grande énergie, contre cette décision pour les raisons suivantes :

- 1° - Il est contraire à la dignité du Gouvernement Français, repré-
senté en l'occurrence par la Mission Marine Marchands Fran-
çaise en Italie d'être obligé de s'adresser à un tribunal
civil italien pour réclamer la restitution d'un bâtiment
français, dont la qualité française a été reconnue à la fois
par les autorités de la Royal Navy et les autorités Yougoslaves.
- 2° - C'est la première fois qu'une semblable réponse est faite à la
Mission Française qui a déjà récupéré plus d'une centaine de
navires français de tous tonnages amenés en Italie par les
Allemands ou les Italiens.
- 3° - La décision du " Legal Officer " est absolument contraire aux
dispositions du " Liberated Ships Memorandum " qui s'applique
aux bateaux de nationalité française appartenant à des par-
ticuliers qui en ont été déposés par la contrainte
des Allemands.

/.....

JOYCE

48 - Le fait qu'une société italienne, la T.O.I.T. ait exécuté sur le "JOYCE" sans autorisation, des travaux, soit pour le compte des Allemands, soit, pour son compte (espérant ainsi se créer un droit de propriété) ne change rien à la question, bien au contraire, étant donné que ces travaux n'ont fait que rendre le "JOYCE" impropre à son usage normal, qui est la navigation fluviale et qu'il a prouvé l'intention délictueuse de la Société de s'approprier un bâtiment qu'elle savait d'origine française.

Pour toutes ces raisons, nous demandons que des ordres soient donnés à nouveau au N.O.I.C. TRIESTE pour la restitution pure et simple du "JOYCE" au Gouvernement Français.

Ci joint copie de l'ordre donné par le N.O.I.C. TRIESTE à la P.O.M.T., ordre qui n'a pas été exécuté.

L'Administrateur en Chef de 2ème Classe de l'Inscription Maritime.
Chef de la Mission Marine Marchande en Italie :

Il est à noter que l'ordre donné par le N.O.I.C. TRIESTE à la P.O.M.T. n'a pas été exécuté. L'Administrateur en Chef de 2ème Classe de l'Inscription Maritime, Chef de la Mission Marine Marchande en Italie, a demandé à la P.O.M.T. de faire exécuter l'ordre donné par le N.O.I.C. TRIESTE. La P.O.M.T. a répondu qu'elle n'avait pas pu exécuter l'ordre car le "JOYCE" avait été vendu à un tiers. L'Administrateur en Chef de 2ème Classe de l'Inscription Maritime, Chef de la Mission Marine Marchande en Italie, a demandé à la P.O.M.T. de faire exécuter l'ordre donné par le N.O.I.C. TRIESTE. La P.O.M.T. a répondu qu'elle n'avait pas pu exécuter l'ordre car le "JOYCE" avait été vendu à un tiers. L'Administrateur en Chef de 2ème Classe de l'Inscription Maritime, Chef de la Mission Marine Marchande en Italie, a demandé à la P.O.M.T. de faire exécuter l'ordre donné par le N.O.I.C. TRIESTE. La P.O.M.T. a répondu qu'elle n'avait pas pu exécuter l'ordre car le "JOYCE" avait été vendu à un tiers.

COPY

COPIE

REC/5504

30 January 1947

Subject: French Barge "JOYCE"

To: The Senior Vice Officer, Allied
Military Government, Venezia Giulia

1. - It has come to my knowledge that your Legal Division has inadvertently turned over to the Civil Courts a matter concerning the suspected ownership of the barge "JOYCE", which has been clearly identified as being of French ownership. Legal Division, Allied Military Government, Venezia Giulia's letters VG/ARG/ID/192/3943 dated 10th December 1946 and VG/ARG/ID/192/3944 dated 13th December 1946, together with the Naval Officer-in-Charge, Trieste's letter dated 7th November 1946 addressed to Ponzerio Officine Meccaniche Triestine, copy of which is enclosed, refer. The Naval Officer-in-Charge, TRIESTE has subsequently cancelled his letter referred to above, as a result of the communication received from the Legal Division, Allied Military Government, Venezia Giulia, dated 13th December 1946.

2. - I have obtained the views of my legal advisor on the matter, who is in agreement with the views expressed in Legal Division, Allied Military Government, Venezia Giulia's letter VG/ARG/ID/192/3944 dated 13th December 1946.

3. - From the facts submitted to me, it appears that barge JOYCE with many others was removed from France to Trieste by the Germans in her original state and that they intended to convert her into a transport of troops and material for the North African campaign.

4. - If these facts are correct, the present state of the barge, the amount of work carried out on her, the addition to her superstructure, etc... which may have been effected without the consent of the original owner and, either for private profit or on the instructions of the enemy, cannot in any way effect the nationality of origin of the craft nor justify a claim for possession against the original owners.

5. - Under the Armistice terms and subsequent agreements, all Allied ships must eventually be returned to their Allied owners, whether or not their title may have been transferred as the result of ...

1463

COPIE

prize court proceedings (otherwise (Art. 15 of Armistice terms and Liberated Ships Memorandum Refer.) .

6. - FOMT are in exactly the same position as many other Italian firms in Northern Italy who executed contracts for the Germans on the Fascist Republican Government . They have no claims against the Allies. Furthermore, the interpretation of the Armistice terms does not lie within the jurisdiction of Italian courts . It is up to Allied and not Italian authority to decide whether the barge is an Allied ship or not.

7. - FOMT may have a claim for damages against their own Government . They cannot refuse, however, to hand over a ship if and when it has been declared of Allied nationality by Allied authority, whatever the conditions under which this craft came in their possession may have been .

8. - It is requested therefore, that you take necessary steps to effect the turnover of the barge in question to the Mission Marine Armada Française without delay, and that you inform me of the date of transfer .

(sig) ALBERTO M. STORA
Rear-Admiral; USN
Chief, Commissioner .

TRIESTE le 24 FEVRIER 1947

MISSION MARINE MARCHANDE EN

I T A L I E

BUREAU DE GENES

No II EXT.

COPY

NOTE EXPRESS

Destinataire : CHET MISSION ROMA
Origine : Bureau de GENES.

OBJET : Bateaux fluvial " JOYCE " - Refus de restitution - Décision
de l'AMG - VENEZIA GIULIA.

REFER : Votre 1811/10 du 13/1/47
lettre A.O./ 4005/L Legal Division Allied Commission.

1 - A la suite de la lettre de l' A.O citée en référence, on pouvait espérer que le sort du " JOYCE " était définitivement réglé et que ce bateau allait nous être rendu.

2 - Dès mon arrivée à TRIESTE, j'ai pris contact avec la ROYAL NAVY qui m'a confirmé cet espoir; toutefois la ROYAL NAVY n'ayant pas de pouvoir de réglementation dans le territoire de l' AMG, il était nécessaire d'avoir recours à l' AMG Civil Affairs Officer qui, seul, pouvait adresser à la COM des ordres ayant pouvoir exécutoire et appuyer au besoin ces ordres par la Force Publique.

3 - J'ai rencontré ce matin, le Colonel MUNIBERKE, Adjoint du Colonel BAUMAN, Senior Civil Affairs Officer, qui m'a fait connaître que l' AMG de TRIESTE n'était pas d'accord avec l' Allied Commission sur les points suivants :

a/ La Liberated Ships Memorandum ne s'applique plus aux navires retrouvés après la fin des hostilités; selon l' AMG ce Memorandum n'était qu'un Règlement du temps de guerre destiné à régler provisoirement et sans perte de temps préjudiciable à la poursuite des hostilités le sort des navires retrouvés.

b/ Le Gouvernement Français doit rembourser les détenteurs italiens du navire des frais que ceux-ci ont pu engager, soit de leur propre initiative, soit sur ordres des allemands.
Pour l'évaluation des frais, le Gouvernement Français n'accepte pas le chiffre proposé par ces détenteurs italiens on n'arrive pas à une transaction amiable, il devra les faire déterminer par un Tribunal Civil, dans le cas présent, celui de TRIESTE.

Destinataire : CHIEF MISSION ROME
Origine : Bureau de GENES.

OBJET : Bateaux fluviaux "JOYCE" - Refus de restitution - Décision de l'AMG - VENEZIA GIULIA.

REFER : Votre 1811/10 du 13/1/47
Lettre A.O. 4005/L Legal Division Allied Commission.

1 - A la suite de la lettre de l'A.O citée en référence, on pouvait espérer que le sort du "JOYCE" était définitivement réglé et que ce bateau allait nous être rendu.

2 - Dès mon arrivée à TRIESTE, j'ai pris contact avec la ROYAL NAVY qui m'a confirmé cet espoir; toutefois la ROYAL NAVY n'ayant pas de pouvoir de réglementation dans le territoire de l'AMG, il était nécessaire d'avoir recours à l'AMG Civil Affairs Officer qui, seul, pouvait adresser à la FOMT des ordres ayant pouvoir exécutoire et appuyer au besoin ces ordres par la Force Publique.

3 - J'ai rencontré ce matin, le Colonel MURHECKE, Adjoint du Colonel BAUMAN, Senior Civil Affairs Officer, qui m'a fait connaître que l'AMG de TRIESTE n'était pas d'accord avec l'Allied Commission sur les points suivants :

a/ La Liberated Ships Memorandum ne s'applique plus aux navires retrouvés après la fin des hostilités; selon l'AMG ce Memorandum n'était qu'un Règlement du temps de guerre destiné à régler provisoirement et sans perte de temps de guerre préjudiciable à la poursuite des hostilités le sort des navires retrouvés.

b/ Le Gouvernement Français doit rembourser les détenteurs italiens du navire des frais que ceux-ci ont pu engager, soit de leur propre initiative, soit sur ordres des allemands.

Pour l'évaluation des frais, le Gouvernement Français n'accepte pas le chiffre proposé par des détenteurs italiens ou n'arrive pas à une transaction amiable, il devra les faire déterminer par un Tribunal Civil, dans le cas présent, celui de TRIESTE.

En conséquence le Senior Affairs Officer a exposé ce point de vue à l'AMHQ A CASERTA par lettre du 17 Février dont la lettre d'envoi est jointe en annexe, et a demandé à AMHQ sa décision.

./.....

- 2 -

COPIE

4 - J'ai objecté que le Liberated Ships Memorandum contenait pas d'article limitant ses effets dans le temps et que d'autre part la décision de l'Allied Commission prouvait qu'il était toujours applicable; d'autre part la décision de l'A.C. prévoyait bien que les frais engagés par les Chantiers de leur propre initiative devaient être à leur charge ou être remboursés par le Gouvernement Italien à titre de Domages de Guerre.

5 - Le Civil Affairs Officer a maintenu son point de vue et l'affaire est à nouveau au point mort en attendant la décision d'AMHQ.

signé : J. CHLIZE
Lieut. de Vaisseau de Réserve

1467

785020

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

3 April 1947.

IRN-11(3)/N/43

Subject:

FRENCH BARGE "ANNETTE" AND BELGIAN BARGE "THERESE"
AT VENICE.

To:

THE CHIEF OF THE FRENCH MERCANTILE MARINE MISSION
IN ITALY
(THROUGH THE FRENCH REPRESENTATIVE TO THE ALLIED
MILITARY AUTHORITIES IN ITALY).

References:

- (a) The Chief of the French Mercantile Marine Mission
in Italy's letter No. 1.919-10/24-RS/MS dated
6 February 1947.
- (b) The Chief of the French Mercantile Marine Mission
in Italy's letter No. 2.060-10/24-RS/RB dated
22 March 1947.

1. The receipt of reference (b), whose contents has been
duly noted, is acknowledged.

2. With regard to reference (a) however, and with reference
to your conversation with Lieutenant Hall, on my staff, it is understood
that the question regarding the restitution of the barge "Annette" to the
French Government has already been settled, and that the Belgian barge
"Therese" is expected to be similarly released to the French Mercantile
Marine Mission, for eventual consignment to the Belgian authorities.

3. In view of paragraph 2 above therefore, it is considered
that no further action by this Branch is now required.

For REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

1032

8 APR 1947

031534
1110

From: French Mercantile Marine Mission in Italy
To : Italian Naval Branch - A.F.H.Q. through the French
Representative at the A.F.H.Q.
Date: ^{22nd} 24th March 1947
Ref.: 5252/28 2.060-10/4. Ps/RB.

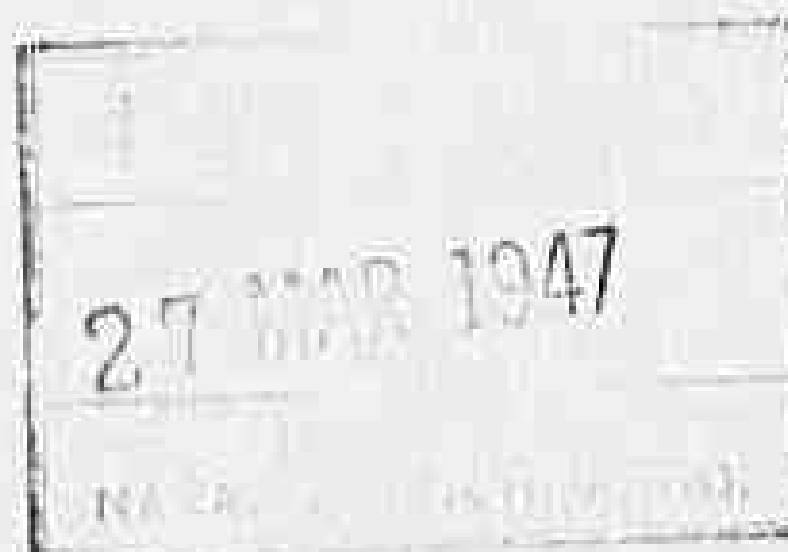
Subject: French barge "ANNETTE" and Belgian barge "THERESE" at
Venice

With reference to our letter 1919 of the 6th February 1947
and to your letter IRN-II(5)N/101 of the 7th March 1947.

In answer to your above letter, I have the honour of
forwarding herewith a copy of the letter addressed on the 21st October
1945 by the Fleet Salvage Officer of Naples to the French Naval Detach-
ment at Genoa and by which the above officer empowered us with the
defence of Belgian and Dutch interests.

I may add that I have regularly kept the Belgian Embassy
and the Netherlands legation in Rome informed of our activity regarding
the Belgian and Dutch barges.

(Sgd) R.Sentis
Chief of the French Mercantile Marine Mission in Italy.



1031

JLP/P.
27

RÉPUBLIQUE FRANÇAISE

Rome, le 24 Mars 1947

REPRÉSENTATION FRANÇAISE

A LA
COMMISSION ALLIÉE
EN ITALIEMonsieur le Comre-Amiral
Chef de la Navy Branch
AFHQ

N. 3252/28

BORDEREAU D'ENVOI

Designation des pièces	Nombre	Observations
Lettre NO 2060 Dr 10/24 du 22 Mars 1947 de la Mission Marine Marchande au sujet de la barge Française "Annette" et de la barge Belge "Therese"	1	Pour attribution
Copie de la lettre en date du 21 Octobre 1945 de l'Office of Fleet Salvage Officer, Naples adressée à la Délégation de la Marine Française, à Gênes.....1	1	
	<u>2</u>	

1030

P et P.O. Le Capitaine de Fregate B. YBERT
Adjoint "Marine "*B. Ybert*

MINISTÈRE
DES
TRAVAUX PUBLICS
ET DES TRANSPORTS

SECRETARIAT GÉNÉRAL
DE LA
MARINE MARCHANDE

MISSION MARINE MARCHANDE
EN ITALIE

Ref. N.º 2.060
Dr. 10/24
RS/RB

REPUBLIQUE FRANÇAISE

Adresser la correspondance :
French Headquarters, R. A. A. C.
Plazza Venezia

Tel. 66.292 (Chef Mission)
66.256 (Secrétariat)

ROME le, 22 Mars 1947

N O T E

Enregistré, le 24 Mars 1947 pour ALLIED FORCES HEADQUARTERS ITALIAN
MILITARY AFFAIRS SECTION NAVAL SUB-SECTION
APO. 794
6240/28

Sous couvert de Mr. le Capitaine De Vaisseau HERON de
VILLIEFOSSE, représentant français auprès des Autorités
Alliées en I t a l i e .

-:-:-:-

O b j e t : Barge française " ANNETTE " et barge belge
" THERESE " à Venise.

Référence : Notre note 1919 du 6 Février 1947
Votre note I RN - II (3)N/101 du 7 Mars 1947 -

En réponse à votre note précitée, j'ai l'honneur
de vous envoyer ci-joint copie certifiée conforme de la note
adressée le 21 Octobre 45 par le FLEET SALVAGE OFFICER de NAPLES
à la Délégation de la MARINE FRANCAISE à GENES et par laquelle
cet officier nous a chargé de la défense des intérêts Belges et
Hollandais.

Je dois ajouter que j'ai tenu régulièrement au
courant l' Ambassade de Belgique et la Légation des PAYS BAS à
ROME de notre activité concernant les barges belges et hollan-
daises.

L' Administrateur en Chef de l' I.M.,
Chef de la Mission Marine Marchande en Italie :

R. S E N T I S

1947

FR : Office of Fleet Salvage Officer, Naples
DATE : 21st October, 1945 .
TO : Delegation de la Marine Française, Genoa

DUTCH AND BELGIAN BARGES

Since there are only a few of these barges, and to date, no authorities have come forward to look after them, we would be obliged if you could take charge of any barges which are identified as either Belgian or Dutch.

2. It would also be of great assistance if these barges could be towed to Marseilles at the same time as French barges destined for that port .

3. In the event of your towing any of these barges to Marseilles we should be obliged if you would hand them over to the Dutch and/or Belgian authorities at that port against receipt, the original of which should be sent to the Fleet Salvage Officer, Mediterranean .

FLEET SALVAGE OFFICER

Signed : RIFFON
Captain RNVR

Copie Certifiée conforme
ROME, le 21 Mars 1947
L'Administrateur en Chef de Zécl. de l'I.M.
Chef de la Mission Marine Marchande en Italie :


R. SENTIS

1028

IRM-11(3)/N/101

7 March 1947.

From:
To:

Naval Sub-Section, Italian Military Affairs Section.
French Mercantile Marine Mission in Italy
Through Captain Heron de Villefosse, French
Representative to the Allied Military Authorities
in Italy.

Subject:

French Barge ANNETTE and Belgian Barge THERESE at
Venice.

Reference:

(a) French Mercantile Marine Mission Ltr. 1.919
10/24 IRM/MS dated 6 February 1947.

1. While the Naval Sub-Section concurs in principle with reference (a), it is however noted that the Barge THERESE is Belgian and it will be appreciated if this Sub-Section could be furnished any details which may substantiate your action on behalf of the Belgian Government in the restitution of the THERESE.

2. Upon receipt of your reply, the matter will be given further consideration and you will be advised.

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

8 MAR 1947

1027

From: French Merchant Marine Mission in Italy.
 To : M.C.S. - I.M.A.S. - A.F.H.Q.
 Through Captain H. DE VILLEFOSSE, French representative on the
 I.M.A.S.
 Ref.: 1.919 10/24 IS/MS.
 Date: 6th February 1947.

Subject: French Barge ANNETTE and Belgian Barge THERESE at Venice.

Two identical motor river barges, one French, and the other Belgian (38.5 m. long, 5.05 broad, 2.5 m deep, G.R.T. 250) are at present in the Breda yards at Porto Marghera (Venice), drawn up on the slipway.

They were inspected by the French Merchant Marine Mission on the 6th March, 1946.

These two barges were requisitioned by the Germans in their countries of origin and transported in parts, on wagons, to the above yards, which proceeded with their assembly in March 1944 on behalf of the Germans.

While the 2 vessels were being assembled, they were both damaged aft, in the bombing of the 13th September 1944, but as the engines had not yet been fitted, they were not damaged. All expenses for the assembly were paid to the yards by the Germans, up to the 13th September. (A total of 723,000 lire for both barges).

The work was resumed at the orders of the Germans in November 1944, until April 1945, the date on which bills for 845,000 lire for the "THERESE" and 58,000 lire for the "ANNETTE", were presented to the Germans but not paid.

The Breda Co. informed the local technical office of the Italian Navy, regarding the existence of these two craft, in order to obtain authorization to proceed with the work on its own account, authorization which was, apparently, given. It is to be noted, incidentally, that this tended to provide the Breda company with a claim to ownership of these vessels.

It was not until the 29th October, 1945, that the Company saw fit to declare the existence of the barges to the Salvage Office of Venice (Ufficio Ricupero Materiali Impianti Tedeschi - U.R.M.I.T.) which confined them to the yards and made the latter guardians of the 2 craft.



/Therefore.....

- 2 -

Therefore, although the French nationality of the "ANNETTE" and the Belgian nationality of the "THERESE" have been recognized, and the craft have been confined to the Breda yards, and the latter, following their previous methods, have carried out such work of reconstruction and alteration on the "ANNETTE" which made her completely unrecognizable and unfitted to the navigation on which she was previously employed. The engine has disappeared.

The "THERESE" was similarly transformed by the Breda yards, the engine was fitted, and the vessel is at present practically completed and ready to take to the water.

We have made a claim to the Breda Company for the ownership of the "ANNETTE" and they expect us to pay, besides for the work ordered by the Germans (58,000 lire), a sum of 2,300,000 lire for work which it carried out on its own account, with the intention of tacitly assuming ownership itself.

Further, the liquidators of the German "Mittelmeer Reederei" Company, dare to claim ownership of the "ANNETTE" and the "THERESE", under the pretext of work carried out on German account on the two French and Belgian barges. Finally, it has obtained from the Italian Ministry of the Treasury (whose concern in the matter is not clear), permission for the two barges to be returned to the French Merchant Marine Mission on condition:

1. That the French and Belgian ownership is proved (an easy matter).
2. That the expenses should be settled for the work carried out by the Germans and by the Breda Co. which resulted in the barges being unfitted for their normal employment (enclosed is a copy of letter No. 61 from the Mittelmeer Reederei together with the permission of the Ministry of the Treasury).

It would be appreciated if you could intervene with the Italian Government to have the "ANNETTE" and the "THERESE" immediately placed at our disposal in accordance with the Liberated Ships Memorandum, it being understood that we are prepared to compensate the Breda Co. of the following expenses:

- For the "ANNETTE", the sum of 190,000 lire, representing the fitting of masts and the welding of the after part of the hull, the fitting of anchors and cables, hold hatches, and the fixing of a slipway to float the craft.
- For the "THERESE", the sum of 150,000 lire, representing various completion repairs and the floating of the craft.

From this compensation are excluded all repairs and alterations made on behalf of the Germans.

THE CHIEF OF THE FRENCH MERCHANT MARINE MISSION IN ITALY
(Sgd.) R. SENTIS.

JLP/G
14.

From: THE LIQUIDATORS OF THE "MITTELMEER REEDEREI".
To : Breda Co. - Mestre, Marghera
and r info.: The French Merchant Marine Mission,
21, Via Corsica, Genoa.

Date: 24th January, 1947.

Ref.: 6 I

Subject: Motor Barges ANNETTE and THERESE.

With reference to our previous letters of the 15th and 27th December, 1946, we are enclosing below the answer which the Ministry of the Treasury gave us in letter 433431, dated 17th inst. and which we wish to bring to the notice of the French Merchant Marine Mission in Italy.

Further requests for compensation must therefore be directed to the "Mittelmeer Reederei", together with the necessary documents, as decided by the Ministry.

Meanwhile, our instructions of the 15th November, 1946, still apply.

MITTELMEER REEDEREI

VENICE CENTRAL OFFICE.

THE GOVERNMENT TRUSTEE
(Sgd. Mario TRONCON)

" The Ministry of the Treasury is of the opinion that the request in question may be considered, provided that it can be proved with the appropriate documents, that the barges do, in fact, belong to a French subject, and that the payment of repair and alteration expenses are settled".

(Sgd. THE MINISTER.

JLP/G
14.

1034

RÉPUBLIQUE FRANÇAISE

Rome le 7 Février 1947

REPRÉSENTATION FRANÇAISE

XXX
 COMMISSION ALDÉE
 XXXX X

To Navy Sub-Section
 Italian Military Affairs Section
 G-5 AFHQ

AUPRES DES AUTORITÉS MILITAIRES
 ALLIÉES EN ITALIE

N. 3199/28

BORDEREAU D'ENVOI

Description des pièces	No	Observations
1.- Lettre N°1.919 -10/24 -RS/MLS du 6 Février 1947 de la Mission Marine Marchande en Italie au sujet de la barge française ANETTE et de la barge belge TIPESE.....1	1	
2.- Copie de la lettre N° 6 - I du 24 Janvier 1947 de la MITTELMEER REDERI (en liquidation) adressée à la Société ERNESTO BREDA, MESTRE, au sujet des dites barges.....1	1	
	2	"pour attribution"

1023

Le Capitaine de Vaisseau HERON de VILLEFOSSE
 Représentant Français auprès des Autorités
 Militaires Alliées en Italie

P.O. Le Capitaine de Frégate YBERT
 Adjoint "Marine"

Y. S. Ybert

MINISTÈRE
DES
TRAVAUX PUBLICS
ET DES TRANSPORTS

SECRETARIAT GÉNÉRAL
DE LA
MARINE MARCHANDE

MISSION MARINE MARCHANDE
EN ITALIE

Ref. N° 2.879
Dr. 10/24
03/10/47

REPUBLIQUE FRANÇAISE

Adresser la correspondance :
French Headquarters, R. A. A. C.
Piazza Venezia

Tel. 66.292 (Chef Mission)
66.256 (Secrétariat)

ROME, le 6 Février 1947

N O T E

Enregistré le 7 Février 1947
sous le n° 6175/28

pour l' Allied Commission
(Navy Sub - Commission)

Sous-couvert de M. le Capitaine de Vaisseau HERON DE VILLEFOSSE
Représentant du Gouvernement Français auprès de la Commission Alliée

O b j e t : Barge française " ALANTE " et barge belge " TRIESTE "
à VENISE

:-

Deux automoteurs fluviaux, l'un français, l'autre belge, de caractéristiques identiques (38 m 50 de long, 5 m 05 de large, 2 m 50 de creux, port en lourd : 250 tonnes) se trouvent actuellement dans les chantiers BRIDA à PORTO MARGHERA (Venise), tirés sur cale .

Il y ont été reconnus par la Mission Marine Marchande Française le 6 Mars 1946 .

Ces deux barges avaient été réquisitionnées par les Allemands dans leurs pays d'origine, transportées en morceaux sur wagons jusqu'aux chantiers ci-dessus qui procédèrent à leur remontage en Mars 1944 pour le compte des Allemands .

Les navires, en cours de remontage, furent tous deux avariés à l'arrière par bombardement aérien le 13 Septembre 1944, toutefois, les moteurs n'ayant pas encore été mis en place, ceux-ci ne furent pas endommagés . Tous les frais de remontage furent payés aux chantiers par les Allemands jusqu'au 13 Septembre (723.000 liras en tout pour les deux barges) .

1022

.../.....

Les travaux furent ensuite repris sur ordre des Allemands en Novembre 1944, jusqu'en Avril 1945, date à laquelle une facture de 845.000 lires pour la "Marianne" et 58.000 lires pour la "Marianne", présentées aux Allemands, ne furent pas réglées.

L'existence de ces deux navires fut signalée par la Société BREDA au bureau technique local de la Marine Royale Italienne dans le but d'obtenir l'autorisation de continuer les travaux pour son compte, autorisation qui lui fut, paraît-il, accordée. Notons en passant que le procédé tendait à créer, de la part de la Société BREDA, un droit de propriété sur ces navires.

C'est que le 29 Octobre 1945 que cette Société se vit contrainte de déclarer l'existence de ces barges à l'Ufficio Recupero di VENISE (Ufficio Recupero Materiali Impianti Tedeschi - URMIT -) de VENISE, qui les bloqua en dépôt, constituant ceux-ci dépositaires des deux navires.

Cependant, bien que la nationalité Française de la "Marianne" et belge de la "Marianne" fussent connues, et que ces unités fussent tenues en dépôt dans les chantiers BREDA, ces derniers, selon la politique qu'ils avaient déjà adoptée, entreprirent sur la "Marianne" des travaux de reconstruction et de transformation qui rendent le navire méconnaissable et impropre à la navigation à laquelle il était primitivement destiné. Le moteur a disparu.

La "Marianne" fut également transformée par les Chantiers BREDA, le moteur mis à bord, et le navire est à l'heure actuelle pratiquement terminé et en état d'être mis à l'eau pour utilisation.

Nous avons revendiqué la propriété de la "Marianne" à la Société BREDA qui prétend nous faire payer, outre les travaux ordonnés par les Allemands (58.000 lires) une somme de : Lit/ 2.300.000.-- pour les travaux qu'elle a effectués pour son compte, dans l'intention de créer une présomption de propriété en sa faveur.

Depuis, le sequestre liquidateur de la Société Allemande MITTELBAUER REEDEREI a osé revendiquer la propriété de la "Marianne" et de la "Marianne" sous prétexte des travaux effectués pour compte allemand sur ces bateaux français, et belge. En définitive, il a obtenu du Ministère du Trésor Italien (dont on ne voit pas bien le rôle qu'il vient jouer ici) l'avis que les bateaux pourraient être remis à la Mission Marine Marchande Française, à condition :

- 1° - de justifier la propriété française et belge (ce qui est facile)
- 2° - de régler les frais engagés pour les travaux effectués par les

- 3 -

Alors mandés ou par la Société Breda, qui ont eu pour résultat de rendre ces navires impropres à leur utilisation normale (ci-joint copie de la lettre N° 61 de la MITTELMEER REEDEREI avec l'avis du Ministère du Trésor).

Nous avons l'honneur de vous demander de vouloir bien intervenir auprès du Gouvernement Italien pour que l'"ARISTIDE" et la "BRUNO" soient remises immédiatement à notre disposition, en vertu du Liberated Ships Memorandum, étant entendu que nous sommes disposés à régler à la Société BREDA divers frais s'élevant :

- pour l'"ARISTIDE" à la somme de Lit/ 190.000.-- et représentant le mâtage et la soudure de la partie arrière de la coque, mise en place des ancres et chaînes, des panneaux de cale, installation des plans de glissement et lancement de l'unité à flot ;
- pour la "BRUNO" à la somme de Lit/ 150.000.--, représentant différents travaux de finition, menuiserie et mise à flot.

Sont exclus de ces frais toutes les transformations et réparations exécutées pour le compte des Allemands.

L'Administrateur en Chef de 2ème Classe de l'Inscription Maritime, Chef de la Mission Marine Marchande en Italie :


R. SEURIS

Destinataire : Cdt HERON DE VILLEFOSSE (2 ex.)
Copies : Mne Ed. GENES (1)
Archives (3)

1021

MITTELMEER REEDEREI
in liquidazione

RACCOMANDATA

VENEZIA, 24 Gennaio 1947

Pestrin, 3521-telef. 23974

COPIE

N° 6 I

Spett. Società ARNASTO BIEDA
MESTRE-MARGERA

e.p.c.

Alla Missione della Marina Mercantile Francese
Via Corsica 21,
GENOVA

OGGETTO: Motobarche " ANNETTE " e " THERESE "

Con riferimento alle nostre precedenti del 15 Novembre e 27 Dicembre p.p. ci preghiamo comunicarVi in calce alla presente la risposta pervenutaci dal Ministero del Tesoro con nota N. 433431 del 17 corr. e che andiamo a portare a conoscenza della Missione della Marine Mercantile Francese in Italia.

Va da sé perciò che eventuali richieste di rivendica debbono esser dirette alla Mittelmeer Reederei corredate di documenti probatori come deciso dal Ministero.

Frattanto, resta ferma la diffida speditavi il 15 novembre p.p.

Distinti saluti.

MITTELMEER REEDEREI
Sede Centrale Venezia

IL SEQUESTRO TARIO GOVERNATIVO
(avv. rag. Mario Troncon)

signé : Troncon

" questo Ministero a dell'avviso che la richiesta in parola possa esser presa in considerazione allorché si riesca a dimostrare, con documenti probatori, che le motobarche appartengono effettivamente a suddito francese e previo regolamento delle spese sostenute per i danni di montaggio e di riparazione " .

P.to il ministro

IRM-11 (3)/N/ 44

13 February 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: The French Mercantile Marine Mission in Italy.
(Through: Captain Heron De Villefosse, French Representative
to the Allied Military Authorities in Italy.)

Subject: American Yacht "ELLENROCK II".

Reference: (a) French Mercantile Marine Mission ltr. 1.411 dated
8 October 1946.

1. In response to the request contained in reference (a) for information concerning the s/m yacht, you are now advised that from information received, the Ellenrock II was sunk by the Germans at Porto Maurizio. It is understood that this information has been transmitted by the Italian Ministry of Foreign Affairs to the United States Embassy, who approached them on the subject in October 1946.

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

20 FEB 1947

*Previous correspondence in
IRM-11(3) - NSC files.*

1019

From: MINISTRY OF MARINE (Cabinet).
To : N.S.S. - I.M.A.S. - A.F.H.Q.
Date: 15th February, 1947.
Ref.: 522/UT.

Subject: American Yacht ELLEN ROCK.

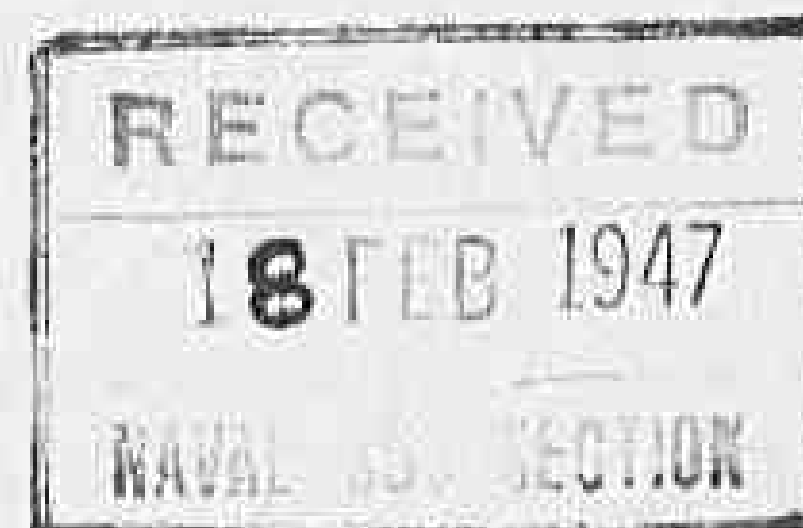
Answer is made to letter No. ITN-11(3)/R/9, dated 6th February, 1947.

As already communicated by the Italian Ministry of Foreign Affairs, which was approached on the subject last October, by the U.S. Embassy, you are informed that, from information which has been received, it appears that the yacht in question was sunk by the Germans at Porto Maurizio. It has not been possible to obtain further details, as the German Military Occupation Authorities had prohibited entry to the port where the yacht was lying, and it has not been possible to discover either the date, or the exact position in which the yacht was sunk.

By direction

THE CHIEF OF CABINET.

JTE/G
15.



Mod. 39

Ministero della Marina

15 FEB 1947

194

GABINETTO

Ufficio Trattati

INDIRIZZO TELEGRAFICO: MARINA - ROMA

M.I.M.A.S. - Sottosezione Navale

Post. N. 522/UT Allegato

ARGOMENTO: Panfilo Americano "ELEN ROCK". -

Si risponde al foglio IRN-11 (3)/N/9 del 6 febbraio
u.s.

Come già comunicato al Ministero degli Affari Esteri
Italiano, il quale era stato interessato in merito nell'Ot-
tobre scorso dall'Ambasciata degli Stati Uniti d'America,
si informa che dalle notizie che si è potuto raccogliere
sembra che il panfilo in argomento sia stato affondato
dai Tedeschi a Porto Maurizio. Nessuna maggiore precisa-
zione è stata possibile raccogliere dato che le Autorità
Militari tedesche di occupazione avevano proibito l'acces-
so a questo Porto ove trovavasi il panfilo e non è stato
possibile accertare nè la data, nè il punto, nè la locali-
tà esatta ove l'unità è stata affondata. -

d'ordine

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



1017

1484

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

6 February 1947

IRM-11 (3)/4/ 3

From: Naval Sub Section, Italian Military Affairs Section.
To: Ministry of Marine.
Subject: American Yacht EILENROCK II.

1. Information of subject yacht is requested. It is alleged that the yacht was removed from Antibes by Italian Forces on 8 May 1944.

2. Her description is as follows:

"EILENROCK II" registered at New York; No. 10 C. 1466 -
Built in 1938 by the CHRIS CRAFT Co.; "Express
Cruiser" model; displacement: 9 tons, overall
length: 40 ft (14.50 m.); breadth: 11 ft. (3.50 m);
moulded depth: 4 ft. (1.21. m); maximum height:
2.65 m.; Machinery: 2 scripps engines Nos. 28619
and 28620 of 316 HP. each (12 cylinders). Value
in 1938: 19,204 dollars 50.

061725

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

061636

7 FEB 1947

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

IRM-11(3)/B/ 32

15 February 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
To: Ministry of Marine (Cabinet).
Subject: Passage of French Ships through Maddalena Estuary.
Reference: (a) Ministry of Marine ltr. 277/MT dated 26 January 1947.

1. You are advised that reference (a) has been transmitted to Marine Paris for action through the French Representative to the Allied Military Authorities in Italy.

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

LJR
15/2

17 FEB 1947

151045-2
774

Previous correspondence in
IRM-11(2) - HSC files

1015

~~HEADQUARTERS ALLIED COMMISSION~~

Office of the French Representative
APO 794

No. 3208/3

February 13, 1947

From : French Representative to Allied Military Authorities
in Italy

To : Naval Sub Section, IMAS

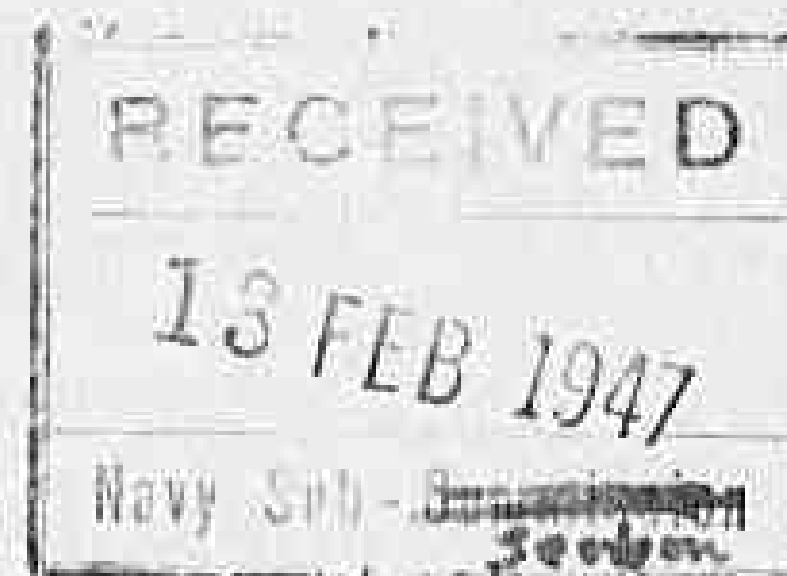
Subject : Passage through the Maddalena Estuary

Reference: Your letter IRN/11(3)/N/27

Your letter has been forwarded for action to
Marine Paris.

FOR FRENCH REPRESENTATIVE:

B.E. Ybert
B.E. Ybert,
Commander,
French Navy



1014

1487

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

IRM-11 (3)/N/ 27

10 February 1947

From: Naval Sub-Section, Italian Military Affairs Section,
To: French Representative to the Allied Military
Authorities in Italy.

Subject: Passage Through the Maddalena Estuary.

Enclosure: (A) Copy of translation of Ministry of Marine's
ltr. 277/MT of 26 January 1947.

1. Enclosure (A) is forwarded for your attention.

(Sgd) G. L. WARREN

REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS

A

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JWS

11 FEB 1947

*Previous correspondence in
IRM-11(3) - NSC files*

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Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11(3)/H/233

29 July 1947

Subject: RETURN OF TWO LIGHTERS TO THE FRENCH NAVY.

To: THE FRENCH REPRESENTATIVE TO THE ALLIED
MILITARY AUTHORITIES IN ITALY.

Reference: (a) French Representative to the Allied Military Authorities
in Italy's ltr. No. 3107/28 dated 10 December 1946.
(b) Italian Naval Branch, Allied Force Headquarters' ltr.
IRM-11(3)/H/38 dated 1 April 1947.

Enclosure: (A) Headquarters Mediterranean Theater of Operations, United
States Army's ltr AG 560 D-0 dated 2 July 1947 and
enclosure.

1. Enclosure (A) is forwarded in reply to reference (a) and
in continuation of reference (b).

2. In view of the fact that a French Naval Representative in
Naples has already been communicating direct with the American Authorities,
and that paragraph 2 of the enclosure to enclosure (A) states that co-ordinated
action will be taken with the French Representative direct to effect the
transfer of the barges in question, this Branch does not, therefore, intend to
take any further action on the matter.

(Sgt.) S.C. Loomis

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

See by D.D.
J.S.J.

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

2 July 1947

AG 560 D-0

SUBJECT: Return of Two Lighters to the French Navy

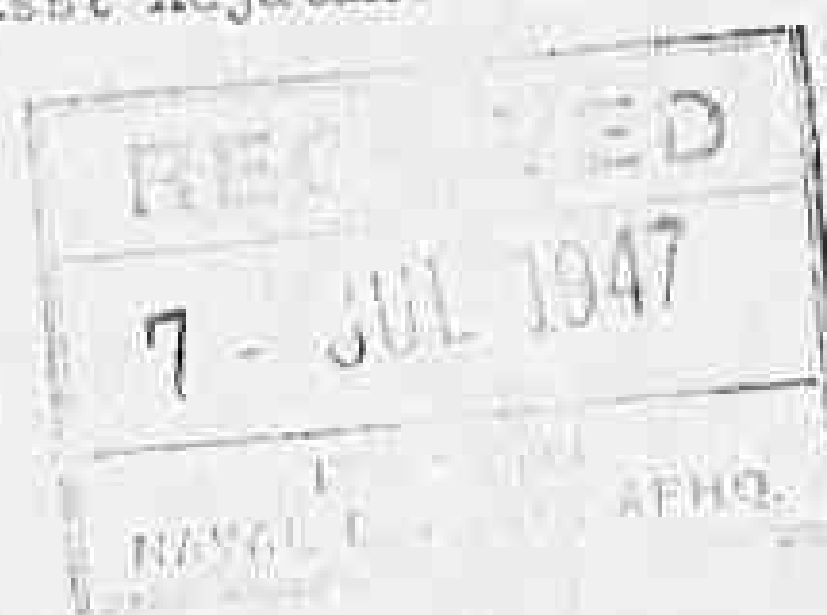
TO : Allied Force Headquarters
Italian Naval Branch
APO 794

Attention is invited to your letter IRN-11(3)/N/177, subject: "Return of Two Lighters to the French Navy", dated 21 June 1947. Attached is a copy of letter forwarded on 11 June 1947 to Chief of Naples Branch, French Merchant Navy Mission to Italy, 124 Riviera di Chiaia, Naples Italy, wherein is outlined the position of this headquarters relative to the disposition of the barges in question.

FOR THE THEATER COMMANDER:

U. G. Fetterman
U. G. FETTERMAN
Major, AGD
Asst Adjutant General

1 Incl:
Ltr MTO to French
Merchant Navy
Mission to Italy



1011

COPY

AG 560 D-6

11 June 1947

Chief of Naples Branch
French Merchant Navy Mission to Italy
124 Riviera di Chiaia
Naples, Italy

Sir:

With respect to your correspondence concerning the return to the French Government of two barges, the Lumiere and the Melinite, information available at this headquarters indicates that a certain amount of harbor equipment was acquired by the United States Army during operations in North Africa and subsequently transferred to Italy. Although no records are on hand to substantiate the fact, it is entirely possible that the two vessels under consideration may have been part of this equipment. As such, and, as vessels originally belonging to the French Government as evidenced by the identification documents which you have previously forwarded, it has been determined by this headquarters that the French Government is entitled to the return of these vessels under the provisions of paragraph 1 (a), Part II of the "Memorandum Concerning the Use and Disposal of United Nations vessels Captured or Found by Their Forces in the Course of Operations For the Liberation of Europe."

Coordinated action will be taken with your office to effect the transfer of the vessels to your custody upon notification that you will accept full responsibility for all liabilities pertaining to the vessels and will agree to indemnify the United States Government for any claim which may presently or subsequently be made against it arising out of the transfer of the vessels, as provided for in paragraph 2 (b), Part II of the referenced memorandum. It was understood in October, 1946, that Mr. Lupo, an Italian citizen who presently holds the vessels, was willing to release the vessels upon payment to him of 1,123,539 lire, which represents his expenditures for the original cost and improvements on the vessels.

Very truly yours,

1040

U. G. FETTERMAN
Major, AGD
Asst Adjutant General

JMC 1

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

21 June 1947

IRM-11(3)/M/ 177

Subject: RETURN OF TWO LIGHTERS TO THE FRENCH NAVY.
To: THE COMMANDING GENERAL, MEDITERRANEAN THEATER OF
OPERATIONS, UNITED STATES ARMY.
Reference: (a) Naval Sub-Section, Italian Military Affairs Section's
ltr. IRM-11(3)/M/18 dated 7 February 1947.
(b) The Commanding General, Mediterranean Theater of
Operations, United States Army's ltr. AG 560 D-0
dated 28 April 1947.

1. Information is requested as to when a reply to reference
(a), to which reference is made in the letter at (b) above, may be expected.

(Sgd.) R. F. PRYCE.
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

H
M/b.

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HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

In reply
refer to

AG 560 D-0

28 April 1947

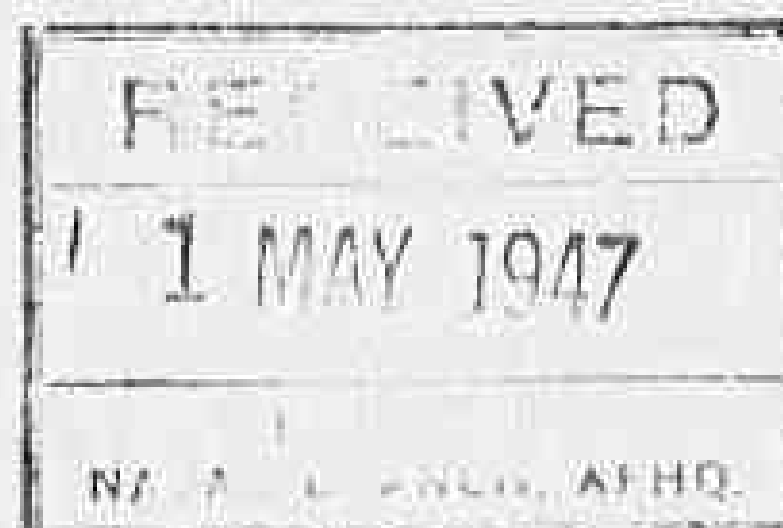
SUBJECT: Return of two Lighters to the French Navy

TO : Director
Liaison and Civil Affairs Branch
APO 794
FOR: Italian Naval Branch

1. Attention is directed to letter, your headquarters, IRN-11 (3)/N/45, subject as above, dated 8 April 1947.
2. The matter of the two barges in question is now under investigation. It is believed that information concerning their disposition will be made available to your office in the near future.

BY COMMAND OF LIEUTENANT GENERAL LEE:

Thomas M. Tarpley Jr.
THOMAS M. TARPLEY JR.
Lt Colonel, AGD
Asst Adjutant General



1038

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Allied Force Headquarters
ITALIAN NAVAL BRANCH
APC 794

8 April 1947

IRM-11(3)/N/45

Subject:

RETURN OF TWO LIGHTERS TO THE FRENCH NAVY.

To:

THE COMMANDING GENERAL, MEDITERRANEAN THEATER OF
OPERATIONS, UNITED STATES ARMY.

Reference:

(a) Naval Sub-Section, Italian Military Affairs
Section's ltr. IRM-11(3)/N/18 dated 7 February
1947.

1. Comment required by paragraph 2 of reference (a) not
having been received, information is requested as to when it may be expected,
or how the matter now stands.

L. S. ROGERS
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

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ALLIED FORCE HEADQUARTERS
ITALIAN NAVAL BRANCH
APO 794

IRM-11(3)/N/38

1 April 1947

Subject: RETURN OF TWO LIGHTERS TO THE FRENCH NAVY.
To: THE FRENCH REPRESENTATIVE TO THE ALLIED
MILITARY AUTHORITIES IN ITALY.
Reference: (a) The French Representative to the Allied Military
Authorities in Italy's ltr. No. 3251/3 dated 24
March 1947.

1. In reply to reference (a), the matter has been taken up
with the Commanding General, Mediterranean Theater of Operations, United
States Army from whom an early reply is expected.

2. Any further developments arising, will be communicated
to the French Representative to the Allied Military Authorities in Italy
as soon as they are known.

H
1/4

L. S. ROGERS
Lieutenant, USNR.
For REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

01-627
795

1996

2 APR 1947

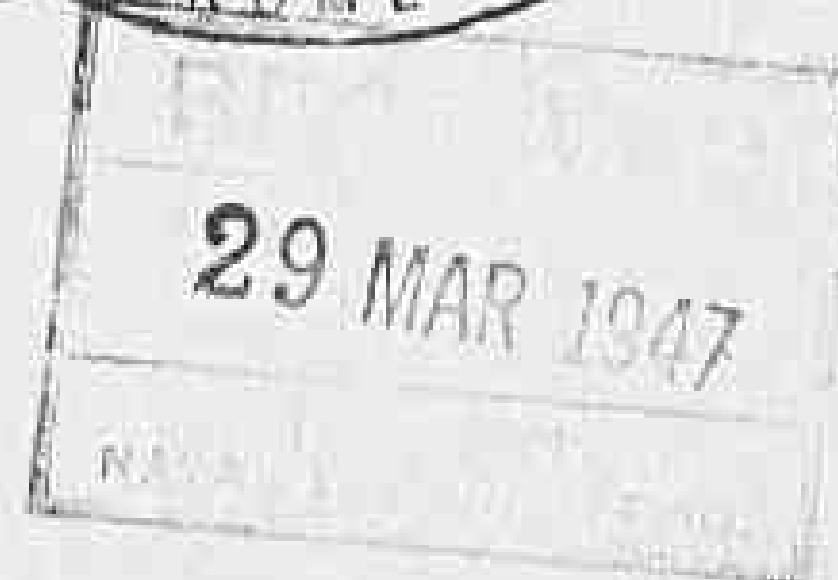
From: Capt. H. DE VILLEFOSSE, French Representative at the A.F.H.Q.
To : F.O.L.I.
Date: 24th March 1947
Ref.: 3251/3

Subject: Return of two lighters to the French Navy

With reference to my letters 3107/28 of the 10/12/46 and to 3169/28 of the 22/1/47.

An early solution to this question would be appreciated.

(Sgd.) B. XBERT,
Naval Assistant to the French Representative.



1005

JLP/P.
27

II.

No. 3011 422.

THE DIRECTOR, ITALIAN NAVAL BRANCH,
A.F.H.Q.

HEADQUARTERS ALLIED COMMISSION

Office of the French Representative
APO 794

Rome, le 24 Mars 1947

No 3251/3

Le Capitaine de Vaisseau HEROT de VILLEFOSSE
Représentant Français auprès des
Autorités Alliées en Italie

à

Monsieur le Contre-Amiral
Flag Officer Liaison Italy
ROME

OBJET : Remise à la Marine Nationale de deux Bugabets -

Ref : Mes Lettres No 3107/28 du 10 Décembre 1946
et 3169/28 du 22 Janvier 1947 -

cette
Une prompt solution de la question serait des plus appréciées -

P et P.O. Le Capitaine de Frégate B. YBERT
Adjoint "Marine"

B. Ybert

1004

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

IRM-11 (3)/M/18

7 February 1947

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

Subject: Return to the French Navy of 2 Barges.

Reference: (a) The French Representative to the Allied Commission's ltr. No. 3107/28 dated 10 December 1946.
(b) Navy Sub-Commission, Allied Commission's ltr. MSC/5789 dated 20 December 1946.

Enclosure: (A) Translation of the French Representative to the Allied Commission's ltr. No. 3169/28 dated 22 January 1947 together with enclosures.

1. Under cover of reference (a), the French Representative to the Allied Commission requested that the barges DB 6 and AD 5 belonging to the French Navy, brought to Naples from Bizerta by the retreating Axis forces and subsequently sold to an Italian civilian by an American Army officer, be returned to the French Navy.

2. The Navy Sub-Commission, Allied Commission under cover of reference (b) requested further details regarding the sale of these barges. This information is contained in enclosure (A) which is forwarded herewith for early comment.

3. The point at issue would appear to be whether these barges were acquired, i.e. purchased, by the United States Army in North Africa, or whether they were in fact brought to Naples by the Axis forces where they were found and operated by the 373rd Harbor Craft Co., United States Army.

4. In the event that it is discovered that the barges in question have inadvertently been sold by the Salvage officer, Peninsular Base Section (SOUTH) it is considered that the sum of 450,000 lire (sale price) should be paid to the present owner, Mr. Alfredo Lupo, by the United States Army, and that the barges should be returned to the French authorities in the condition obtaining at the time of sale, or, if this is impracticable, that the expenses incurred by Mr. Lupo in repairs to the

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

IRM-11 (3)/W/18

7 February 1947

Subject: Return to the French Navy of 2 Barges.

craft be charged to, and paid by, the French Government.

(SIGNED) C. L. WARREN
REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS.

7 FEB 1947

1002

From: Captain De Villefosse, French Representative on the Allied
Commission.
To : N.S.C. - A.C.
Date: 22nd January 1947
Ref.: 3169/23

Enclosures : (a) Copy of a certificate from 373rd Harbour Craft Co.
(b) Copy of a letter from Capt. George McKnight.
(c) Copy of the bill of sale of the 2 barges.

Subject : Return to the French Navy of 2 barges.

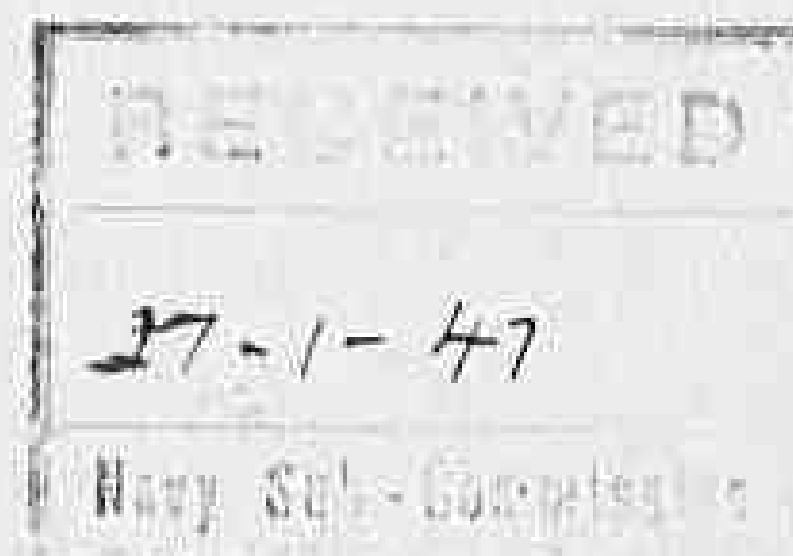
With reference to my letter 3107, dated 10th December 1946.

1. I have the honour of sending you a copy of letters (a), (b) and (c) which confirm the contents of the letter to which reference is made.
2. The statement in enclosure (b) that the barges were "acquired" by the American Army in North Africa is false, as these 2 barges figure in the lists of material captured in Tunisia by the Italo-German forces.
3. I wish to draw your attention to the fact that this material, whose French origin was well known, and which did not appear in Army records (enclosure (b)), was sold by Lt. Cohen and not returned to the French Navy, as they were no longer required for war purposes.

(Signed) B.Ybert.

1001

JLF/P.
27



COMMISSION ALLIÉE
EN ITALIE

Rome, le 22 Janvier

1947

LE REPRÉSENTANT FRANÇAIS

N° 3169/28

Le Capitaine de Vaisseau
HERON de VILLEFOSSE
Représentant Français
à la Commission Alliée

à

Monsieur le Contre-Amiral
Chef de la Navy Sub-Commission
Allied Commission

O B J E T : Remise à la Marine Nationale de deux Bugalets.

REFERENCE : Ma lettre N° 3107/28 du 10 Décembre 1946.

P. JOINTES : a) Copie d'un certificat du 373° Harbour Craft Co.
b) Copie d'une lettre du Captain George MacKnight.
c) Copie de l'acte de vente de ces deux bugalets.

-:-:-:-:-

1.- J'ai l'honneur de vous adresser copie des documents a) - b) - c) qui confirment ma lettre de référence.

2.- L'affirmation contenue dans la pièce jointe b) que ces barges ont été "acquises" par l'Armée Américaine pendant son séjour en Afrique du Nord est fausse, car ces deux bugalets figurent sur les listes du matériel pris en Tunisie par les forces Italo-Allemandes.

3.- Je ne permets d'attirer votre attention sur le fait que ce matériel dont l'origine Française était bien connue, qui ne figurait sur aucun registre de l'armée (pièce jointe b)) a été vendu par le Lt. Cohen et non remis à la Marine Française dès qu'il n'a plus été nécessaire à la conduite de la guerre.

P.C. Le Capitaine de Frégate B. LEBERT
ADJOINT "MARINE" - 009

15.1.47

c o p i e

(a)
HEADQUARTERS
373rd HARBOR CRAFT CO.
APO 780
OPERATION

8 March 1945

TO WHOM IT MAY CONCERN:

Steel barges DB6 and AD5 are hereby assigned to Mr. Giosue D'Orazio for his use for an indefinite period. He is a stevedore contractor for the US Army and is to use them for handling Allied and Italian cargo.

These two barges may be retained by Mr. D'Orazio until recalled by the US Army.

Fred D. Marlin
Capt. T.C.

Kennel
These barges have been tread over to Lt. Cohen for disposal.

George
Capt. T.C.

Consegn,at dette Zattere il:

Naples 25/5/946

939

c o p i e

COMMISSION ALLIÉE
EN ITALIE

Rem. le 22 Janvier

1947

LE REPRÉSENTANT FRANÇAIS

N° 3169/28

Le Capitaine de Vaisseau
HERON de VILLEFOSSE
Représentant Français
à la Commission Alliée

à

Monsieur le Contre-Amiral
Chef de la Navy Sub-Commission
Allied Commission

O B J E T : Remise à la Marine Nationale de deux Bugalets.
REFERENCE : Ma lettre N° 3107/28 du 10 Décembre 1946.
P.JOINTES : a) Copie d'un certificat du 373° Harbour Craft Co.
b) Copie d'une lettre du Captain George MacKnight.
c) Copie de l'acte de vente de ces deux bugalets.

-:-:-:-:-

1.- J'ai l'honneur de vous adresser copie des documents a) - b) - c) qui confirment ma lettre de référence.

2.- L'affirmation contenue dans la pièce jointe b) que ces barges ont été "acquises" par l'Armée Américaine pendant son séjour en Afrique du Nord est fausse, car ces deux bugalets figurent sur les listes du matériel pris en Tunisie par les forces Italo-Allemandes.

3.- Je me permets d'attirer votre attention sur le fait que ce matériel dont l'origine Française était bien connue, qui ne figurait sur aucun registre de l'armée (pièce jointe b)) a été vendu par le Lt.Cohen et non remis à la Marine Française dès qu'il n'a plus été nécessaire à la conduite de la guerre.

P.O. Le Capitaine de Frégate B.YBERT
ADJOINT "MARINE" 2000*B. Ybert*

1503

c o p i e

(a)

HEADQUARTERS
373rd HARBOR CRAFT CO.
APO 780
OPERATION

8 March 1945

TO WHOM IT MAY CONCERN:

Steel barges DB6 and AD5 are hereby assigned to Mr. Giosue D'Orazio for his use for an indefinite period. He is a stevedore contractor for the US Army and is to use them for handling Allied and Italian cargo.

These two barges may be retained by Mr. D'Orazio until recalled by the US Army.

Fred D. Marlin
Capt. T.C.

These
These barges have been tread over to Lt. Cohen for disposal.

George
Capt. T.C.

Consegn,at dette Zattere il:

Naples 25/5/946

939

c o p i e

c o p i e

24 May 1946

TO: Lt. Cohen Salvage Officer
FROM: Water Division

Two steel well type barges of 50 ton capacity now tied up at birth 26. These barges were acquired by US Army during the occupation of North Africa, and brought over by the port on their arrival in Naples. The barges have not been used by US Army for the last year and will be turned over to you for your disposal. || These barges are not carried on any Army records.

(signed) George Mc Knight

GEORGE MC KNIGHT
Capt. T.C.
Operations

This is a certified true copy

(signed) Charles F Applegat

CHARLES F. APPLEGET
1st Lt., Inf.
Salvage Sales Officer

JJK

c o p i e

piece

W.D., A.G.O. Form No. 10-145
28 August 1944
(Old W.D., Q.M.C. Form No. 490,
8 February 1938)

TALLY - OUT

(Packing or Loading List)

Serial No.....
Req. No.....
No. of Sheets....
Sheet No.....

.....APO 782.....
(Station)

Warehouse.....SALVAGE MATERIAL IN THE PORT OF NAPLES. Date...28 May 1946..
Consignee...LUPO ALFREDO Via De Pretis 114, Naples, Italy..... Carrier.....
Destination..... B/L No.....
Car No., Initials,
Routing..... Seals No.....
Date shipped..... Authority.....

U.S.Nos. : Number and Kind :	CONTENTS	Gross Weight: Cubic
on : of Packages :		Unit: Total : Measure
Packages :		(pounds) :
:	: Iron barges with broken mooring-:	: :
:	: cocks & bitts, damages wood co-:	: :
:	: vered deck and without grating::	: :
:	:	: :
:	: 1) "MELINITE A.D.5" - 50 T length 24.20 meters,	:
:	: width 6.80 meters, height 2.10 meters :	:
:	: 2 hatches, 2 holds, 2 damaged hand winches.	:
:	: 2) "D.66 - L.M." same dimensions and caracte-:	:
:	: ristics as the above mentioned : LIT. : 450,000	:
- - -	- - - Last Item - - -	- - -
:	: NOTE: This tally is to be considered a document	:
:	: of legal property title extended to MR.	:
:	: LUPO ALFREDO of late Alfonso. :	:
:	:	:
:	: NOTA: Questo documento vale come legittimo :	:
:	: passaggio di proprieta' al Sig. LUPO :	:
:	: ALFREDO fu Alfonso. :	:

.....Cheker.
(APPROVED
DATE MAY 28 1946
Signe': (M. COHEN SALVAGE OFFICE)
(Q.M. PENSOUTH)

.....Packer. 997
.....Shipper.

Received the above articles in apparent good order and conditions (except as noted)
this date.....

...(Signe') Lupo Alfredo LUPO ALFREDO..
(Signature)
.....
(Designation)

1506

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

HSC/5789
20 December 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: The French Representative to the Allied Commission.
Subject: Release of Two Boys to the French Navy.
Reference: (a) French Representative ltr. No.3107/28 of 10 December 1946.

1. The Navy Sub-Commission requests that any additional information regarding the subject craft be provided, particularly in reference to paragraph 2 of reference (a).

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

R

23 DEC 1946

2015/12/14
JTB

936

t r a d u c t i o n

From: French Representative to AD

To: Rear Admiral MACREY, Navy Sub Commission AD

Subject: Release of two boys to the French Navy

Amateur English

- 1.- The two boys DB 6 and AD 5, belonging to the French Navy, have been taken away from Bizerta and towed to Naples by the Axis forces when they have withdrawn from Tunisia.
- 2.- These two boys would have been sold by an officer of the US Army to an Italian owner, Mr. LUPO, and are now lying at Torre del Greco.
- 3.- I request the necessary orders will be issued for their release to the French Navy.

BY ORDER OF CAPITAINE DE VAISSEAU DE VILLEFOSSE

Lgd. Ybert

B. YBERT
Commander
French Navy



HEADQUARTERS ALLIED COMMISSION

Office of the French Representative

A P O 394

No. 3107/28

Rome, le 10 Decembre 1946

Le Capitaine de Vaisseau
HERON de VILLEFOSSE
Représentant Français à la
Commission Alliée

à

Monsieur le Contre-Amiral
Chef de la Navy- Sub Commission
Allied Commission

O b j e t : Remise a la Marine Nationale de deux Bugalets

1.- Les deux bugalets DB 6 et AD 5, appartenant a la Marine Nationale, ont ete pris a TIZERTE et amenes a NAPLES, par les forces de l'Axe au moment ou elles ont evacue la Tunisie.

2.- Ces bugalets auraient ete vendus par un officier de l'Armee Americaine a un entrepreneur italien, Mr. LUPO, et ils se trouvent actuellement a TORRE DEL GRECO.

3.- J'ai l'honneur de vous demander de bien vouloir ordonner que ces deux bugalets soient rendus a la Marine Française.

P. et P.O.
Le Capitaine de Frigate YBERT
Adjoint "Marine"

Y. Ybert

994

From: French Mercantile Marine Mission - Italy
To : Ministry of Defence (Navy)
and for Info. to : Italian Naval Branch - A.F.H.Q.
Date: 15th July 1947
Ref.: 2.493

Subject: Motor barges "EDAN III" and "JULIA", at Brindisi

Reference is made to your letter No.2277/UT, dated 9th July, 1947, addressed to A.F.H.Q., which we have received, and thank you for your information regarding the vessels EDAN III (ex RITA) and JULIA (EDDA), at Brindisi.

We still consider it advisable however, to confirm to you that the French motor barge which has been repatriated through our efforts is the JULIA (ex EDDA), P.11549 F, SPITO type motor barge, of 38.4 x 5.03 metres dimension, tonnage 346 tons 34, owned by Mr. A.Deprince, Ile St.Denis, France, while the Belgian vessel remaining in the port is the motorboat EDAN III, As 14410B, (ex RITA) owned by the Belgian EDAN Company.

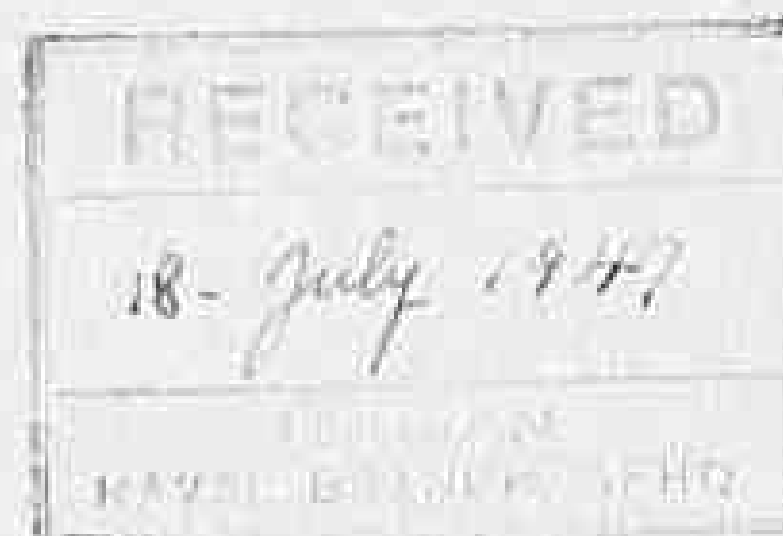
Our Mission has not been able to accept this vessel, because of its Belgian nationality, but it is nevertheless, making every effort with the Embassy, with which it is in contact, for a decision to be taken by the Government concerned.

You will be informed of any decision communicated to us.

(Sgd.) THE CHIEF OF THE FRENCH MERCANTILE
MARINE MISSION IN
ITALY,
R.Sentis

988

*French Mercantile Marine Mission in Rome
with Belgian Embassy share fully aware of
position. Confirms with Ch. Sentis F.R. H.Q.
required by F.R.S.*



COPIE AFHQ Italian Naval Branch

2.495
10/24
AJ/RB

ROME, le 15 Juillet 1947

N O T E

pour le MINISTERO DELLA DIFESA-MARINA
Ufficio Trattati

O b j e t : Automoteurs " EDAN III " et " JULIA ", à
Brindisi.

Référence : Votre n° 2277 DT du 9.7.47.

-:-

Nous accusons réception de la copie de la note 2277
oitée en référence adressée à AFHQ et vous remercions des informa-
tions que vous y donnez touchant les navires " EDAN III " (ex RITA)
et " JULIA " (EDDA) à BRINDISI.

Il nous apparaît toutefois nécessaire de vous confi-
mer que l'automoteur français qui a été rapatrié par nos soins est
bâtimement " JULIA " (ex EDDA) P. 11549 F automoteur type SPIRO
38m40 x 5m03, tonnage 346 T, 34, propriétére Monsieur A. DEPRINCE,
Ile St. Denis, FRANCE, alors que l'unité belge restant dans le port
est l'automoteur " EDAN III " Ae 14410 B, (ex RITA) propriété de
la Sté belge EDAN.

Notre Mission n'a pas pu accepter de prendre ce na-
vire en consigne, de fait de sa nationalité belge mais fait néam-
moins toutes les démarches pour qu'une décision soit prise par le
gouvernement intéressé, avec l' Ambassade duquel elle se tient en
relation à ce sujet.

Nous ne manquerons pas de vous faire savoir cette
décision dès qu'elle nous sera communiquée.

destinataire: Ministère L' Administrateur en Chef de l' I.M.,
Chef de la Mission Marine Marchande en Italie:

ROME, le 15 Juillet 1947

2.493
10/24
AJ/RB

M O T E

pour le MINISTERO DELLA DIFESA-MARINA
Ufficio Trattati

O b j e t : Automoteurs " EDAN III " et " JULIA ", à
Brindisi.

Référence : Votre n° 2277 UT du 3.7.47.

:-

Nous accusons réception de la copie de la note 2277 citée en référence adressée à AMHQ et vous remercions des informations que vous y donnez touchant les navires " EDAN III " (ex RITA) et " JULIA " (EDDA) à BRINDISI.

Il nous apparaît toutefois nécessaire de vous confier que l'automoteur français qui a été rapatrié par nos soins est bâtiment " JULIA " (ex EDDA) P. 11549 F automoteur type SPIRO 35m40 x 5m05, tonnage 346 T, 34, propriétaire Monsieur A. DEPRINCE, Ile St. Denis, FRANCE, alors que l'unité belge restant dans le port est l'automoteur " EDAN III " Ae 14410 B, (ex RITA) propriété de la Sté belge EDAN.

Notre Mission n'a pas pu accepter de prendre ce navire en consignation, de fait de sa nationalité belge mais fait néanmoins toutes les démarches pour qu'une décision soit prise par le Gouvernement intéressé, avec l'Ambassade duquel elle se tient en relation à ce sujet.

Nous ne manquerons pas de vous faire savoir cette décision dès qu'elle nous sera communiquée.

destinataire: Ministero

copies: difesa-marina
AFHQ Italian

Naval Branch

L'Administrateur en Chef de l'I.M.,
Chef de la Mission Marine Marchande en Italie:
R. SENTIS

From: MINISTRY OF DEFENCE (NAVY) (Office of the Secretary General)
To : Italian Naval Branch - A.F.H.Q.
and for Info. to : French Mercantile Marine Mission in Italy.
Date: 9th July 1947
Ref.: 2277/UT

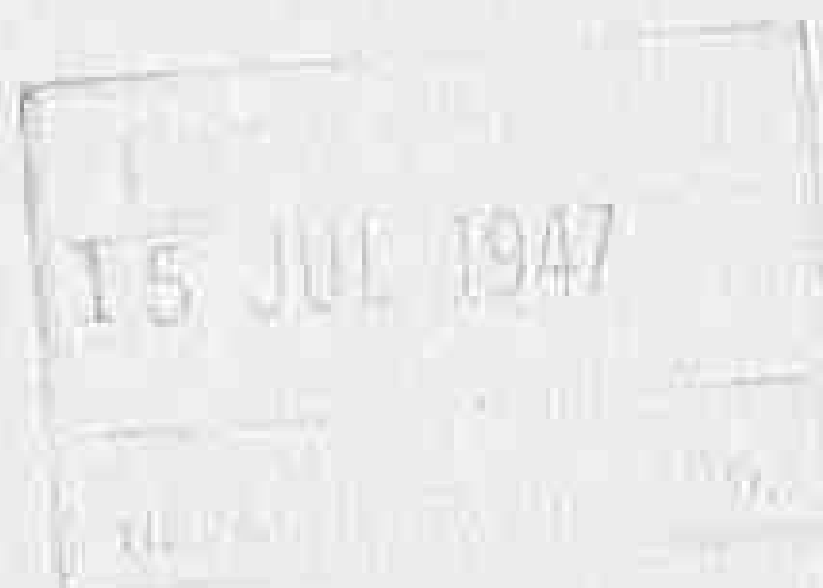
Subject: Motor transports EDAN III (Rita) and JULIA (Edda) at
Brindisi

Further to letter 2149/UT of the 21st June last, you are informed that the French Authorities have taken possession of the motor transport EDAN III (Rita).

They have not accepted the tug JULIA, as she is Belgian owned.

By direction
The Secretary General,
(Adm. E. FERRERI)

JLE/P.
14



991

REPUBLICA ITALIANA

MINISTERO DELLA DIFESA - MARINA
SEGRETARIO GENERALE - COORDINAMENTO MARINA

Ufficio Trattati
Indirizzo: MARINA ROMA

PROT. 14. 2277/UT

AIRMAIL

ARGOMENTO: Mototrasporti EDAN III (Rita) - e JULIA (Edda) trovatisi
a Brindisi.

Roma, 9. 7. 47

AL L. L. LIAN NAVAL BRANCH
Allied Forces HQ. ROMA

e, per conoscenza:

MISSIONE MARINA MERO. FRANCESE
presso Ambasciata di Francia
Palazzo Farnese

ROMA

A prosecuzione del foglio 2149/UT del 21 giugno u.s.
si informa che il mototresp. EDAN III (Rita) è stato riti-
rato dalle Autorità francesi.

Le stesse non hanno accettato la riconsegna del moto-
rimorchiatore JULIA dato che trattasi di unità di naziona-
lità belga.

d'ordine

IL SEGRETARIO GENERALE
(Amm. Sq. E. Ferreri)

IL CAPITANO DI VASCELLO
Segretario Coord. Marina
(G. Marini)

G. Marini

990

1514

ALLIED Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

24 June 1947

IRM-11(3)/E/101

Subject:

MOTOR LIGHTERS "EDAN III" (RITA) AND
"JULIA" (EDDA) AT BRINDISI.

To:

THE CHIEF OF THE FRENCH MERCANTILE MARINE
MISSION IN ITALY.

Through: The French Representative to the Allied
Military Authorities in Italy.

Reference:

(a) The Chief of the French Mercantile Marine Mission
in Italy's ltr. No. 2.067 dated 22 March 1947.

1. In reply to reference (a), the Chief of the French
Mercantile Marine Mission in Italy is informed that the Italian Ministry of
Defence, Navy, under cover of their letter No. 2149/UT dated 21 June 1947,
notified this branch that the two lighters EDAN III (RITA) and JULIA (EDDA)
are at Brindisi at the disposal of the French authorities.

H
24/6

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

919

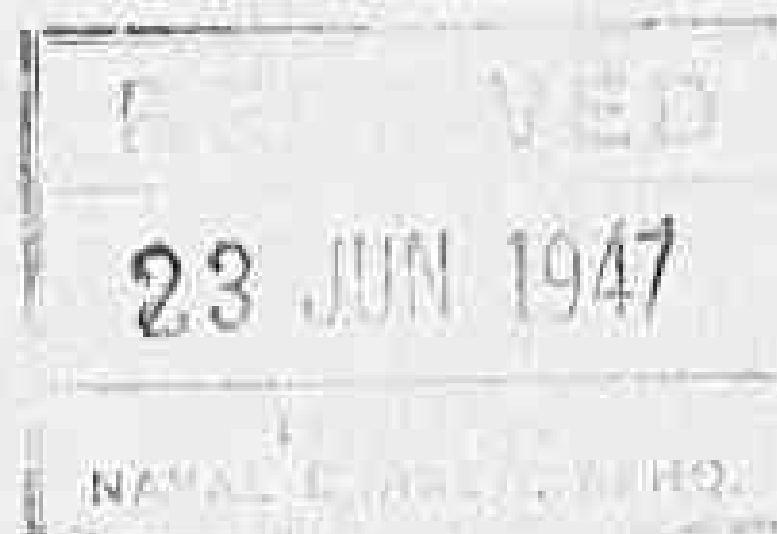
From: RE-ESTABLISHMENT OF REFUGEE (NAVY) (Office of the Secretariat General)
To : Italian Naval Branch - A.F.B. 4.
Date: 21st June 1947
Ref.: 2149/UT

Subject: *Lighter*
Motor transports "EDNA III" (RTA) and "JULIA" (EDNA) at
Brindisi

With reference to your letter DM.11/1/71, dated 15th April,
you are informed that the two motor transports "EDNA III" and "JULIA"
identified as the "RTA" and the "EDNA", are at Brindisi at the disposal
of the French authorities.

By direction
The Secretary General
Admiral. E. FERREZI

JDE/P.
23



988

REPUBBLICA ITALIANA

Roma, li 21 GIU 1947

MINISTERO DELLA DIFESA - MARINA
SEGRETARIO GENERALE - COORDINAMENTO MARINA

Al ITALIAN NAVAL RANCH

Indirizzo: MARINA - ROMA

Ufficio Trattati

Protoc. N. 2149/U.T.

Allegati

ARGOMENTO. Mototrasporti "Edan III°" (RITA) e "JULIA"
(EDDA) trovantisi a Brindisi.

Con riferimento al foglio n°
n°IRN.11/N/71 del 15 aprile, si in-
forma che i due mototrasporti "EDAN
III°" e "JULIA" identificati in quel-
li nominati "RITA" ed "EDDA", trovan-
si a Brindisi a disposizione delle
autorità francesi.

d'ordine
IL SEGRETARIO GENERALE
(Amm. Sq. E. Ferreri)

IL CAPOQUARTIERE DI V. M. 101
Segreteria e Ufficio Amministrativo
101 101000

M. Ferreri 987

1517

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

(3)
IRN-11/N/71

15 April 1947

Subject: MOTOR LIGHTERS "JULIA" AND "EDAN III" AT BRINDISI.
To: MINISTRY OF DEFENCE, NAVY.
Reference: (a) Navy Sub-Commission ltr. NSC/5825 dated 3 January 1947.
(b) Ministry of Defence, Navy ltr. 2997 dated 14 March 1947.
(c) Naval Sub-Section, Italian Military Affairs Section ltr. IRN-11/N/142, dated 15 March 1947.
Enclosure: (A) French Mercantile Marine Mission in Italy ltr. 2.067 dated 2 March 1947 with enclosures.

1. In continuation of references (a) and (c), enclosure (A) is forwarded for information and appropriate action. It is felt that the information contained therein will enable the craft in question to be identified and located.

2. It is requested that this Branch be advised of action taken.

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

151058/4
1770

936

Previous correspondence
in NSC files.

16 APR 1947

IRN-11. no. 167.

From: French Mercantile Marine Mission in Italy
To : Italian Naval Branch - A.F.H.Q. - through French Representative
at the A.F.H.Q.
Date: 12nd March 1947
Ref.: 2.067

Subject: Motor lighters "JULIA" and "EDAN III" at Brindisi

The following are enclosed: a copy of letter 16240 of the 20th September 1946 from the National Navigation office; a copy of the registry certificate of the "JULIA"; a copy of F.O.L.I.'s signal of the 25th September 1946.

Reference is made to your letter IRN 11/11/44, dated 21st March instant.

Following our conversation over these two craft, I can confirm that they have been identified by the French Mercantile Marine Mission in Italy and are at present at Brindisi.

It is possible that the 2 craft are not known on the spot by their real names, as these have only been discovered through the registry numbers (P 11549 for the "Julia", and AE 14410B for the "Edan III")

These barges were renamed "EDDA" and "RITA" by the Germans, and it is probably only under these names that the Italian Maritime Authorities are prepared to return them.

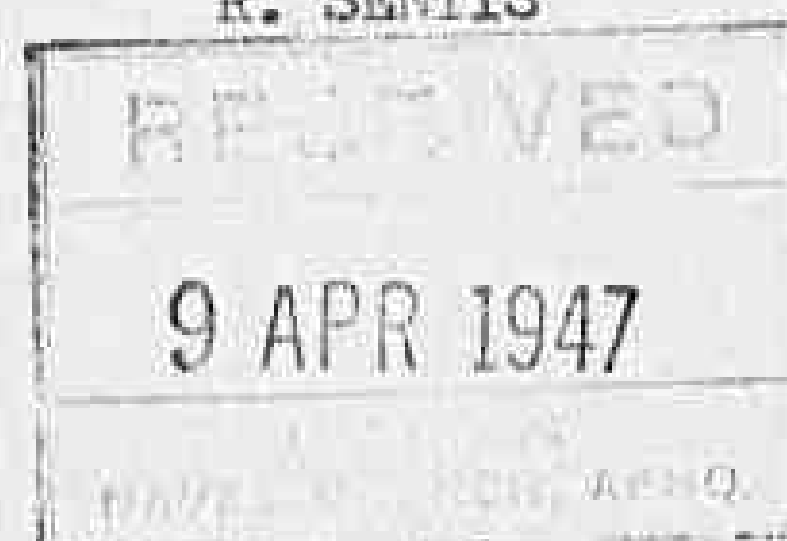
It may be added that the Italian Navy should be aware of these vessels' existence, as they carried out various repairs to make them fit for towing to sea.

Enclosed herewith are copies of documents in our possession, which have served for the identification of the craft. A signal authorising their release is also enclosed.

The Chief
of the French Mercantile Marine Mission
in Italy
R. SENTIS

JLP/P.

1



From: National Navigation Office, Paris.
To : French Mercantile Marine Mission in Italy
Date: 26th September 1946
Ref.: 16240

Subject: Identification of the barge "RITA"

Further to my letter SNR/16.236 of the 25th September, I inform you that it has been possible to identify the barge "RITA".

The craft is the Belgian motor barge "EDAN III" No. Mile Ae. 14.410B, owned by the EDAN Co.

The Belgian salvage authority has been informed.

(Sgd.) for the Director of the
National Navigation Office.

JLP/P.
1



984

Shipping Registry Office, ParisExtract from the Shipping Register

(in accordance with Art.4 of the law of 5th July 1917)

This extract may not be used for change of ownership

Registered No. 11549

Date of Registry : 30th July 1934

Name of vessel : JULIA
Max. tonnage : 346 tons 34
Type of vessel (lighter, pinnace, ferry, etc.) :
Construction (wood, iron or mixed) : iron
Construction yard : Niel, Belgium
Date of Construction : 1930
Maximum length (not including rudder) : 38.4 metres
" breadth (including all projections) : 5.03 metres
Engine H.P. : 80 H.P.
Number of vessel at one of the inland
transport registries
Tonnage classification office : Anvers, Belgium
Date of classification of tonnage : 14th June 1946
(Name and Surname : Louis DEPRINCE
Owner's)Occupation : Seafarer
details (Domicile : Ile ST.Denis
)Nationality : French.

This extract from the shipping register is certified genuine
by the undersigned Chief Engineer.

Paris, 3rd September 1946.

(Sgd.) Chief Engineer of Ports.

JLP/P.
2

987

MINISTRY OF MARINE (R) NSC.

FOLI (5)

Declassified.

Reference your hand message number 766 dated 19th Aug: 1946.
The Commander in Chief Mediterranean Station has now authorised the
release of the RTTA and EODA to the French authorities.
(2) For information the Admty: have been requested to hasten their
decision on the disposal of the other craft held at Brindisi.

.....2510071/Sept.....

Dist: 0-5 10 15 (4) 16 Log 2H/I M of M.

Ref : Release of craft at Brindisi.

H/M P/L TOD A.M. 25 th: RF

25/9

C O P Y

RÉPUBLIQUE FRANÇAISE

Rome, le 25 Mars 1947

REPRÉSENTATION FRANÇAISE
AUTRES DES AUTORITÉS ALLIÉES
COMMISSION MIXTE
EN ITALIE

Navy Branch
Allied Force Headquarters

N. 3254 / 28

BORDEREAU D'ENVOI

Description des Pièces	No.	Observations
Lettre N° 2.067 10/24 AJ/RB de la Mission Marine Marchande à ROME au sujet des Chalands automoteurs "JULIA" et "EDAN III" à BRINDISI, en date du 22 Mars 1947.....1		
Copie de la lettre 16240 du 26 Septembre 1946 de l'Offi- ce National de Navigation au sujet du Chaland automoteur "EDAN III".....1		
Copie du Certificat d'Im- matriculation du Chaland automo- teur "JULIA".....1		
Copie du télégramme de FOLI du 25 Septembre 1946.....1		
	4	"Pour Attribution" ~~RECHERCHÉ~~
Le Capitaine de Vaisseau HERON de VILLEFOSSE Représentant Français auprès des Autorités Alliées en Italie P.O. Le Lieutenant DUMOLARD G. Dumolard		

381

MINISTÈRE
DES
TRAVAUX PUBLICS
ET DES TRANSPORT

SECRETARIAT GÉNÉRAL
DE LA
MARINE MARCHANDE

MISSION MARINE MARCHANDE
EN ITALIE

Ref. N° 2.067
Dr. 10/24
AJ/RB

REPUBLIQUE FRANÇAISE

Adresser la correspondance :
French Headquarters, H. A. A. C.
Piazza Venezia

Tel. 66.292 (Chef Mission)
66.256 (Secrétariat)

Enregistré le 25 Mars 1947
sous le n° 6242/28 ROME le, 22 Mars 1947

N O T E

pour ALLIED FORCES HEADQUARTERS ITALIAN
MILITARY AFFAIRS SECTION NAVAL SUB-SECTION
APO. 794

Sous couvert de Mr. le Capitaine de Vaisseau HERON de
VILLEFOSSE, représentant français auprès des Autorités
Alliées en I t a l i e.

-:-

O b j e t : Chalandsautomoteurs " JULIA " et " EDAN III " à
Brindisi -

Référence : Votre IRN II/N/I4I du 21 Mars.

P.Jointes : Copie lettre I6240 du 26 Septembre 1946 de l'Office N.1e
de Navigation-
Copie certificat d'immatriculation du " JULIA "
Copie télégramme de FOLI du 25 Septembre 1946.

-:-

Suite à l'entretien que nous avons eu au sujet de ces
navires, je vous confirme que ces deux navires ont été identifiés
par la Mission Marine Marchande Française en Italie, et se trouvent
actuellement dans le port de BRINDISI.

Il est possible que ces deux unités ne soient pas con-
nues sur place sous leur nom réel, ces noms n'ayant pu être connus
que grâce aux marques d'immatriculation (P II549 pour le " JULIA "
et AE I44IO B pour l' " EDAN III).

Ces barges avaient été baptisées par les Allemands
" EDDA " et " RITA ". C'est probablement sous ces noms seulement
que les Autorités Italiennes Maritimes seraient susceptibles de vous
renseigner à leur sujet.

- 2 -

Nous pensons utile d'ajouter que la MARINE ITALIENNE devrait avoir connaissance de ces navires, ayant effectué à leur bord divers travaux de tamponnement ayant pour but de les rendre remorquables en mer.

Nous vous adressons ci-joint copie des documents en notre possession ayant servi à l'identification de ces navires, navires qui ont fait d'autre part l'objet du télégramme également joint pour leur relaxation.

L' Administrateur en Chef de l' I.M.,
Chef de la Mission Marine Marchande en Italie :



R. S E N T I S

COPIE

MINISTERE
des TRAVAUX PUBLICS
et des TRANSPORTS

REPUBLIQUE FRANCAISE

PARIS le, 26 Septembre 1946

OFFICE NATIONAL
DE LA NAVIGATION

Le Directeur de l'Office National de la
Navigation

à MISSION MARINE MARCHANDE EN ITALIE
SP. 70.289 par D.F.M. 552

LM/MA

S.N.R. N° I6240

O B J E T : Identification du bateau " RITA "

Comme suite à ma transmission SNR N° I6.236
du 25 Septembre, je vous informe que l'identification
du bateau " RITA " a pu être réalisée.

Il s'agit de l'automoteur belge " EDAN III "
N° M.le Ae. I4.410 B appartenant à la Société
EDAN.

Le service belge de récupération des bateaux
a été prévenu de cette découverte.

Pour le Directeur de l'Office Nat.l
de la Navigation
le Chef de Service

signé: illisible

979

COPIE

Circulaire du 22
Juillet 1919.

MINISTRE
DES TRAVAUX PUBLICS

REPUBLIQUE FRANCAISE

BUREAU D'IMMATRICULATION de

Numéros (du registre XVI
) du feuillet 299

P A R I S

-:-

E X T R A I T

DU REGISTRE D'IMMATRICULATION DES BATEAUX

(Application de l'article 4 de la loi
du 5 Juillet 1917)

Cet extrait ne peut
être utilisé pour
les mutations de
propriété

Numéro d'immatriculation II549

Date de l'immatriculation 30 Juillet 1934

Nom ou devise du bateau : J U L I A
Tonnage à l'enfoncement maximum : 346 T. 34
Type du bateau (chaland, péniche, toue, etc.) : SPITS AUTR
Système de construction (bois, fer ou mixte) : FER NIEL BELGIQUE
Chantier de construction : I930
Date de la construction : 38 m 40
Longueur maximum (gouvernail non compris) : 5, 03
Largeur maximum (toutes saillies comprises) : 80 CV
Force en chevaux de sa machine motrice :
Cote du bateau à l'un des registres de
classification des bateaux de navigation intérieure :
Bureau de jaugeage : ANVERS BELGIQUE
Date du certificat de jaugeage : 13 JUIN 1946

Etat civil (Nom : DEPRINCE
) Prénom : LOUIS
du (Profession : MARINIER
propriétaire) Domicile : ILE ST DENIS
Nationalité : FRANCAISE

Le présent extrait du registre d'immatriculation des bateaux,
certifié conforme par l'Ingénieur en Chef soussigné.

A Paris le 3 Septembre 1946

L'Ingénieur en Chef des Ports
Adjoint au Chef de Service
signature: illisible

COPIE

30147/D8071. II/44.
25,000m. C.B. & S.Ltd. 51.5349.

S. I320d.
(Reestablished May, 1939)
Revised June, 1944)

MINISTRY OF MARINE (R) NSC

FOLI (5)

Unclassified.

Reference your hand message number 766 dated 19 th: Aug: 1946.
The Commander in Chief Mediterranean Station has now authorised
the release of the RITA and EDDA to the French authorities.
(2) For information the Admty: have been requested to hasten
their decision on the disposal of the other craft held at Brindisi.

.....2510071/Sept.....

Dist: 0-5 10 15 (4) 16 Log 2H/I M of M.

Ref: Release of craft at Brindisi.

H/M P/L TOD A.M. 25 th: RF

25/9/1946

977

1528

(3)
IRM-11/H/142

15 March 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
To: Ministry of Defense, Navy (Cabinet).
Subject: Belgian Barge "EDAN III".
Reference: (a) Ministry of Defense, Navy (Cabinet) ltr. 2997
dated 14 March 1947.

1. The information contained in reference (a) has been communicated to the French Mercantile Marine Mission in Italy who have been designated by the Belgian Embassy as agent.

2. The French Mercantile Marine Mission has been instructed to make the necessary arrangements for the visit of the representative to Brindisi through the Ministry of Defense (Navy).

FOR RUMOR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMA.

18 MAR 1947 926

171554 3
171554

Belgian
Van Nieuwenhuysen
what date

1529

735020

(3)
IPM-11/N/141

15 March 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
 To: French Mercantile Marine Mission in Italy,
 Through: Captain Heron de Villefosse, French
 Representative to the Allied Military Authorities in
 Italy.
 Subject: Belgian Barge "EDAN III".

1. This Sub-Section has received a communication from the Belgian Embassy, Rome, stating that the Belgian Barge "EDAN III" in the port of Brindisi had been identified as Belgian property.
2. The Italian Ministry of Marine thereupon was requested to institute inquiries to confirm the ownership of the barge. A reply has been received from the Italian Ministry stating that Marine Brindisi had no information regarding the barge, nor did they have any means to trace it. However, the Ministry suggests that a representative of the owners be sent to Brindisi for the identification of the craft, and further states that the Brindisi Naval Command will cooperate with the representative so designated.
3. This information is forwarded for action by the French Mercantile Mission, inasmuch as the original request from the Belgian Embassy stated that the tracing of the barge would be organized by the French Mission. Accordingly, it is suggested, that arrangements be made by you directly with the Italian Ministry of Defence, (Navy).

H. W. ZIBOLL,
 COMMANDER, IN CHARGE,
 FOR DEAR ADMIRAL,
 DIRECTOR, NAVAL SUB-SECTION, INAS.

973

180930/3
17/3

18 MAR 1947

From: MINISTRE OF DEFENCE (NAVY) (Cabinet)
To : N.S.S. - I.M.A.S. - A.M.H.Q. - Rome
Date: 14th March, 1947.
Ref.: 2897

Subject: Belgian Barge "EDAH III".

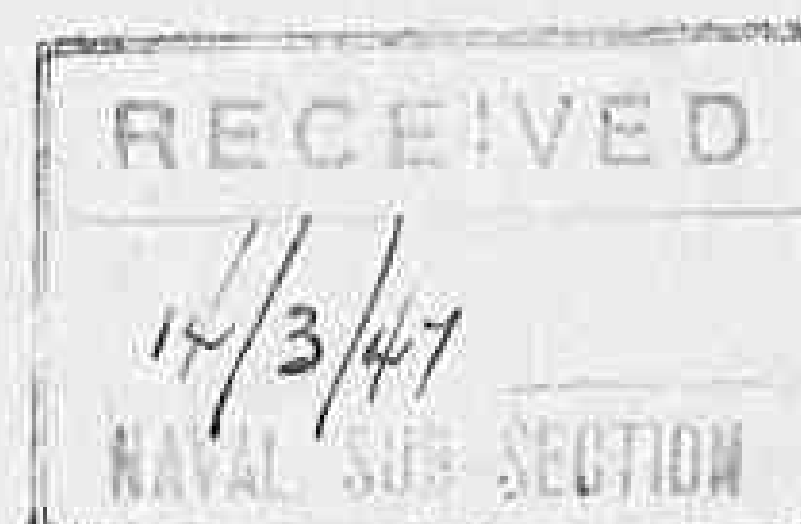
With reference to your letter NSC/5825, dated
3rd January 1947.

It is suggested that a representative of the owner
concerned should be sent to Brindisi for the identification
of the vessel in question, with the aid of the local Naval
Command.

By Direction

THE CHIEF OF CABINET
(Sgd). G. MARINI.

HEP/S
14.



924

MINISTERO DELLA DIFESA - MARINA

14 MAR. 1947

Mod. 40

~~XXXXXXXXXXXXXXXXXXXX~~

GABINETTO

INDIRIZZO TELEGRAFICO MARINA DMA

NAVAL SUB SECTION
I.M.A.S., A.F.HQ.

Aut. A. 2997/Allegati -

ARGOMENTO: Chiatta Belga "EDAN III".-

URGENTE

Riferimento foglio NSC/5825 del
3/1/47.-

Si propone che venga inviato a
Brindisi un Delegato o un Rappresentante
dell'armatore interessato che potrà pro-
cedere, in accordo con il locale Comando
Marina, al riconoscimento del natante in
argomento.-

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



973

1532

(3)
IRN-11/N/88

7 March 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
To: Ministry of Defence, Navy (Cabinet).
Subject: Belgian Barge "IDAN IIT".
Reference: (a) Navy Sub-Commission ltr. NSC/5325, dated 3 January 1947.
(b) Naval Sub-Section ltr. IRN-11/U/2 dated 3 February 1947.

1. The attention of the Ministry of Defence, Navy is again invited to references (a) and (b) and the requests contained therein.

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

26P
7/3/47

07/12/47
186

8 MAR 1947

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1533

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

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

(3)
IRH-11/N/2

3 February 1947.

From: Director, Naval Sub-Section, Italian Military Affairs
Section.
To: Ministry of Marine.
Subject: Belgian Barge "EDAN III".
Reference: (a) Navy Sub-Commission ltr. NSC/5825, dated 3 January 1947. /

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

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

7 FEB 1947

971

04/14/51/2
JH

OFFICE COPY

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11(3)/N/261

25 August 1947

Subject: REQUEST FOR INFORMATION ON WRECK "ANNA MARIA GUALDI".
To: THE FRENCH REPRESENTATIVE TO THE
ALLIED AUTHORITIES IN ITALY.

1. With reference to your letter No. 3278/28 dated 16 June 1947, the Italian Ministry of Defence, Navy, have furnished me with the following information regarding the wreck of the SS ANNA MARIA GUALDI:-

" The wreck is lying on the bottom, completely submerged, approximately 300 metres off the outer mole at Palermo, near the quay. The ship, which is owned by the Societa' Industria e Pesca, Rome, whose registered number is 196 at the Rome Harbour Office, left Taranto on the 27th September 1942, arrived at Palermo on the 30th of the same month, and was sunk there on the 1st December 1942. The vessel, of 3274 GRT and 2054 NRT, was loaded with about 2300 tons of petrol."

H
15/8

SMF R. E. PRYCE.
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

960

OFFICE COPY

27 AUG 1947

From: MINISTRY OF DEFENCE (NAVY). (Office of the Secretary General).
To : Italian Naval Branch AFHQ
Date: 12th August 1947
Ref.: 2810/UT

Subject: Information on the wreck of the "ANNA MARIA GIALDI".

Reference is made to your letters IRN-11(3)/P/179, dated 23 June 1947 and IRN-11(3)/N/228, dated 24 July 1947.

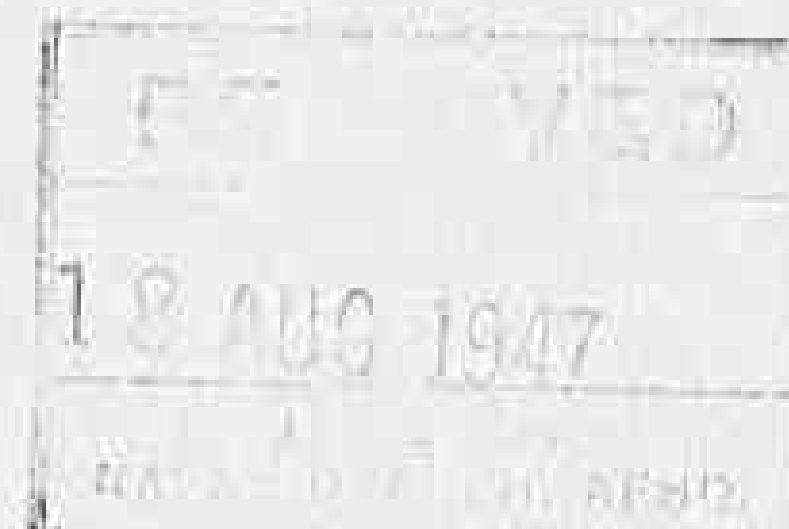
The wreck of the S.S. ANNA MARIA GIALDI is lying on the
* bottom, completely submerged, ^{approximately} about 200 meters off the outer mole at
Palermo, near the quay.

It appears that ^{ship, which is} the above steamer, owned by the Società
Industria e Pesca, Rome, and whose registered number is 196 at the Rome
Harbour Office, left Taranto on the 27th September 1942, arrived at
Palermo on the 30th of the same month, and was sunk there on the 1st
December 1942.

→ The vessel, of 3274 GRT and 2054 NRT, was loaded with
about 2300 tons of petrol.

By direction,

Rear Admiral L. RUBARTELLI.



969

REPUBBLICA ITALIANA

Roma, 12 AGO. 1947

MINISTERO DELL' DIFESA - MARINA
SEGRETARIO GENERALE - COORDINAMENTO MARINAUfficio Trattati
Indirizzo: MARINA ROMAAl ITALIAN NAVAL BRANCH
Allied Forces HQ. ROMAPROT. N. 2810/UT

ALLEGATI

ARGOMENTO: Informazioni sul relitto ANNA MARIA GUALDI.

Si fa riferimento ai fogli IEN-11(3)/N/179 del 23 giugno 1947 e IEN-11(3)/N/228 del 24 luglio 1947.

Il relitto del piroscafo ANNA MARIA GUALDI trovasi a fondo, completamente sommerso, a circa 300 metri dalla testata del Molo Foraneo di Palermo, in prossimità della banchina.

Risulta che il suddetto piroscafo, appartenente all'Armatore Società Industria e Pesca - Roma, e iscritto al n. 196 della Capitaneria di Porto di Roma, partì da Taranto il 27 settembre 1942, giunse a Palermo il 30 dello stesso mese e vi fu affondato il 1° dicembre 1942.

Il piroscafo, di 3274 tonnellate di stazza lorda e 2054 tonnellate di stazza netta, aveva un carico di circa 2300 tonnellate di benzina.

968

d'ordine
L'AMMIRAGLIO DI DIVISIONE
Capo Ufficio Trattati
(L. RUBATELLI)



1537

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11(3)/H/228

24 July 1947

Subject: REQUEST FOR INFORMATION ON WRECK "ANNA MARIA GUALDI".
To: MINISTRY OF DEFENCE, NAVY.
Reference: (a) Italian Naval Branch, Allied Force Headquarters ltr.
IRM-11(3)/H/179 dated 23 June 1947.

1. It would be appreciated if the information requested in reference (a) could now be forwarded.

H
24/7.
Rear Admiral,
Director, Italian Naval Branch.

987

1538

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

Allied Force Headquar: 28
ITALIAN NAVAL BRANCH
APO 794

IRE-11(2)/W/179

23 June 1947.

Subject: REQUEST FOR INFORMATION ON WRECK "ANNA MARIA GUALDI".
To: MINISTRY OF DEFENCE, NAVY.

1. It has been reported that in the Port of Palermo near No. 1 quay and the North breakwater lies the wreck of the "ANNA MARIA GUALDI" which is believed to be of French origin.

2. It would be appreciated therefore if all available information regarding the identity and dimensions of the wreck could be communicated in order that its origin may be ascertained.

for (Sgd.) R. F. Pugh.
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

H
23/6

256

From: Captain Heron De Villefosse, French Representative at A.F.H.Q.
To : Director of Italian Naval Branch - A.F.H.Q.
Date: 16th June 1947
Ref.: 5278/28

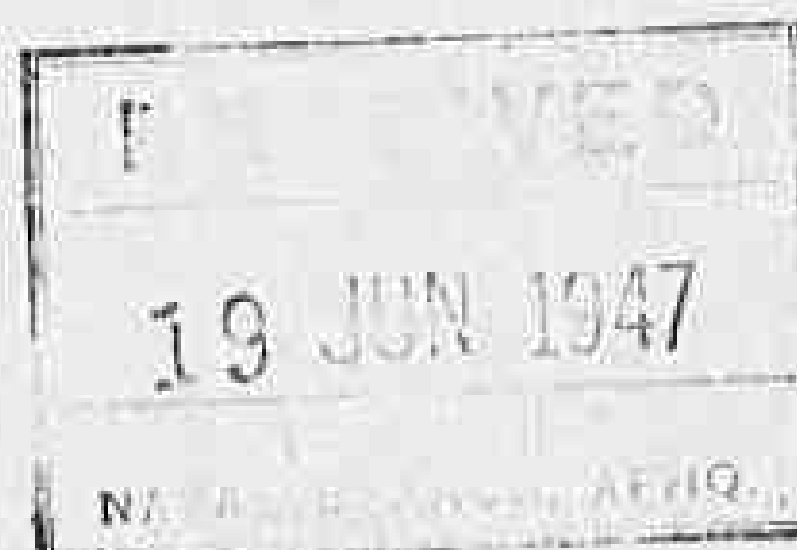
Subject: Request for information on a wreck

1. In the port of Palermo, near No. 1 quay and the North breakwater is the wreck of the "ANNA MARIA GUARDIA".
2. Various indications lead us to believe that the vessel is of French origin.
3. It would be appreciated if you could request the Italian Authorities for all possible information regarding the identity and dimensions of the wreck, and communicate it to me.

For Captain Heron De Villefosse
(Sgt.) B. BENT.

965

JHP/P.
19



RÉPRESENTATION FRANÇAISE
AUPRES DES AUTORITÉS ALLIÉES
EN ITALIE
N° 3278/2

ROME, le 16 JUIN 1947

Le Capitaine de Vaisseau HERON de VILLEFOSSÉ
Représentant Français auprès des Autorités Alliées
en Italie

à
Monsieur le CONTRE-AMIRAL
Directeur de l'Italian Naval Branch
A.F.B.S.

Objet = Demande de renseignements sur une épave.

1° - Dans le port de PALERME, près de la jetée
N° I et du brise lame Nord se trouve l'épave de
l'"ANNA MARIA GUALDI".

2° - Diverses présomptions permettent de penser
que ce navire est d'origine française.

3° - J'ai l'honneur de vous demander d'obtenir
des autorités italiennes et de me communiquer tous ren-
seignements que l'on peut avoir sur l'identité de cet-
te épave et ses dimensions.

P. le Capitaine de Vaisseau
HERON de VILLEFOSSÉ

P.O. le Capitaine de Frégate YBERT
Adjoint "Marine"

Ys. R. Ybert

264

15411

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

Ltr. Ref. Date & Subject

MINISTRY OF DEFENCE (NAVY)
2810/UT 12th August 1947.

Date Rec'd

18 AUG 1947

(X) ACTION
(X) INFO

✓ DIRECTOR	AB	26/8	Information on the wreck of the "ANNA MARIA GUALDI".
✓ DEPUTY DIRECTOR			
CSO (LI)			
PERSONNEL			
X ADMINISTRATION	HA	25/8.	
SUPPLY			
ALL HANDS			

TYPE AND RETURN TO ACTION OFFICER:

PRING-UP DATE: none ACTION COMPLETED -- FILE
INITIAL AB

1542

OFFICE COPY.

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11(3)/N/297

15 September 1947.

Subject: LOSS OF SHIPS BY ITALIAN NAVY.
To: CAPITALE DE FRECATE D.E. YEMET,
FRENCH EMBASSY, ROME.
Reference: (a) The French Representative to the Allied
Authorities in Italy's ltr. No. 1860 SM/NSC
dated 20th August 1947.
Enclosure: (A) Copy of Italian Naval Branch, Allied Force Headquarters's
ltr. IRM-11(3)/N/270 dated 29th August 1947.
(B) Copy of Italian Naval Branch, Allied Force
Headquarters's ltr. IRM-11(3)/N/ dated
15th September 1947.

1. Enclosures (A) and (B) are forwarded for information
with reference to reference (a).

Sgd. H.A.V. Hall.
for
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

962

ALLIED FORCE HEADQUARTERS
ITALIAN NAVAL BRANCH
MSG 794

15 September 1947.

Reference: (a) Italian Naval Branch, Allied Force Headquarters's,
Ltr. No. 13H-11(3)/N/270 dated 29th August 1947.

In consequence of the closing of the Italian Naval Branch of Allied Force Headquarters today 15th September, 1947, it is requested that you will address your reply to Reference (a) to

..... The French Naval Attache', French Embassy, Rome.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Sgt. R. A. V. Hall.
~~Sec~~ Secretary
Italian Naval Branch,
Allied Force Headquarters.

961

OFFICE COPY

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11(3)/W/270

29 August 1947

Subject: SALE OF ITALIAN NAVAL WRECKS.
To: THE MINISTRY OF DEFENCE, NAVY.
Reference: (a) Ministry of Defence, Navy's ltr. No. 2823/UT dated
13 August 1947.

1. The comparison of the dimensions contained in reference (a) with those of the lighters removed from Bizerta shows that the wrecks at Marsala do not appear to be of French origin.

2. While there is, therefore, no objection to the sale of these 9 lighters by the Italian Navy now, it is requested that the dimensions of 26 x 14 x 1,70 metres in respect of the five pontoons given in reference (a), be confirmed prior to their being sold, and that the measurement of 14 metres for the breadth of each of the five pontoons be ascertained, since there is reason to believe that three of them may have a breadth of 5,70 metres.

H
29/8

Sgt R. F. PRYCE.
for. REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

960

OFFICE COPY

30 AUG 1947

From: Colonel [redacted], French Representative, at Allied Force Headquarters.
To: Director, Italian Naval Branch, Allied Force Headquarters.
Date: 20th August 1947.
Ref.: 1840 SM/AS

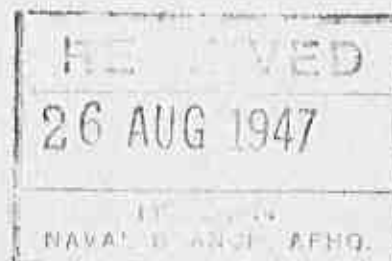
Subject: Sale of Italian Naval Wrecks.

With reference to your letter LAM-11(3)/H/247, dated 19th August 1947.

1. The comparison of the dimensions contained in your letter, with those of the lighters removed from Bizerta by the Axis forces, shows that the wrecks at Marsala do not appear to be of French origin.
2. There is, therefore, no objection on our side to their sale by the Italian Navy.
3. The dimensions given for the 5 hulks, however, (11 metres wide by 26 metres long) seem to be excessive, and it is to be presumed that an error has been made regarding the width.
4. Had the breadth been in the region of 6 metres (5.7 metres to be exact), the dimensions would approach those of the locked lighters nos. 110, 112, and 103 of 100 tons G.R.A., which were removed from Bizerta in March 1943.
5. It would be appreciated if you could verify these dimensions.

(Sgd) Commander YEAT.

959



REPRESENTATION FRANCAISE
AUPRES DES AUTORITES ALLIEES
EN ITALIE

ROME, le 20 Août 1947

N^o 1860 SM/REC

Le Colonel CROS
Représentant Français
près des Autorités Alliées en Italie

à

Monsieur le Contre-Amiral
Directeur de l'Italian Navy Branch
A.F.H.Q.

O B J E T : Vente d'épaves par la Marine italienne

REFERENCE : Votre note IRN-11(3)/N/247 du 18 Août 1947

1.- La comparaison des dimensions contenues dans la note de référence avec celles des chalands enlevés de BIZERTE par les forces de l'axe, montre que les épaves de Marsala ne semblent pas d'origine française.

2.- En conséquence il n'y a de notre part aucune objection à leur vente par la Marine italienne.

3.- Cependant les dimensions données pour les 5 pontons (14 mètres de large pour 26 de long) paraissent peu courantes et il est à craindre qu'une erreur ait été commise sur la largeur.

4.- Si cette largeur était voisine de 6 mètres (5 mètres 70 exactement) les dimensions se rapprocheraient de celles des chalands pontés N^o IIO, I12 et I03 de 100 tonnes de port en lourd, chalands qui ont été enlevés de BIZERTE en Mars 1943.

5.- Une vérification de cette dimension serait souhaitable.

P. & P.O. Le Capitaine de Frégate YBERT
Adjoint Marine,

DESTINATAIRE :

Italian Navy Branch

C O P I E S :

Archives (2)

13-1-48

1547

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11(3)/N/247

18 August 1947

Subject: SALE BY THE ITALIAN NAVY OF EX GERMAN WRECKS.

To: THE FRENCH REPRESENTATIVE TO THE ALLIED
MILITARY AUTHORITIES IN ITALY.

1. With reference to your letter No. 3306/3 dated 19th May 1947, the details of the 9 wrecks sunk at Marsala, whose disposal was arranged by the Ministry of Defence, Navy, who recognised them to be German are as follows:-

- 5 pontoons - 26 x 14 x 1,70 metres
- 1 small landing craft - 19 x 4,50 x 1,50 metres
- 1 semi demobilised - 16 x 4 x 1 metres
- 2 pontoons split into 4 sections of 9 x 4,20 x 1,70 metres and 14,40 x 4,20 x 1,70 metres.

2. It would be appreciated if you could inform me at an early date whether or not the Italian Navy may proceed with the sale of these 9 lighters, since the Italian Ministry of Defence, Navy, have suspended the sale pending clarification of their origin.

H
8/8

357

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

13 AUG 1947

From: Ministry of Defence, Navy.
To: Italian Naval Branch, Allied Force Headquarters.
Date: 13th August 1947.
Ref.: 2823/UT.

Subject: Sale by the Italian Navy of ex German wrecks.

Reference is made to your letter IRN-11(3)/N/147, dated 22 May 1947.

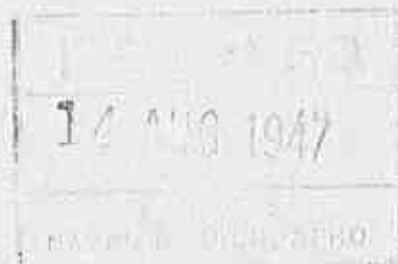
^{who} ~~the~~ following are the details of the 9 wrecks sunk at Marsala, (and recognised ~~as~~ German property, whose disposal was arranged by this ~~the~~ Ministry of ~~the~~ Navy as follows:-

- 5 pontoons - 26 x 14 x 1,70 metres
- 1 small landing craft - 19 x 4,50 x 1,50 metres
- 1 small demobilised - 16 x 4 x 1 metres
- 2 pontoons split into 4 sections of 9 x 4,20 x 1,70 metres and 14,40 x 4,20 x 1,70 metres. x

You are informed that, as requested in paragraph 4 of the letter to which reference is made, the sale of the above 9 wrecks has been suspended.

By direction
Rear Admiral L. Rubartelli.

956



REPUBBLICA ITALIANA

Roma, 13 AGOSTO 1947

MINISTERO DELL' DIFESA - MARINA
SEGRETARIO GENERALE - COORDINAMENTO MARINA

Ufficio Trattati
Indirizzo: MARINA ROMA

Al

ITALIAN NAVAL BRANCH
Allied Forces HQ. ROMA

PROT. N. 2823/UT

ALLEGATI

ARGOMENTO: Vendita da parte della Marina italiana di relitti ex tedeschi.

Riferimento al foglio IMN-11(3)/N/147 del 22 maggio c.a.

I 9 relitti affondati a Marsala e riconosciuti di origine tedesca, di cui questo Ministero aveva disposto l'alienazione, hanno le seguenti caratteristiche:

N. 5 pontoni - metri 26 x 14 x 1,70

1 zatterino - metri 19 x 4,50 x 1,50

1 zatterino semidemolito - m. 16 x 4 x 1

2 pontoni spezzati in 4 elementi da

metri 9 x 4, 20 x 1,70 - m. 6 x 4,20 x 1,70

metri 14,40 x 4,20 x 1,70 - m. 14,40 x 4,20 x 1,70

Si informa che, in seguito a quanto richiesto al par. 4 del foglio in riferimento, è stata sospesa la vendita dei 9 relitti sopra indicati.

955

d'ordine
L'AMMIRAGLIO DI DIVISIONE
Capo Ufficio Trattati
(L. RUBARTELLI)



ALLIED FORCE HEADQUARTERS
ITALIAN NAVAL BRANCH
APO 794

IRN-11(3)/N/224

22 July 1947

Subject: SALE BY THE ITALIAN NAVY OF EX-GERMAN LIGHTERS.
To: THE MINISTRY OF DEFENCE, NAVY.
Reference: (a) Italian Naval Branch, Allied Force Headquarters' ltr.
IRN-11(3)/N/147 dated 22 May 1947.

1. It would be appreciated if the information required by reference (a) could now be forwarded.

S. N. BLANCHARD
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

24 JUL 1947

954

H
w/7

1551

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-11(3)/N/147

22 May 1947

Subject: SALE BY THE ITALIAN NAVY OF EX-GERMAN LIGHTERS.
To: MINISTRY OF DEFENCE, NAVY.

1. The Rome newspapers, notably "Il Globo" of the 14th May 1947, announce the sale by the Italian Navy of 9 ex German lighters sunk at Marsala.
2. When the Axis Forces evacuated Bizerta, in May 1943, they took 3 tugs and 19 lighters of various tonnages, of which only three have so far been traced.
3. There is good reason to suppose that among the 9 lighters on sale at Marsala, some, at least, come from Bizerta, and belong to the French Navy.
4. It is requested therefore, that all available information regarding the identity of these lighters, together with their exact dimensions, may be forwarded as soon as possible, and that the sale of the lighters be suspended pending clarification of their origin.

H
22/5

953

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

22 11 50/5
JRB

22 MAY 1947

From: C. t. Heron de Villefosse, French Representative at A.F.H.Q.
To : Director Italian Naval Branch - A.F.H.Q.
Date: 19th May 1947
Ref,: 3306/3

Subject: Sale by the Italian Navy of ex-German lighters

1. The Rome newspapers, notably "Il Globo" of the 14th May 1947, announce the sale by the Italian Navy of 9 ex German lighters sunk at Marsala.
2. When the Axis Forces evacuated Bizerta, in May 1943, they took 3 tugs and 19 lighters of various tonnages, of which only three have so far been traced.
3. There is good reason to suppose that among the 9 lighters on sale at Marsala, some, at least, come from Bizerta, and belong to the French Navy.
4. It would therefore be appreciated if you could obtain details from the Italian Government, regarding the identity of the lighters, or, at least, their exact dimensions, so that they can be compared with the lighters removed from Bizerta whose particulars are available.

(Sgd) Heron De Villefosse.

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~~COMMISSION ALLIÉE~~
~~XXXXXXXXXX~~

Rome, le 19 Mai

1947

LE REPRÉSENTANT FRANÇAIS
Auprès des Autorités Alliées
en Italie

N° 3306/3

Le Capitaine de Vaisseau
L.HERON de VILLEFOSSE
Représentant Français

à

Monsieur le Contre-Amiral
Directeur de la Italian
Naval Branch - A.F.H.Q.

Objet : Mise en vente par la Marine Italienne
de chalands ex-Allemands.

- 1- Les journaux Romains et notamment "Il Globo" du 14 Mai 1947 annoncent la vente par la Marine Italienne de 9 chalands ex-Allemands coulés à Marsala.
- 2- Or lorsque les Forces de l'Axe ont dû évacuer le port de Bizerte, en Mai 1943, elles ont emmené 3 remorqueurs et 19 chalands de tonnage divers, dont 3 seulement ont à ce jour été retrouvés.
- 3- Il y a de bonnes raisons de penser que parmi les 9 chalands mis en vente à Marsala, un certain nombre au moins proviennent de Bizerte et appartiennent à la Marine Nationale.
- 4 J'ai donc l'honneur de vous demander d'obtenir de la Marine Italienne des précisions sur l'identité des chalands ou à défaut leurs dimensions exactes afin que je puisse les comparer avec celles des chalands enlevés à Bizerte, caractéristiques que je possède.

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